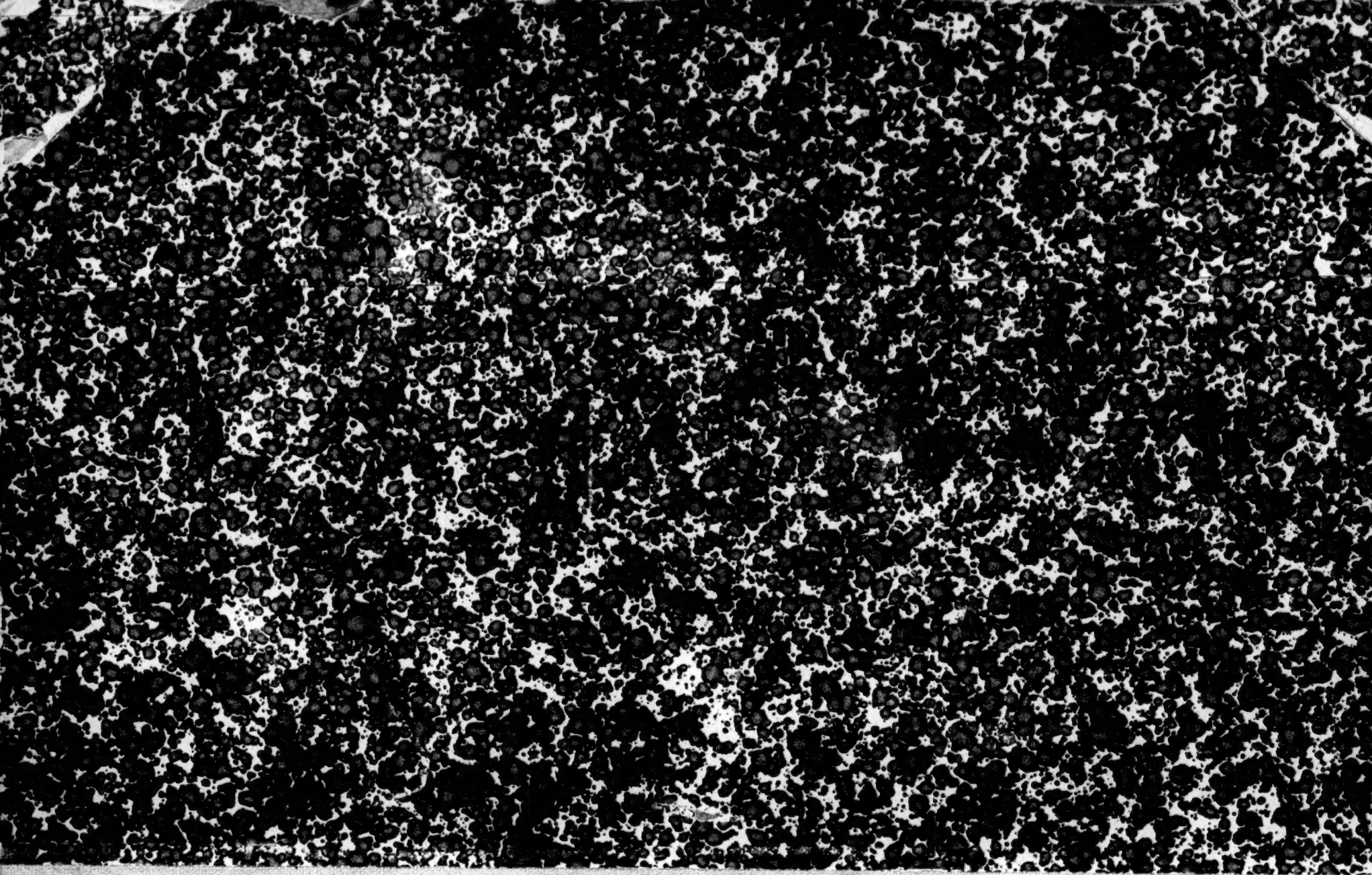
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NEW YORK [ETC.]

V. 42, 1869



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AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, I ANUFACTURES.

American Rail Road Journal.

1869.

Second Quarto Series, Volume XXV.,
Or Volume XLII.

New York:
JOHN H. SCHULTZ, EDITOR AND PROPRIETOR,
No. 9 Spruce Street.

1869.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 1.] SATURDAY, JANUARY 2, 1869. [WHOLE No. 1,707, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 2, 1869.

Elizabethtown and Paducah Railroad.

We learn from the President of this road, who has been in this city for several days past, that fifty-two miles of the road have been placed under contract, from Elizabethtown, through Hardin and Grayson, to the border of Ohio County, and that the balance of the distance to Green River (thirty-five miles, we believe,) will be put under contract as soon as possible. We also learn from Colonel Thomas that he is prepared and will as soon as possible let the contracts for getting out and cutting the stone for the bridges over the Tennessee, the Cumberland and Green Rivers, the building of which he hopes to be able to complete in two years. These bridges are to be built of iron and stone, and are to be of the most complete and substantial character—to be built to last for all time. The exact point at which these bridges will be placed on the three rivers has not yet been determined. That over the Tennessee will probably be below the mouth of Clark's River, or below the "Narrows." At which point it will be depends upon the point at which the road will cross Cumberland River, which will not probably be determined until Spring. There are four routes under consideration between Princeton and Cumberland River, and the route selected will be determined by distance, cheapness of construction, the amount of business which will be furnished to the road and the most money which will be subscribed on the road on either route. The Dycusburg precinct, in Crittenden County, will probably be given an opportunity to vote $100,000, and Livingston County will probably be given another chance to vote $250,000. Birmingham precinct, in Marshall County, will probably be given a chance to vote $50,000, and the people along the several lines will very likely be asked to show the interest they have in the road passing through their vicinity by the subscription of money or lands. Whichever may be the route selected, it will be a great thing for the whole country, and especially for that portion of the country immediately on its line.—*Paducah (Ky.) Herald, Dec.* 15.

Mississppi Valley Railroad.

The building of this road, which would have been completed ere this but for our late trouble with the general government, and which awakened so much interest in our city in 1860, is again being agitated. Vicksburg and Yazoo City are now contending for the terminus. In 1860 the principal rivals were Jackson and Canton. By a resolution of the Board of Mayor and Aldermen, which was ratified by a large majority of the voters, Jackson subscribed $200,000 of stock, and bid fair thereby to gain the prize. If it was worth so much when Mississippi was entirely an agricultural State, is it not more worthy of an attempt to gain this key to the richest portion of our State when we are upon the dawning, as we hope, of the day when our State will also be a manufacturing one? Of the importance of this measure it is unnecessary for us to speak. Any one will see of what advantage it will be to the place at which it may terminate when it is known that it will run from Memphis through the valley of Mississippi. To the people who reside in the valley its completion is an end devoutly to be wished. Mississippi needs this railroad. Her people have felt the need of it ever since the advantages of railroads have been fully understood and appreciated. It will open that part of our State to the outside world and invite immigration. It is approved by both Memphis and Mississippi and its building will be the achievement of a great purpose. Vicksburg sees this. Yazoo City sees it. Would it not be well for Jackson to revive her energies, which have been for some time dormant, and again enter the contest for the terminus of this road, which is destined to be one of the most valuable in the State? Who will set the ball in motion.—*Jackson (Miss.) Clarion.*

☞ The new bridge spanning the Mississippi River, between Dunleith and Dubuque, was completed on the 21st of December. Its entire length is 1,760 feet, and consists of four spans of 225 feet each and two of 250 feet each and a draw of 360 feet in length. The entire bridge is composed of iron and masonry, and cost, with the approaches, $900,000.

Cheraw and Salisbury Railroad.

A letter received in Charleston yesterday from Major D. B. Townsend, the President of the Cheraw and Coalfields Railroad, contains some interesting information in regard to the recent operations of this company. The old Cheraw and Coalfields Railroad was, it will be remembered, superseded by the Chatham Railroad, incorporated at the last session of the Legislatures of North and South Carolina. This determined the direction of the Coalfields Railroad to alter their original route and make Salisbury, on the North Carolina Railroad, the objective point, so as to connect Charleston and the interior with the lines of railroad leading westward from that point. Applications were accordingly made to the two States for the requisite amendments to the charter, which, if obtained, were to be submitted to the stockholders for their acceptance and ratification. The Legislature of our own State promptly made the proposed alteration, and we have now the intelligence that the Legislature of North Carolina has also granted the modifications which were required. We presume, therefore, that the stockholders of the Cheraw and Coalfields Railroad will be called together at some early day to ratify the amended charter and to consider the ways and means of pushing forward their important work.—*Charleston News*, Dec. 18.

Railroads in the United States.

The development of the railroad systems of the United States in the year 1868, has been more rapid than in any former year. Nominally we have an increase of 3,450.37 miles, and in the cost an increase in the immense sum of $193,245,232 over the figures given by us as the totals of the previous year. Much of this aggregate is due directly to the progress made in building the Pacific Railroads, and indirectly to the impetus the near approach of their completion has given to railroad building throughout the country, but more especially in the States between the Mississippi and Missouri Rivers, and also in California. There is little doubt also, but that our figures for 1868 did not include many miles of railroad that were brought into use in the last part of the year 1867, the facts not having come to our notice in time for their entrance. Deducting these, or in other words, adding them to the figures for 1868, we may safely assume that 3,000 miles have been built in the year just passed. The apparent increase in cost is excessive, but it must be remembered that very large amounts have been added

to the construction accounts of pre-existing railroads, and in many instances the nominal cost of roads has been largely increased by the operation of consolidations and re-organizations. Our figures, however, do not include issues of stock without cost, as in the Erie case, but are as near correct as reference to the latest official reports, or close estimate can make them. Of the total given above, probably $150,000,000 has been added for the 3,000 miles of new road, which considering the expensive character of the Pacific lines is not too large an estimate, being but an average of $50,000 a mile, while the Pacific roads are not built for less than an average of $80,000 per mile. Large amounts are also lying dormant on roads in progress and not yet finished. The following shows the distribution of mileage and cost to the several States and Territories:

	Miles of road. Total.	Miles of road. Open.	Cost of road and equipment.
Maine	944.19	559.67	$19,789,521
New Hampshire	783.72	668.72	21,975,319
Vermont	643.59	603.59	24,347,149
Massachusetts	1,537.36	1,425.43	68,345,521
Rhode Island	121.47	121.47	5,006,665
Connecticut	782.66	641.23	23,064,859
New York	4,459.58	3,328.87	182,588,123
New Jersey	984.75	972.75	69,770,243
Pennsylvania	4,987.72	4,397.74	256,772,257
Delaware & E. Maryland	362.90	242.94	7,483,596
Maryland (other than above)	654.95	457.45	28,520,899
West Virginia	605.85	364.75	22,404,100
Virginia	1,909.88	1,464.27	47,540,038
North Carolina	1,617.79	1,096.67	25,687,414
South Carolina	1,388.17	1,076.17	25,131,600
Georgia	1,977.60	1,574.60	31,369,075
Florida	613.20	440.20	9,294,000
Alabama	1,604.90	952.60	28,511,726
Mississippi	900.20	900.20	24,545,303
Louisiana	837.30	370.50	14,321,201
Texas	1,837.50	513.00	14,406 000
Arkansas	687.00	86.00	4,211,000
Tennessee	1,760.63	1,435.63	43,018,916
Kentucky	1,418.95	812.65	28,799,285
Ohio	4,053.44	3,351.97	169,014,101
Michigan	2,044.26	1,199.26	44,549,043
Indiana	3,246.10	2,600.10	104,229,226
Illinois	4,561.95	3,439.95	156,958,102
Wisconsin	1,773.60	1,234.60	48,469,301
Minnesota	1,758.00	571.50	18,460,000
Iowa	3,082.90	1,522.90	61,332,000
Nebraska	449.00	420.00	21,000,000
Wyoming Ter.	560.00	510.00	41,800,000
Missouri	1,837.09	1,353.80	64,014,458
Kansas	1,123.00	648.00	30,840,000
Colorado	350.00	.....	350,000
Utah Ter	305.00	105.00	9,400,000
Nevada	390.00	320.00	25,600,000
California	2,091.50	468.50	30,336,000
Oregon	2,019.50	19.50	500,000
Total Jan. 1,'69	62,917.10	42,272.18	1,853,706,041

Recapitulation by Sections.

6. North Eastern States	4,812.99	4 020.11	$162,529,034
6. Middle E. S.	12,008.65	9,764.50	567,489,218
5. South E. S.	7,456.64	5,651.91	139,022,127
7. Gulf & S'th Int. States	9,046.48	5,070.58	157,813,431
11. North Intr'r States, &c.	24,439.34	16,852.08	760,666,231
5. Western S., &c.	5,156.00	913.00	66,186,000
Aggregate Jan. 1, 1869	62,917.10	42,272.18	1,853,706,041

In these tables, it is here proper to state, the Union Pacific Railroad is assumed to have been completed to the Great Salt Lake 1,035 miles, and the Central Pacific of California a length of 458 miles. These distances were expected to be reached by January 1, 1869. The length of the Central Branch is set down at 120 miles, and that of the Eastern Division at 405 miles, those being the distances last reported. Should the actual result of the year be more or less, the proper allowances must be made by deduction or addition as the fact may require.

The following compares the aggregates as given by us for January 1, 1868 and 1869:

Jan. 1.	Miles of road. Total.	Miles of road. Open.	Cost of road and equipment
1868	54,556.85	38,821.81	$1,660,460,809
1869	62,917.10	42,272.18	1,853,706,041
Inc. last yr.	8,360.25	3,450.37	$193,245,232

In the following table we show the cost of road per mile in each of the States—in the first column giving all the cost to the completed portion and in the second column the cost less deductions estimated to belong to the portions of roads in progress and not yet completed, expressed in an intermediate column by a per centage on the gross figures of the first column:

States, &c.	Gross Cost.	Deduct p. cent.	Actual Cost.
Maine	$35,259	5	$33,592
New Hampshire	32,862	0	32,862
Vermont	40,337	0	40,337
Massachusetts	47,947	0	47,947
Rhode Island	41,217	0	41,217
Connecticut	35,969	0	35,969
New York	54,834	5	52,093
New Jersey	71,724	2½	69,931
Pennsylvania	58,387	10	52,549
Delaware and M'd.	21,818	5	19,637
Maryland (other)	62,409	5	59,288
West Virginia	61,381	0	61,381
Virginia	32,472	0	32,472
North Carolina	23,416	0	23,416
South Carolina	23,359	0	23,359
Georgia	19,916	0	19,916
Florida	21,123	0	21,123
Alabama	29,918	5	27,922
Mississippi	27,272	0	27,272
Louisiana	38,602	10	34,742
Texas	28,082	1	27,802
Arkansas	48,999	20	39,211
Tennessee	29,999	0	29,999
Kentucky	35,485	5	33,711
Ohio	50,422	5	47,901
Michigan	37,124	10	33,412
Indiana	40,089	10	36,080
Illinois	45,627	10	41,061
Wisconsin	39,246	5	37,284
Minnesota	32,272	0	32,272
Iowa	40,270	10	36,243
Nebraska	50,000	0	50,000
Wyoming Ter	81,961	0	80,000
Missouri	47,271	10	42,544
Kansas	47,599	10	42,840
Colorado	.....	..	.....
Utah Ter.	89,528	11	80,000
Nevada	80,000	0	80,000
California	64,682	10	58,214
Oregon	25,641	0	25,541
Total	$43,849	5	$41,658

Recapitulation by Sections.

6. Northwest'n States.	$40,430	1	$40,027
6. Middle East'n St'tes	58,217	5	55,306
5. S. Eastern States	24,597	0	24,597
7. Gulf & S. Interior S.	31,121	1	30,810
11. N. Interior St'tes &c	45,128	5	42,881
5. Western States &c.	72,499	5	68,875
Aggregate	$43,849	5	$41,658

The anual progress of railroad building since in 1827 the commencement was made in the construction of the Granite Railroad at Quincy, Mass., to the present time, is shown in the following table:

Year.	Miles.	Year.	Miles.
1828	3	1849	6,350
1829	28	1850	7,475
1830	41	1851	8,589
1831	54	1852	11,027
1832	131	1853	13,497
1833	576	1854	15,672
1834	762	1855	17,398
1835	918	1856	19,251
1836	1,102	1857	22,625
1837	1,421	1858	25,090
1838	1,843	1859	26,755
1839	1,920	1860	28,771
1840	2,197	1861	30,593
1841	3,319	1862	31,769
1842	3,877	1863	32,471
1843	4,174	1864	33,860
1844	4,311	1865	34,442
1845	4,522	1866	35,351
1846	4,870	1867	36,896
1847	5,336	1868	38,822
1848	5,682	1869	42,272

City Passenger Railroads are not included in the above summary. These are now in general use in all considerable cities and in numerous instances in places where population is less dense. Their economical bearings are fully recognized and their popularity is increasing. Boston, New York, Brooklyn and Philadelphia count their street railroad tracks by hundreds of miles. Probably the total is not less than 2,000 to 2,500 miles.

Nor have we included in our statement any account of the second tracks with which most of the leading lines are supplied, nor the sidings and turnouts on all the lines. These may be estimated at 25 or 30 per cent. of the length of road, and are being added to yearly. Adding these supplementary tracks to the tabulated mileage we find that the total length of equivalent single track in use is from 52,500 to 55,000 miles, and if we add to this the equivalent for the city passenger tracks to nearly 60,000 miles. It is now forty years since we began to build railroads and in that time we have built a greater length than is to be found in the whole of Europe. Progress leads but to new demands and new enterprises.

Hoosac Tunnel.

The contract between the Commonwealth and Messrs. Walter & Francis Shanly for the completion of the Hoosac Tunnel was signed yesterday. By the terms of this instrument the contractors agree to complete the tunnel and lay down four and three quarter miles of substantial railway track through it, rated at $14,000 per mile, for $4,592,000. They agree to begin operations at once with energy, and by the 1st day of May next, to deepen the central shaft fourteen inches per day, and to advance from the east and west faces 250 feet per month. They engage to carry down the central shaft to the base of the tunnel by May 1, 1870, and thereafter to advance from four faces the full sized tunnel at the rate of 4,900 feet per year. At this rate of progress they would complete the enterprise is less than four years, but, as a safeguard against all casualties, they are allowed a year more for the completion. They expect, however, to finish the undertaking two years within the time prescribed by statute. The contractors give security in $500,000 for the completion of the work on the terms prescribed, by stipulating that they will call for no money until the State engineer certifies that the work done at less than average rates shall exceed $500,000. They also agree that twenty per cent. of the remuneration for the work done shall be reserved and paid on completion of the undertaking.—*Boston Adv., Dec.* 25.

Albany and Susquehanna Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1868. At the commencement of the year, the line was in use to Bainbridge, 108 miles from Albany, (to which point it was completed on the 10th of July, 1867,) and the grading was nearly completed to Afton, a further distance of 6 miles. The line was laid to the latter point, 114 miles, and regular trains commenced running, on the 11th of November, and to Harpersville, 120 miles, on the 25th of December, 1867. The whole length of road laid at the date of the present report November 25, 1868, was 125 miles. Length of double track, including sidings, 11.15 miles. Weight of rail per yard, 56 lbs. The company had 17 locomotives, 15 passenger, 182 freight, 7 baggage, mail and express, and 113 gravel and other service cars. The whole length of main line from Albany to Binghamton, will be 140 miles, to which point it was expected to have it completed by the 24th of December, ult.

The receipts from operations of this road for the years ending September 30, 1866, 1867 and 1868, have been as follows:

	1866. 98.5 miles.	1867. 108 miles.	1868. 120 miles.
From passengers	$171,554 74	$196,920 06	$208,822 10
" freight	154,540 32	217,668 14	248,991 33
" express	50,492 15	56,979 43	65,061 81
" mail	5,959 17	7,747 75	8,826 02
" miscellaneous	2,652 48	4,912 81	4,121 38
	$385,198 86	$484,228 19	$535,822 64
Expenses, viz:			
Maintaining road bed	$57,718 87	$80,163 55	$93,659 95
Repairs of machinery	18,013 46	37,528 65	38,622 10
Operating the road	120,002 04	146,321 50	175,721 80
	$195,734 37	$264,013 70	$308,003 85
Earnings less expenses	$189,464 49	$220,214 49	$227,818 79
PAYMENTS OTHER THAN FOR CONSTRUCTION.			
For transportation expenses	$195,734 37	$264,013 70	$308,003 85
For interest	.....	159,112 03	174,467 95
For U. S. tax	9,462 71	5,387 75	6,069 92
To payments to surplus funds	180,001 78	55,714 71	47,280 92
Total as above	$385,198 86	$484,228 19	$535,822 64
COST OF ROAD AND EQUIPMENT.			
	1866.	1867.	1868.
For graduation and masonry	$1,621,752 76	$1,835,976 36	$2,168,101 87
Bridges	132,456 79	164,023 84	213,916 49
Superstructure, includ'g iron	1,126,097 99	1,409,313 73	1,700,694 73
Passenger & freight stations, buildings and fixtures	135,247 17	183,550 08	230,954 08
Telegraph line	10,589 25	12,077 72	13,007 30
Engine and car houses, machine shops, machinery &c.	63,170 60	94,287 84	105,314 58
Land, land damages & fences	512,439 54	533,442 99	553,086 04
Locomotives and fixtures &c.	170,326 89	231,601 21	261,243 51
Passenger and baggage cars	62,684 01	63,161 92	83,790 05
Freight and other cars	110,087 34	143,082 68	202,823 81
Engineering	175,934 88	186,701 91	201,340 88
Contingents	90,672 18	113,607 22	131,445 58
Interest and discount	447,232 08	445,102 08	521,737 02
	$4,628,691 48	$5,415,929 58	$6,387,455 94
STOCK AND DEBTS.			
	1866.	1867.	1868.
Capital stock	$1,675,138 70	$1,774,824 35	$1,861,393 13
Funded debt	2,114,000 00	2,486,000 00	2,802,000 00
Floating debt	19,643 28	239,767 53	560,000 00
Totals	$3,808,781 98	$4,500,591 88	$5,223,393 13
DOINGS DURING THE YEAR.			
Total miles run	191,672	191,639	327,101
Passengers carried one mile	5,860,553	6,872,741	7,081,864
Tons of freight carried one mile	2,310,397	3,590,619	4,250,199

President.—JOSEPH H. RAMSEY.

Vice President.—JONATHAN R. HERRICK.

Directors.—Joseph H. Ramsey, Jacob Leonard, William A. Rice, Jeremiah J. Austin, Jonathan R. Herrick, Charles R. Courter, John Westover, John Cook, Azro Chase, David Wilber, Eliakim R. Ford, Samuel North, Ira E. Sherman, Alonzo Everts.

Secretary and Treasurer.—WM. L. M. PHELPS.

Engineer.—CHARLES W. WENTZ.

Superintendent.—JOHN W. VAN VALKENBURGH.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1869.

(Not including City Passenger Railroads.)

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
STATE OF MAINE.			
1. Androscoggin	26.50	26.50	$860,000
Lewiston Branch	5.00	5.00	
2. Atlantic and St. Lawrence (N. H. & Vt.)	79.00	79.00	3,188,720
Branch	1.50	1.50	
3. Bangor, Oldtown and Milford	13.00	13.00	640,604
4. Bangor and Piscataquis (project)	40.00	.....	.....
5. Belfast and Moosehead Lake (building)	34.50	.....	.....
Boston and Maine (N. H. & Mass.)	1.26	1.26	71,452
6. Calais and Baring	6.00	6.00	226,160
Branches	5.50	5.50	
7. Dexter and Newport (opened Aug. '68)	16.00	16.00	320,000
8. European and North American (building)	90.72	13.00	2,000,000
9. Knox and Lincoln (surveyed)	46.50	.....	.....
10. Leeds and Farmington (leased to Androscog.)	36.50	36.50	915,000
11. Lewy's Island	16.50	16.50	385,000
12. Machiasport	7.50	7.50	110,000
13. Maine Central	137.81	109.81	4,212,401
14. Portland and Kennebec	63.00	63.00	3,000,000
Bath Branch	9.50	9.50	
15. Portland and Ogdensburg (project)	56.00	.....	.....
16. Portland and Oxford Central	28.50	21.50	430,000
17. Portland and Rochester	52.00	34.60	1,200,000
18. Portland and Rutland (project)	48.00	.....	.....
19. Portland, Saco and Portsmouth	53.50	53.50	1,360,184
Portsmouth, Great Falls and Conway (N. H.)	3.50	3.50	70,000
20. Somerset (project)	29.40	.....	.....
21. Somerset and Kennebec	37.00	37.00	800,000
Total	944.19	559.07	$19,789,521
STATE OF NEW HAMPSHIRE.			
1. Ashuelot	23.76	23.76	$506,000
Atlantic and St. Lawrence (Maine & Vt.)	54.00	54.00	2,152,380
2. Boston, Concord and Montreal	93.54	93.54	2,850,000
Boston and Maine (Mass. & Maine)	37.22	37.22	2,277,691
Great Falls Branch	2.95	2.95	
3. Cheshire (Mass.)	43.65	43.65	2,488,037
4. Concord	34.53	34.53	1,500,000
5. Concord and Claremont	27.16	27.16	698,258
6. Contoocook River	14.64	14.64	257,000
7. Dover and Winnepiseogee	28.50	28.50	825,199
8. Eastern	16.55	16.55	492,500
Fitchburg (Mason Branch, Mass.)	9.36	9.36	93,600
9. Manchester and Lawrence	23.28	23.28	1,000,000
10. Manchester and North Weare	19.43	19.43	600,000
11. Mount Washington	2.75	2.75	100,000
Nashua and Lowell (Mass.)	6.22	6.22	330,680
12. Nashua and Rochester (project)	42.00	.....	.....
13. New Hampshire Central (project)	38.00	.....	.....
14. Northern New Hampshire	69.20	69.20	3,068,400
Bristol Branch	13.00	13.00	
15. Portland and Ogdensburg (project)	.....	.....	.....
16 Portsmouth and Concord	59.00	59.00	350,000
17. Portsmouth, Great Falls and Conway (Me.)	22.50	22.50	450,000
18. Sugar River (project)	20.00	.....	.....
19. Sullivan	24.70	24.70	1,622,250
20. Suncook Valley (project)	15.00	.....	.....
21. White Mountains	20.78	20.78	200,000
22. Wilton	15.43	15.43	233,000
Worcester and Nashua (Mass.)	6.57	6.57	180,324
Total	783.72	668.72	$21,975,319
STATE OF VERMONT.			
Atlantic and St. Lawrence (Me. & N. H.)	16.00	16.00	$637,744
1. Bennington and Rutland	54.00	54.00	1,033,500
Bennington Branch	5.00	5.00	
2. Connecticut and Passumpsic Rivers	110.30	110.30	2,955,411
Grand Trunk of Canada	16.50	16.50	1,000,000
Lebanon Springs (Mass. & N. Y.)	10.00	10.00	300,000
3. Montpelier and Well's River (building)	40.00	.....	.....
4. Portland and Ogdensburg (project)	.....	.....	.....
Rensselaer and Saratoga (New York)	35.00	35.00	950,880
Rutland Branch	7.00	7.00	
5. Rutland (late R. and Burlington)	119.60	119.60	4,600,000
6. Southern Vermont	8.00	8.00	200,000
7. Vermont and Canada	47.00	47.00	
Burlington Branch	8.50	8.50	2,500,000
Swanton Branch	10.00	10.00	
8. Vermont Central	117.00	117.00	
Montpelier Branch	2.00	2.00	8,402,055
Vermont and Massachusetts (Mass.)	10.50	10.50	470,673
9. Vermont Valley	23.69	23.69	1,225,886
10. Woodstock	13.00	13.00	325,000
Total	603.59	603.59	$24,347,149

State of Massachusetts.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Berkshire	21.14	21.14	$600,000
2. Boston and Albany (New York)	162.64	162.64	
Brookline Branch	1.55	1.55	
Newton Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.85	3.85	15,065,269
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Millbury Branch	3.07	3.07	
3. Boston, Clinton and Fitchburg	28.97	28.97	940,278
4. Boston, Hartford and Erie	107.50	70.00	
Woonsocket Division	38.50	38.50	5,000,000
Mechanicsville to Willimantic (Conn)	26.00	.....	
5. Boston and Lowell	26.76	26.76	2,653,599
Woburn Branch	1.86	1.86	
6. Boston and Maine (N. H. & Me.)	32.83	32.83	
Medford Branch	2.33	2.33	2,365,971
Methuen Branch (leased to M. & Law.)	3.61	3.61	
7. Boston and Providence	47.00	47.00	3,360,000
Branches	7.07	7.07	
8. Cape Cod	46.01	46.01	1,031,625
Wareham Branch	1.04	1.04	
9. Cape Cod Central	18.80	18.80	337,648
Cheshire (N. H.)	10.00	10.00	501,270
10. Connecticut River	50.00	50.00	1,936,971
Chicopee Branch	3.35	3.35	
11. Danvers	9.20	9.20	244,456
12. Dorchester and Milton	3.26	3.26	136,373
13. Eastern	44.10	44.10	
Marblehead Branch	3.50	3.50	
Gloucester Branch	13.50	13.50	
Salisbury Branch	3.41	3.41	5,238,610
Saugus Branch	10.10	10.10	
Lawrence Branch	19.87	19.87	
14. Easton Branch	3.78	3.78	56,144
15. Fall River, Warren and Providence (R. I)	3.66	3.66	206,680
16. Fitchburg	50.93	50 93	
Watertown Branch	7.85	7.85	
Sterling Branch	9.00	9 00	3,446,400
Marlboro' Branch	3.90	3.90	
Mason Branch (N. H.)	12.39	12.39	
17. Fitchburg and Worcester	13.99	13 99	333,800
Hanover Branch	7.00	7.00	150,000
18. Hartford and New Haven	5.87	5.87	265,028
19. Horn Pond Branch	0.66	0.66	15,248
Lebanon Springs (N. Y. & Vt.)	20.00	20.00	600,000
20. Lexington and Arlington	6.64	6.64	258,708
21. Lowell and Lawrence	12.35	12.35	363,158
22. Middleboro' and Taunton	8.54	8.54	162,839
23. Milford and Woonsocket (project)	.....	.....	.....
24. Nashua and Lowell (N. H.)	8.35	8.35	443,923
25. New Bedford and Taunton	20.13	20.13	500,000
Harbor Branch	1.46	1.46	
Fairhaven Branch	15.11	15.11	234,660
26. Newburyport	14.58	14.58	597,386
Danvers and Georgetown Line	12.39	12.39	
New Haven and Northampton (Ct.)	24.96	24.96	577,205
Williamsburg Extension	8.00	8.00	205,932
New London Northern (Ct.)	44.91	44.91	629,728
Norwich and Worcester (Ct.)	17.75	17.75	698,693
27. Old Colony and Newport (R. I.)	113.18	113.18	6,676,040
Branches	10.50	10.50	
28. Pittsfield and North Adams	18.65	18.65	443,678
29. Providence and Worcester (R. I)	25.41	25.41	1,071,140
Branch	1.00	1.00	
30. Rockford	3.60	3.60	91,667
31. Salem and Lowell	16.88	16.88	464,013
32. Sheffield (building)	5.38	.....	.....
33. South Reading	8.15	8 15	299,846
Branch	0.22	0.22	
34. South Shore	11.50	11.50	501,592
35. Stockbridge and Pittsfield	21.93	21.93	448,700
36. Stoneham	2.38	2.38	66,375
37. Stony Brook	13.16	13.16	267,383
38. Stoughton Branch	4.04	4.04	110,253
39. Taunton Branch	11.10	11.10	250,000
Taunton River Branch	0.68	0.68	
40. Troy and Greenfield (tunnel)	42.55	37.50	3,750,000
41. Vermont and Massachusetts (Vt.)	58.83	58.83	2,995,756
Greenfield Branch	8.00	8 00	
42. West Stockbridge	2.75	2.75	39,600
43. Williamsburg and North Adams (building)	38.00	.....	380,000
44. Worcester and Nashua (N. H.)	39.12	39.12	1,341,876
Total	1,537.36	1,425.43	$68,345,521

State of Rhode Island.

Fall River, Warren and Bristol (Mass.)	2 13	2.13	$120,279
Hartford, Providence and Fishkill (Ct.)	26.42	26.42	903,349
1. New York, Providence and Boston (Ct.)	44.00	44.00	1,822,480
Old Colony and Newport (Mass.)	17.32	17.32	944,439
2. Providence, Warren and Bristol	13.60	13.60	484,729
Providence and Worcester (Mass.)	18.00	18.00	731,389
Total	121.47	121 47	$5,006,665

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
Boston, Hartford and Erie (Mass.)	26.00	.....	$520,000
1. Connecticut Western (project)	65.87	.....	65,870
2. Danbury and Norfolk	24.00	24.00	427,282
3. Fairhaven and Westville	6.00	6.00	150,000
4. Hartford and New Haven (Mass.)	55.51	55.51	
Middletown Branch	10.75	10.75	3,201,257
New Britain and Middletown	2.47	2.47	
Hartford Branch	0.87	0.87	
5. Hartford, Providence & Fishkill (R. I., N.Y.)	133.00	95.94	3,801,517
6. Hartford and Wethersfield	9.00	9.00	210,000
7. Housatonic	74.00	74.00	2,105,558
8. Naugatuck	57.00	57.00	1,690,395
9. New England and Erie (N. Y.)	.....	.....	.....
10. New Haven and Derby	12.50	.....	.....
11. New Haven and Northampton (Mass.)	68.04	68.04	
Collinsville Branch	8.00	8.00	1,727,272
Tariffville Branch	1.75	1.75	
12. New London Northern (Mass.)	55.09	55.09	772,539
13. New York and New Haven (N. Y.)	48.11	48.11	5,366,448
Branch connection at New Haven	3.00	3.00	
New York, Providence and Boston (R. I.)	18.00	18.00	745,520
14. Norwich and Worcester (Mass.)	41.65	41.65	1,915,001
Allyn's Point Branch	7.00	7.00	
15. Rockville	5.50	5.50	175,000
16. Shore Line (N. Hav. and N. Lond.)	50.00	50.00	691,200
Total	782.66	641.23	$23,064,859

State of New York.

1. Adirondac	182.00	25.00	$2,079 058
2. Albany and Susquehanna	140.00	140.00	6,000,000
Atlantic and Great Western (Penn. & Ohio)	49.14	49.14	6,903,718
3. Avon, Geneseo and Mount Morris	15.50	15.50	216,664
4. Blossburg and Corning	15.64	15.64	582,346
Boston and Albany (Albany & West St'kb'ge)	38.00	38 00	2,411,056
Hudson City Branch	17.33	17.33	216,036
5. Buffalo, Bradford and Pittsburg (Pa.)	9 00	9.00	992,079
6. Buffalo, Corry and Pittsburg (Pa.)	36.70	36.70	950,139
7. Buffalo and Erie (part in Pa.)	68.34	68.34	3,977,607
8. Buffalo, New York and Erie	142.00	142.00	3,396,008
9. Buffalo and Southern (Pa.)	90.00	.....	.....
10. Buffalo and Washington (Pa.)	85.00	50.00	1,114,046
11. Cayuga and Susquehanna	34.61	34.61	589,110
12. Chemung (3 rails)	17.36	17.36	400,000
Coopertown Branch of Albany & Susq. R.R.	16.00	16.00	320,000
13. Dutchess and Columbia Counties	63.00	.....	630,000
14. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
Elmira and Williamsport (Pa.)	9.00	9.00	302,400
15. Erie Railway (Pa)	403.75	403.75	
Union (Ramapo)	0 25	0.25	47,319,000
Newburg Branch	19.00	19.00	
Buffalo Branch	60.00	60.00	
16. Erie and Genesee Valley (project)	.....	.....	.....
17. Goshen and Deckertown (project)	.....	.....	.....
Hartford, Providence & Fishkill (in progress)	41.00	41.00	410,000
18. Hicksville and Cold Spring	4.00	4.00	45,262
19. Hudson River (double track)	144.00	144.00	17,505,037
20. Hudson River West Shore (project)	.....	.....	.....
21. Kingston and Rondout	3.35	3.35	75,000
22. Lake Ontario Shore (projected)	140 00	.....	.....
23. Lebanon Springs (Mass. & Vt.)	22.50	22.50	675,000
24. Long Island	94.00	94.00	
Jamaica to East New York	6.50	6.50	
Hempstead Branch	2.50	2.50	4,206,820
Glen Cove, Roslyn and Mineola	6.50	6.50	
Northport Branch	4.50	4 50	
24½. Middleburg and Schoharie	4.00	4.00	100,000
25. Middletown, Unionville and Water Gap	13.00	13.00	500,000
New England and Erie (Conn.)	.....	.....	.....
26. Montgomery and Erie	10.26	10.26	276,521
27. New York Central	297.75	297.75	
Troy and Schenectady	21.00	21.00	
Schenectady and Athens	37.87	37.87	
Syracuse, Auburn and Rochester	104.00	104.00	
Batavia and Attica	11.00	11.00	36,594,405
Rochester and Suspension Br	74.75	74.75	
Lockport and Tonawanda	12.25	12.25	
Rochester and Charlotte	6.88	6.88	
Buffalo and Lewiston	28.25	28.25	
28. New York and Flushing	8.00	8.00	345,000
29. New York and Harlem	130.75	130.75	12,055,382
Port Morris Branch	2.12	2.12	
30. New York, Housatonic & Northern (build'g)	39.75	5.00	345,000
New York and New Haven (Conn.)	14.14	14.14	1,677,032
31. New York and Oswego Midland (building)	240.00	.....	240,000
32. Niagara Bridge and Canandaigua	98.46	98.46	1,000,000
Tonawanda Branch	1.63	1.63	
33. North Shore (L. I.)	12.00	6.25	296,749
34. Ogdensburg and Lake Champlain	118.00	118.00	5,071,900
Branches	4.00	4.00	
35. Oswego and Rome	28.58	28.58	925,999
36. Oswego and Syracuse (3 rails)	36.29	36.29	1,300,775
37. Plattsburg and Montreal	23.17	23.17	349,775

Corporate Titles of Companies.	Length in Miles, Total.	Completed.	Cost of Road and Equipm't.
38. Rensselaer and Saratoga	25.22	25.22	
Saratoga and Schenectady	21.00	21.00	
Albany and Vermont	12.00	12.00	$3,149,120
Saratoga and Whitehall and branch	47.52	47.52	
Rutland and Whitehall & branch (in Vt.)	.....	.....	
Troy, Salem and Rutland (Vt.)	27.00	27.00	
39. Rochester City and Brighton	9.50	9.50	268,060
40. Rochester and Genesee Valley	18.45	18.45	656,026
41. Rome, Watertown and Ogdensburg	141.13	141.13	
Potsdam Branch	24.28	24.28	4,000,724
Cape Vincent Branch	24.24	24.24	
42. Rondout and Oswego (project)	35.00	.....	8,500
43. Schoharie Valley	4.38	4.38	81,482
43½. Southern Central (project)	99.50	.....	12,860
44. South Side (L. I.)	55.00	55.00	2,000,000
45. Staten Island	13.00	13.00	354,132
46. Sterling Mountain	7.60	7.60	495,106
47. Syracuse, Binghamton and N. Y	81.00	81.00	3,182,489
48. Troy and Bennington	5.38	5.38	240,000
49. Troy and Boston	34.91	34.91	2,277,344
50. Troy and Greenbush (double)	6.00	6.00	294,908
51. Troy Union and Depot	2.14	2.14	762,238
52. Utica and Black River	86.25	34.94	952,732
Trenton Falls Branch	2.14	2.14	
53. Utica, Chenango and Susquehanna Valley	82.00	43.50	1,000,000
54. Wallkill Valley (in progress)	21.90	.....	21,900
55. Warwick Valley	10.33	10.33	172,576
56. Waverly and State Line	0.25	0.25	5,288
57. Whitehall and Plattsburg (building)	90.00	.....	90,000
	4,459.58	3,332.87	$182,539,123
State of New Jersey.			
1. Belvidere Delaware	67.00	67.00	$3,673,040
2. Camden and Amboy	61.28	61.28	
Trenton Branch	6.19	6.19	10,099,001
Trenton and Dean's Pond	17.00	17.00	
New Brunswick Line	26.11	26.11	
3. Camden and Atlantic	60.23	60.23	2,137,423
4. Camden and Burlington County	23.00	23.00	694,487
Burlington County	7.13	7.13	
5. Cape May and Millville	41.00	41.00	701,034
6. Central of New Jersey	74.00	74.00	15,571,021
Extra (wide) Track	59.00	59.00	
7. Deckertown and State Line (building)	.....	.....	.....
8. Flemington	12.00	12.00	375,660
9. Freehold and Farmingdale (project)	.....	.....	.....
10. Freehold and Jamesburg Agricultural	11.50	11.50	230,258
11. Freehold and Squankum (projected)	.....	.....	.....
12. Hackensack and New York	4.88	4.88	178,016
Lodi Branch (private)	0.78	0.78	20,000
13. Hibernia Mine	3.50	3.50	40,250
14. Jersey City and Bergen Point	10.00	10.00	300,000
15. Long Branch and Sea Shore	9.00	9.00	182,680
16. Long Dock and Tunnel (Erie)	2.88	2.88	2,880,000
17. Millstone and New Brunswick	6.63	6.63	113,014
18. Millville and Glassboro	22.30	22.30	490,366
19. Morris and Essex	84.00	84.00	10,463,608
Boonton Branch	5.00	5.00	
20. Newark and Bloomfield	6.00	6.00	118,031
21. Newark and New York	6.00	6.00	1,000,000
22. New Jersey	33.80	33.80	7,339,114
23. Northern New Jersey (N. Y.)	21.27	21.27	495,044
24. Ogden Mine	10.00	10.00	450,000
25. Orange and Newark	17.00	17.00	680,148
26. Paterson and Hudson (Erie)	14.50	14.50	630,000
27. Paterson and Newark (Erie)	11.50	11.50	1,000,000
28. Paterson and Ramapo (Erie)	15.12	15.12	350,000
29. Pemberton and Hightstown	26.00	26.00	600,000
30. Pequest and Wallkill (building)	12.00	....	120,000
31. Perth Amboy and Woodbridge	7.00	7.00	214,581
32. Raritan and Delaware Bay	73.80	73.80	
Long Branch	5.00	5.00	4,096,592
Tom's River Branch	3.50	3.50	
33. Rocky Hill	3.60	3.60	45,069
34. Salem	16.00	16.00	278,328
35. South Branch	16.00	16.00	438,300
36. Sussex	12.00	12.00	397,699
37. Vincentown	4.50	4.50	45,257
38. Warren	18.25	18.25	2,059,050
39. West Jersey	37.50	37.50	1,259,172
Total	984.75	972.75	$69,770,243
State of Pennsylvania.			
1. Allegheny Valley	176.41	132.00	$6,000,000
2. Atlantic & Great Western (part in N.Y. & O.)	92.16	92.16	17,277,918
Oil City Branch	33.20	33.20	
3. Bald Eagle Creek	51.19	51.19	1,050,000
Bellefonte Branch	2.00	2.00	
4. Barclay Coal	16.00	16.00	1,164,800
5. Bellefonte and Snow Shoe	21.00	21.00	440,599
Branch	1.50	1.50	
Buffalo, Bradford and Pittsburg (N.Y.)	17.00	17.00	1,873,921
Buffalo, Corry and Pittsburg (N.Y.)	6.50	6.50	168,935

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
Buffalo and Erie (N.Y.)	19.50	19.50	$1,132,326
Buffalo and Southern (N.Y.)	35.00	.....	.....
Buffalo and Washington (N. Y.)	25.00	.....	.....
6. Catasauqua and Fogelsville	36.50	20.00	621,861
Breinigsville Branch	2.70	2.70	
7. Catawissa	65.00	65.00	3,634,000
Summit Branch	2.50	2.50	
8. Chartiers Valley	22.50	....	225,000
9. Chester Valley	21.50	21.50	1,371,900
10. Chestnut Hill	4.13	4.13	120,650
Cleveland, Painesville and Ashtabula (O.)	25.53	25.53	1,301,086
Cleveland and Pittsburg (O.)	15.00	15.00	697,365
11. Colebrookdale (building)	.....	.....	.....
12. Columbia and Port Deposit (building)	45.00	10.00	250,000
13. Connecting (Phila.)	6.78	6.78	2,000,035
14. Connellsville and Southern (project)	.....	.....	.....
15. Cumberland Valley (Md.)	68.00	68.00	1,554,171
16. Danville, Hazleton and Wilkesbarre (build'g)	38.00	.....	.....
17. Delaware and Hudson Canal Co's. R. R	32.00	32.00	2,154,474
18. Delaware, Lackawanna and Western	110.70	110.70	12,884,405
Keyser Valley Branch	2.80	2.80	
19. East Brandywine and Waynesburg	17.50	17.50	259,800
20. East Mahanoy	7.54	7.54	392,550
21. East Pennsylvania	36.55	36.55	1,861,664
Temple Branch	1.67	1.67	
20. Ebensburg and Cresson	10.65	10.65	213,000
23. Elmira and Williamsport (N. Y.)	69.00	69.00	2,317,600
24. Enterprise (building)	22.00	8.00	200,000
Erie Railway (N. Y.)	42.00	42.00	4,200,000
25. Erie and Pittsburg	81.60	81.60	2,760,529
Erie Harbor Branch	2.00	2.00	
26. Fayette County	12.66	12.66	130,000
27. Gettysburg	17.12	17.12	313,000
28. Hanover Branch	12.20	12.20	233,710
29. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18.00	18.00	
30. Hazleton	14.67	14.67	
Ashburton Branch	3.43	3.43	
Mount Hall Branch	0.59	0.59	1,765,000
Clifton Branch	3.68	3.68	
31. Hempfield (W. Va.)	67.00	23.00	1,477,709
32. Huntingdon and Broad Top Mountain	44.00	44.00	2,192,814
Branches	14.75	14.75	
33. Ironton	9.60	9.60	268,000
Branch	1.25	1.25	
34. Ironton and Hamburg (project)	18.25	.....	.....
35. Jamestown and Franklin	43.25	43.25	1,629,846
Coal Branch	1.50	1.50	
36. Junction (Phila.)	4.63	4.63	891,251
37. Lackawanna	9.10	9.10	200,000
38. Lackawanna and Bloomsburg	80.00	80.00	3,775,130
Pittston Branch	2.00	2.00	
39. Lawrence (part in Ohio)	10.00	10.00	200,000
39½. Lebanon and Pinegrove	22.00	.....	.....
Lehigh and Delaware Water Gap (merged in Lehigh and Susq. R., R.)			
40. Lehigh and Lackawanna	36.00	15.00	575,000
41. Lehigh Luzerne	9.50	9.50	
Eckley Branch	16.50	16.50	479,089
Lehigh and Mahanoy (merged in Lehigh Valley.)			
42. Lehigh and Susquehanna	91.00	91.00	
Nanticoke Branch	25.00	25.00	
Nesopec Branch	8.75	8.75	11,206,766
Back Track	13.00	13.00	
Mine Laterals	30.00	30.00	
43. Lehigh Valley	101.00	101.00	
Black Creek and Mt. Carmel	42.62	42.62	14,867,142
Penn Haven and Audenried	17.56	17.56	
44. Little Saw Mill Run	3.00	3.00	91,011
45. Little Schuylkill	28.25	28.25	1,466,662
Branches (Panther and Wabash)	3.00	3.00	
46. Littlestown	7.25	7.25	76,000
47. Lorberry Creek	5.50	5.50	82,050
Panther Head Branch	1.00	1.00	
48. Locust Gap	4.88	4.88	100,000
Lykens Valley (now Summit Branch.)			
49. McCauley Mountain	5.25	5.25	160,500
50. McKean and Elk (project)	25.20	.....	.....
51. Mahanoy and Broad Mountain	12.25	12.25	1,897,202
Branches	19.00	19.00	
52. Middle Creek (building)	47.67	.....	.....
53. Mifflin and Centre Counties	12.50	12.50	390,000
54. Mill Creek	15.03	15.03	300,000
55. Mill Creek and Mine Hill	4.09	4.09	323,375
Extension and Branches	12.70	12.70	
56. Mine Hill and Schuylkill Haven	24.50	24.50	3,775,000
Extension and Branches	110.50	110.50	
57. Monongahela Valley (project)	.....	.....	.....
58. Mount Carbon	6.26	6.26	203,260
Branches	6.80	6.80	
59. Mount Carbon and Port Carbon	2.50	2.50	282,350
Branches	6.50	6.50	
Nanticoke (merged in Lehigh and Susq.)	.....	.....	.....
60. Nesquehoning Valley (building)	13.10	.....	36,117
61. Newcastle and Beaver Valley	14.92	14.92	408,523
62. New York and Middle Coal Fields (project'd)	.....	.....	..

	Corporate Titles of Companies.	Length of Miles.—Total.	Completed.	Cost of Road and Equipm't.
	Northern Central (part in Md.)	98.00	98.00	$8,036,000
63.	North Lebanon	8.00	8.00	319,632
	Branches	0.20	0.20	
64.	North Pennsylvania	55.26	55.26	6,517,345
	Doylestown Branch	10.10	10.10	
	Shimerville Branch	1.89	1.89	
65.	Oil City and Allegheny River	100.00	100.00	4,500,000
66.	Panther Creek	6.50	6.50	150,000
67.	Peachbottom (projected)	.....	.....	.....
68.	Pennsylvania	249.99	249.99	
	Holidaysburg Branch	7.60	7.60	
	Indiana Branch	19.00	19.00	29,115,019
	Steubenville Extension	1.30	1.30	
	Philadelphia Division	81.00	81.00	
	Point Breeze Branch and Del. Extension	5.50	5.50	
69.	Pennsylvania and New York Canal R.R.	.....	.....	.....
70.	Pennsylvania Cannel Coal	12.00	12.00	300,000
71.	Pennsylvania Coal	47.00	47.00	2,000,000
	Lackawaxen Branch	15.87	15.87	
		36.50	10.00	300,000
72.	Perkiomen	57.50	57.50	2,000,000
73.	Philadelphia and Baltimore Central	17.08	17.08	1,808,744
74.	Phila., Germantown and Norristown	3.14	3.14	
	Germantown Branch	93.00	93.00	
75.	Philadelphia and Reading	6.00	6.00	27,417,947
	Richmond Branch	54.00	54.00	
	Lebanon Valley	287.51	287.51	20,000,000
76.	Philadelphia and Erie	37.50	.....	.....
77.	Philadelphia and New Hope (project)	26.50	26.50	1,666,115
78.	Philadelphia and Trenton	19.00	19.00	2,500,000
79.	Phila., Wilmington and Balt. (Del. & Md.)	149.00	58.40	2,452,905
80.	Pittsburg and Connellsville	40.50	40.50	2,592,000
81.	Pittsb'g, Ft. Wayne & Chicago (O. Ind. & Ills.)	35.00	27.00	1,750,000
82.	Pittsburg and Steubenville (W. Va.)	10.25	10.25	250,000
83.	Plymouth	.....	.....	.....
84.	Port Clinton and Topton (building)	0.78	0.78	15,000
85.	Port Kennedy	40.00	40.00	2,036,778
86.	Reading and Columbia	8.00	8.00	
	Lancaster Branch	54.00	54.00	1,308,696
87.	Schuylkill and Susquehanna	1.00	1.00	
	Branch	9.23	9.23	576,050
88.	Schuylkill Valley	20.65	20.65	
	Branches	28.00	28.00	1,569,450
89.	Shamokin Valley and Pottsville	1.12	1.12	
	Colliery Branch	.....	.....	.....
90.	Southern Pennsylvania (project)	2.12	2.12	58,368
91.	Southwark (P. W. & B. R. R.)	4.28	4.28	100,000
92.	Strasburg	6.00	6.00	41,780
93.	Swatara (Cold Spring)	21.00	21.00	975,868
94.	Summit Branch (Lykens Valley)	0.50	0.50	
	Branch	36.60	36.60	1,085,175
95.	Tioga	.....	.....	.....
96.	Tonawanda (projected)	15.30	15.30	1,890,000
97.	Trevorton	23.50	23.50	525,000
98.	Tyrone and Clearfield	3.50	3.50	130,000
99.	Union Canal Co's Railroad	2.25	2.25	
	Branches	19.00	19.00	500,000
100.	Union Coal Company's Railroad	9.00	9.00	165,100
101.	Westchester	1.25	1.25	
	Branch	26.38	26.38	1,581,581
102.	Westchester and Philadelphia	42.40	42.40	2,876,329
103.	Western Pennsylvania	21.30	21.30	
	Allegheny Extension	1.74	1.74	54,800
104.	West Reading	63.75	.....	637,500
105.	Wilmington and Reading (building)	13.00	13.00	293,230
106.	Wrightsville, York and Gettysburg	.....	.....	.....
107.	Wyoming Gravity (project)	350.00	350.00	7,000,000
	Sundry mineral roads not specifically accounted for	4,937.72	4,397.74	$256,772,267
	Total			

STATE OF DELAWARE AND EASTERN MARYLAND.

1.	Cecil County (Md.) projected	22.00	.....	$.....
2.	Delaware	84.30	84.30	1,632,171
3.	Dorchester and Delaware (Del. & Md.)	35.00	17.50	350,000
4.	Eastern Shore (Md.)	38.50	38.50	850,000
5.	Junction and Breakwater (Del.)	40.60	26.30	526,000
6.	Kent County (Del. & Md.) progress	35.00	.....	35,000
7.	Maryland and Delaware (Del. & Md.)	53.50	32.34	646,000
8.	Newcastle and Frenchtown (Del.)	6.00	6.00	744,425
9.	Newcastle and Wilmington (Del.)	5.00	5.00	150,000
10.	Phila., Wilmington and Balt. (Pa. & Md.)	23.00	23.00	2,300,000
11.	Pocomoke and Wicomico (Md.)	20.00	10.00	250,000
12.	Queen Anne County (Md.)	.....	.....	.....
	Total	362.90	242.94	$7,483,596

STATE OF MARYLAND (Other than above.)

1.	Annapolis and Elkridge	20.50	20.50	$442,000
2.	Baltimore and Ohio (W. Va.)	138.60	138.60	
	Branches	7.20	7.20	10,588,306
	Washington Line	30.00	30.00	
	Metropolitan Branch	.....	.....	.....
3.	Baltimore and Potomac	80.00	.....	
	Washington Branch	13.00	.....	500,000
	Columbia and Port Deposit (Pa.)	13.50	.....	$.....
4.	Cumberland Coal and Iron and Branches	11.63	11.63	1,000,000
5.	Cumberland and Pennsylvania and Branches	37.00	37.00	2,659,217
	Cumberland Valley (Pa.)	6.00	6.00	136,866
6.	Frederick and Pennsylvania Line (project)	24.00	.....	.....
7.	Mount Savage (iron)	2.50	2.50	100,000
8.	Northern Central (Pa.)	40.00	40.00	3,319,510
	Cakington Branch	2.52	2.52	75,000
9.	Philadelphia and Baltimore Central	41.50	32.50	1,000,000
	Philadelphia, Wilm. and Balt. (Del. & Pa.)	54.00	54.00	5,600,000
	Port Deposit Branch	4.00	4.00	
10.	Union (project)	.....	.....	.....
11.	Washington County	23.00	23.00	600,000
12.	Western Maryland	57.00	48.00	2,500,000
	Hagerstown Extension	27.00	.....	
13.	Worthington Valley & Manchester (project)	22.50	.....	.....
	Total	654.95	457.45	$28,520,899

STATE OF WEST VIRGINIA.

	Baltimore and Ohio (Md.)	241.00	241.00	$14,484,100
1.	Chesapeake and Ohio (building)	224.00	.....	2,240,000
	Hempfield (Pa.)	9.00	9.00	180,000
2.	Iron Valley (B. & O. R. R.)	3.25	3.25	100,000
3.	Northwestern Virginia (Parkersburg Br.)	103.50	103.50	6,000,000
	Pittsburg and Steubenville (Pa.)	8.00	8.00	400,000
	Total	605.75	364.75	$22,404,100

STATE OF VIRGINIA.

1.	Alexandria and Fredericksburg (suspended)	38.00	.....	$1,000,000
2.	Alexandria, Loudoun and Hampshire	150.00	41.51	1,533,030
3.	Alexandria, Georgetown and Washington	7.00	7.00	250,000
4.	Blue Ridge (State Road)	16.81	16.81	1,674,723
5.	Clover Hill	21.00	21.00	420,000
6.	Fredericksburg and Gordonsville (suspended)	45.00	.....	272,165
7.	Georgetown and Leesburg (project)	.....	.....	.....
8.	Lynchburg and Danville (project)	80.00	.....	.....
9.	Manassas Gap	139.30	139.30	
	Port Royal Branch	1.00	1.00	3,500,0000
	Gainesville Branch	7.96	7.96	
	Harper's Ferry Branch (project)	44.12	.....	.....
10.	Norfolk and Petersburg	81.00	81.00	2,353,867
11.	Orange and Alexandria	88.30	88.30	
	Warrenton Branch	8.90	8.90	6,500,000
	Lynchburg Extension	59.50	59.50	
12.	Petersburg (N. Car.)	52.50	52.50	
	Gaston Branch (N. Car.)	21.30	21.30	1,034,322
13.	Richmond and Danville (N. Car.)	135.50	135.50	
	Midlothian Branch	1.14	1.14	
	Manchester Branch	1.56	1.56	4,756,655
	Piedmont Railroad (N. Car.)	.....	.....	.....
14.	Richmond Frederick and Potomac	75.50	75.50	
	Springfield Branch	3.50	3.50	2,248,557
15.	Richmond and Petersburg	22.14	22.14	932,535
	Port Walthall Branch	2.75	2.75	45,539
16.	Richmond and York River	38.30	38.30	1,000,000
17.	Roanoke Valley (N. Car.)	6.00	6.00	175,494
18.	Seaboard and Roanoke (N. Car.)	53.25	53.25	1,236,319
19.	South Side (Petersburg and Lynchb'g)	123.00	123.00	
	City Point Branch	9.50	9.50	3,726,950
20.	Virginia Central	108.00	109.00	
	Western Division	81.19	81.19	6,117,296
21.	Virginia and Kentucky (project)	130.00	.....	172,398
22.	Virginia and Tennessee	204.24	204.24	
	Salt Works Branch	9.42	9.42	7,190,550
	Other Branches	1.20	1.20	
23.	Winchester and Potomac (B. & Ohio)	32.00	32.00	600,000
24.	Winchester and Strasburg	19.00	19.00	500,000
	Total	1,909.88	1,464.27	$47,540,038

STATE OF NORTH CAROLINA.

1.	Air Line of North Carolina (project)	22.00	.....	$.....
2.	Atlantic and North Carolina	94.92	94.92	2,000,000
	Charlotte and South Carolina (S. Car.)	6.00	6.00	120,000
3.	Chatham (Raleigh to Gulf)	53.00	28.00	1,000,000
4.	French Broad	80.00	30.00	1,000,000
5.	North Carolina	223.00	223.00	4,950,606
	Petersburg, (Va.)	8.50	8.50	
	Gaston Branch (Va.)	9.00	9.00	377,410
6.	Raleigh and Gaston	97.00	97.00	1,940,000
	Richmond and Danville (Va)	5.00	5.00	172,345
	Piedmont Branch	48.50	48.50	1,260,295
	Roanoke Valley, (Va.)	37.00	14.00	307,118
	Seaboard and Roanoke (Va.)	26.75	26.74	561,468
7.	Western (Coal)	43.00	43.00	1,025,016
8.	Western North Carolina	273.12	81.00	
	Newton Branch	3.50	3.50	3,000,000
9.	Wilmington, Charlotte and Rutherford	192.00	109.00	
	Western Division	151.00	25.00	3,572,702
10.	Wilmington and Manchester (S. Car.)	63.50	63.50	1,321,533
11.	Wilmington and Weldon	162.00	162.00	
	Tarboro' Branch	19.00	19.00	3,058,921
	Total	1,617.79	1,096.67	$25,687,414

State of South Carolina.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't
1. Air Line of South Carolina (project)	160.00	....	$.....
2. Blue Ridge	53.50	31.50	3,000,000
Branch	1.50	1.50	
3. Charlotte and South Carolina (N. Car.)	103.60	103.60	2,072,000
4. Cheraw and Darlington	40.30	40.30	600,000
5. Columbia and Augusta	80.00	80.00	2,500,000
6. Greenville and Columbia	143.25	143.25	
Abbeville Branch	11.50	11.50	3,081,818
Anderson Branch	9.50	9.50	
7. King's Mountain	22.50	22.50	225,000
8. Laurens	32.00	32.00	640,000
9. North Eastern	102.00	102.00	2,148,131
10. Port Royal (project)	90.00	....	.....
11. Savannah and Charleston (Ga.)	88.52	88.52	1,774,000
12. South Carolina	137.00	137.00	
Columbia Branch	68.00	68.00	7,637,341
Camden Branch	38.00	38.00	
13. Spartanburg and Union	68.00	68.00	1,360,000
14. Wilmington and Manchester (N. Car.)	99.00	99.00	2,093,311
Total	1,338.17	1,076.17	$25,131,600

State of Georgia.

1. Air Line (project) Georgia	120.00	....	$.....
2. Atlanta and West Point	84.74	84.74	$1,200,230
3 Atlantic and Gulf	254.00	236.00	4,687,987
Florida Branch (Fla.)	29.00	29.00	
4. Augusta and Savannah	53.25	53.25	1,032,298
5. Barnesville and Thomaston	16.00	16.00	200.000
6. Brunswick and Albany	166.00	60.00	1,200,000
7. Central of Georgia	190.46	190.46	4,472,000
East Tennessee and Georgia (Tenn.)	14.08	14.08	346,621
8. Etowah	8.87	8.87	120,000
9. Georgia	171.00	171.00	
Athens Branch	39.00	39.00	4,156,000
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
10. Macon and Augusta	22.00	22.00	440,000
11. Macon and Brunswick	163.00	39.00	1,169,126
Hawkinsville Branch	11.00	11.00	
12. Macon and Western	102.50	102.50	1,500,000
13. Milledgeville and Eatonton	22.00	22.00	330,000
14. Milledgeville and Gordon	17.00	17.00	220,000
15. Muscogee	50.00	50.00	1,000,000
16. Rome and Kingston	20.00	20.00	250,000
Savannah and Charleston (S. Car.)	15.00	15.00	375,000
Selma, Rome and Dalton (Ala.)	55.00	20.00	650,000
17. Southwestern	187.50	107.50	
Butler Branch	21.00	21.00	3,719,813
Eufala Branch	59.50	59.50	
Fort Gaines Branch	19.50	19.50	
18. Western and Atlantic (Tenn.)	124.20	124.20	4,500,000
Total	1,977.60	1,574.60	$31,369,075

State of Florida.

Atlantic and Gulf (Ga.)	20.00	20.00	$354,000
1. Florida	154.00	154.00	3,000,000
2. Florida and Alabama	45.20	45.20	1,300 000
3. Florida, Atlantic and Gulf	60.00	60.00	1,500,000
4. Pensacola and Georgia	297.00	130.00	3,080,000
Monticello Branch	4.00	4.00	
Tallahassee Branch	27.00	21.00	
5. Perdido and Junction	6.00	6.00	60,000
Total	613.20	440.30	$9,294,000

State of Alabama.

1. Alabama and Florida	115.60	115.60	$2,401,766
2. Decatur and Montgomery (project)	190.00	....	190,000
3. Marion and Cahawba	32.00	32.00	1,000,000
Memphis and Charleston (Tenn. & Miss.)	146.80	146.80	4,052,121
Florence Branch	6.00	6.00	
4. Miss., Gainesville and Tuscaloosa (Miss.)	78.00	16.00	320,000
5. Mobile and Girard	228.00	63.00	1,575,000
6. Mobile and Ohio (Miss., Tenn. and Ky.)	63.00	63.00	1,835,536
7. Montgomery and Eufala	80.00	40.00	1,000,000
8. Montgomery and West Point	88.50	88.50	2,748,387
Opelika Branch	28.40	28.40	
Nashville and Decatur (Tenn.)	26.00	26.00	937,352
9. North East and South West Alabama (Miss.)	14.50	14.50	290,000
10. North Western	11.50	11.50	250,000
11. Selma and Gulf (project)	58.80	....	588,000
12. Selma and Meridian	81.30	81.30	2,163,564
13. Selma, Rome and Dalton (Ga.)	176.00	176.00	7,500,000
14. Tennessee and Coosa (project)	36.50	....	.....
15. Western (Montgomery to Selma)	44.00	44.00	1,250,000
16. Will's Valley (project)	82.00	....	410,000
17. Winchester and Huntsville (project)	19.00	....	.....
Total	1,604.90	952.60	$28,511,726

State of Mississippi.

1. Grand Gulf and Port Gibson	8.00	8.00	$200,000
Memphis and Charleston (Tenn. & Ala.)	38.50	38.50	1,062,715
2. Mississippi Central (Tenn.)	189.00	189.00	$5,461,057
Mississippi and Tennessee (Tenn.)	89.20	89.20	1,976,623
Mississippi, Gainesville & Tuscaloosa (Ala.)	6.00	6.00	120.000
Mobile and Ohio (Ky., Tenn. & Ala.)	270.00	270.00	8,339,100
Columbus Branch	14.50	14.50	
N. Orleans, Jackson & Gt. Northern (La.)	117.00	117.00	3,816,540
North East and South West Alabama (Ala.)	12.00	12.00	240,000
3. Raymond Branch	7.00	7.00	100,000
4. Vicksburg and Meridian	140.00	140.00	3,049.268
West Feliciana (La.)	9.00	9.00	180,000
Total	900.20	900.20	$24,545,303

State of Louisiana.

1. Baton-Rouge, Gros-Tete and Opelousas	46.00	17.00	$527,000
2. Clinton and Port Hudson	22.00	22.00	750,000
3. Mexican Gulf	27.00	27.00	665,000
4. Milnburg and Lake Pontchartrain	6.00	6.00	220.000
5. New Orleans and Carrollton	6.50	6.50	656,000
Branches	9.00	9.00	
6. New Orleans, Jackson & Gt. Northern (Miss.)	89.00	89.00	2,907,176
7. New Orleans, Opelousas & Great Western	258.00	80.20	5,936.025
Lapruche Branch	2.80	2.80	
Southern Texas Branch	100.00	....	
Red River Branch	36.00	....	
8. North Louisiana and Texas	190.00	75.00	2,500.000
Western Extension (Pacific)	18.00	18.00	
9. West Feliciana (Miss.)	18.00	18.00	360,000
Total	837.30	370.50	$14,321,201

State of Texas.

1. Buffalo Bayou, Brazos and Colorado	160.00	82.00	$2,000,000
2. Eastern Texas	140.00	21.00	1,000,000
3. Galveston, Houston and Henderson	50.25	50.25	2,000,000
Connecting Branch at Houston	1.75	1.75	
4. Houston and New Orleans	96.00	96.00	3,000,000
5. Houston Tap and Brazoria	80.00	80.00	2,000.000
6. Houston and Texas Central	356.00	100.00	2,706 000
Austin Branch	100.00	25.00	
7. Memphis, El Paso and Pacific (project)	.....	....	.....
8. Sabine and Rio Grande (project)	.....	....	.....
9. San Antonio and Mexican Gulf	135.00	25.00	500,000
10. Southern Pacific	253.00	27.50	1,000,000
11. Texas Transportation	5.50	5.50	200,000
Total	1,837.50	513.00	$14,406,000

State of Arkansas.

1. Cairo and Fulton	301.00	....	$1,000,000
2. Little Rock and Fort Smith	155.00	....	310 000
3. Memphis and Little Rock	131.00	86.00	2,500,000
4. Pine Bluff and Napoleon	100.00	....	400.000
Total	687.00	86.00	$4,210 000

State of Tennessee.

1. Cincinnati, Cumberland Gap and Charleston	94.00	....	$.....
2. East Tennessee and Georgia (Ga.)	96.72	96.72	3 1 9 700
Chattanooga Branch	30.00	30.00	
3. East Tennessee and Virginia	130.28	130.28	3,382,090
4. Edgefield and Kentucky	47.00	47.00	1,175,000
5. Knoxville and Charleston (progress)	53 00	16.00	800.000
6. Knoxville and Kentucky (progress)	65.00	31.00	1,200,000
Louisville and Nashville (Ky.)	45.00	45.00	1,606,590
7. Memphis & Charleston (Miss. & Ala.)	86.26	86.26	2,493.045
Somerville Branch	16.00	16.00	
8. Memphis, Clarksville and Louisville	82 50	82.50	3,037,069
9. Memphis and Ohio	130.60	130.60	3,880.692
10. McMinnville and Manchester	34.20	34.20	825,000
Mississippi Central (Miss.)	47.40	47.40	1,359 306
11. Mississippi and Tennessee (Miss.)	10.00	10.00	221.407
Mobile and Ohio (Ky. Miss. & Ala.)	118.50	118.50	3,467,310
12. Nashville and Chattanooga	149.75	149.75	6 111,850
Shelbyville Branch	9.00	9.00	
Jasper Branch	14.00	14.00	280,000
13. Nashville and Decatur (Ala.)	94.00	94.00	3,869 539
Mount Pleasant Branch	12.50	12.50	
14. Nashville and Northwestern (Ky.)	167.40	167.50	4 495 178
15. Rogersville and Jefferson	15.50	15.50	376.250
16. Southwestern (project)	.....	.....	.....
Western and Atlantic (Ga.)	13.80	13.80	500,000
17. Tennessee and Pacific (project)	160.00	....	.....
18. Winchester and Alabama	38.12	38.12	950 000
Total	1,760 63	1,435.63	$43,018 916

State of Kentucky.

1. Breckenridge Coal	8.50	8.50	$370,000
2. Cinn., Southwestern & Chattanooga (project)	.....	....	.....
3. Covington and Big Sandy (project)	120.00	....	.....
4. Covington and Lexington	80.00	80.00	4,560,000
5. Elizabeth and Paducah (project)	140.00	....	.....
6. Evansville, Henderson and Nashville	120.00	67.00	2 000 000
7. Lexington and Big Sandy	133.00	12.00	350,000
Coalton Branch	0.75	0.75	

Corporate Titles of Companies.	Length of Miles.—Total.	Completed.	Cost of Road and Equipm't.
8. Lexington and Southern Kentucky	35.00	13.00	$756,500
9. Louisville, Cincinnati and Lexington, viz:			
—Lexington and Frankfort	29.00	29.00	653,521
—Louisville and Frankfort	65.10	65.10	1,565,880
—Cinncinati Branch	95.00	95.00	3,500,000
10. Louisville, Harrodsburg and Virginia (project)	.....	.....	.....
11. Louisville and Nashville (Tenn.)	140.00	140.00	
Bardstown Branch	17.30	17.30	8,589,831
Lebanon Branch	37.30	37.30	
Memphis Branch	46.00	46.00	
Lebanon Branch Extension	135.00	54.90	2,457,995
Richmond Branch	33.00	33.00	1,000,000
12. Maysville and Lexington	89.00	18.80	601,298
Mobile and Ohio (Tenn., Miss. & Ala.)	20.50	20.50	599,830
Nashville and Northwestern (Tenn.)	7.50	7.50	204,430
13. New Orleans and Ohio	62.00	62.00	1,550,000
14. Portland and Louisville	5.00	5.00	100,000
Total	1,418.95	812.65	$28,799,285
STATE OF OHIO.			
1. Ashtabula and New Lisbon	84.62	13.00	$846,200
Atlantic and Great Western (Penn. & N. Y.)	246 02	246.02	
Silver Creek Branch	4.98	4.98	34,693,979
Cleveland Branch (wide track)	48.92	48.92	
2. Bellefontaine (Indiana)	119.00	119.00	3,570,000
3. Carrollton and Oneida	11.50	11.50	225,000
4 Central Ohio (Balt. & Ohio)	137.00	137.00	5,566,631
5. Cincinnati, Dayton and Eastern (tunnel)	53.20	.....	1,000,000
6. Cincinnati, Hamilton and Dayton	60.30	60.30	5,265,401
Atlantic and Great Western track	60.30	60.30	
7. Cincinnati and Indiana	20.50	20.50	2,500,000
Harrison Branch	6.70	6.70	
8. Cin. and Indianapolis Junction (Ind.)	20.00	20.00	561,300
9. Cincinnati, Richmond and Chicago (Ind.)	36.00	36.00	800,627
10. Cincinnati and Zanesville	162.80	132.13	2,969,361
11. Cleveland, Columbus and Cincinnati	137.88	137.88	4,903,896
Springfield Branch	49.89	49.89	
Cleveland, Columbus, Cincinnati and Indianapolis (Consol. of No. 2 and 11.)			
Clev., Painesville & Ashtabula (See L. Shore)	.....	.....	.....
12. Cleveland and Pittsburg	101.00	101.00	
Tuscarawas Extension	32.00	32.00	
Hanover Branch	1.50	1.50	8,763,514
Beaver Extension (Pa.)	7.00	7.00	
Wheeling Extension	47.00	47.00	
13. Cleveland and Toledo	113.00	113.00	7,876,417
Northern Division	35 67	35.67	
14. Clev., Zanesville & Cin. (P., F. W. & C. R.R.)	60.75	60.75	1,568,234
15. Col., Chicago & Indianapolis Central (Ind.)	115.00	115.00	6,475,133
Union City Branch	19.50	19.50	
16. Columbus and Hocking Valley	75.28	.....	752,800
17. Columbus and Xenia	54.69	54.69	1,764,090
18. Dayton and Michigan	141.37	141.37	6,346,981
19. Dayton and Union	31.78	31.78	580,000
20. Dayton and Western	36.00	36.00	1,087,779
21. Dayton, Xenia and Belpre	15.26	15.26	415,000
22. Iron	24.00	13.00	181,750
23. Lake Erie and Louisville	175.00	38 30	1,723,700
24. Lake Shore (lat. Clev., Painesv. & Ash.) Pa.	69.99	69.99	3,567 341
Lawrence (Penn.)	11.00	11.00	220,000
25. Little Miami	84.19	84.19	4,329,596
26. Mahoning (Clev. & Mahoning)	67.81	67.81	3,708,600
Hubbard Branch	12.37	12.37	
27 Marietta and Cincinnati	190.80	190.80	
Hillsboro Branch	21.00	21.00	19,094,702
Union Branch	9.00	9.00	
Portsmouth Branch	56.00	56.00	
28. Michigan South. & North. Ind. (Mich., I. & Ill.)	14.00	14.00	
Goshen Air Line (Ind.)	66.50	66.50	3,267,126
Detroit, Monroe and Toledo (Mich.)	7.30	7.30	
29. Ohio and Mississippi (Ind. and Ill.)	19.00	19.00	1,520,000
30. Pittsburg, Cincinnati and St. Louis	117.00	117.00	
Newark to Col. (undivided half of 33m. Cent. Ohio R.R.)			8,722,141
Cadiz Branch	8.00	8.00	
Pittsburg, Ft. Wayne & Chicago (P., I. & I.)	251.00	251.00	13,554,000
31. Pittsburg, Maysville and Cincinnati	225.00	.....	.....
32. Sandusky and Cincinnati	155.00	155.00	3,897,479
Findlay Branch	16.00	16.00	
33. Sandusky, Mansfield and Newark	116.25	116.25	2,968.474
34. Springfield and Columbus	19.50	19.50	346,000
35. Toledo, Wabash & Western (Ind. & Ill.)	75.50	75.50	3,380,849
Total	4,053.44	3,351.97	$169,064,101
STATE OF MICHIGAN.			
1. Bay City and Saginaw	12.00	12.00	$350,000
2 Bay de Noquet and Marquette	130.00	45.00	1,500,000
3. Chicago, Detroit and Canada Grand Junct'n.	59.00	59.00	2,500,000
4. Detroit and Howell	72.00	20.00	500,000
5. Detroit and Milwaukee	189.00	189.00	9,698,548
6. Flint and Holly	17.00	17.00	469,095
7. Flint and Pere Marquette	173.50	53.50	1,757,388
8. Grand Rapids and Indiana	350.00	43.00	1,200,000
9. Grand River Valley	93.00	61.00	1,830,000
10 Jackson, Lansing and Saginaw	116.00	116.00	2,148,318
11. Kalamazoo, Allegan and Grand Rapids	49.50	18.50	$450,000
12. Michigan Central (Ind. and Ill.)	221.00	221.00	11,050,000
13. Michigan Southern and Northern (O. I. & I.)	115.06	115.06	
Branch from Adrian to Monroe	33.60	33.60	
Jackson Branch (Palmyra to Jackson)	44.40	44.40	9,259,065
Constantine Branch	4.18	4.18	
Detroit, Monroe and Toledo (Ohio)	51.82	51.82	
14. Peninsula (Chic. & N. W. R. R.)	65.30	65.30	
Branches and Extensions	5.90	5.90	4,231,629
15. Peninsular of Michigan (progressing)	108.00	.....	1,000.000
16. Port Huron and Chicago Air Line (progress)	110.00	.....	1,125,000
17. St. Joseph Valley	32.00	32.00	640,000
Total	2,044.26	1,199.26	$44,549,043
STATE OF INDIANA.			
1. Bellefontaine (Ohio)	84.00	84.00	$2,478.000
2. Chicago, Cincinnati and Louisville	103.00	30.00	1,000,000
3. Chicago, Richmond and Fort Wayne	76.00	.....	.....
Cincinnati & Indianapolis Junction (Ohio)	78.00	78.00	
Louisville Branch (⅛ of 24 miles)	12.00	12.00	3,318,331
4. Cincinnati and Martinsville	40.00	40.00	800,000
Cincinnati, Richmond and Chicago (Ohio)	6.00	6.00	133,473
Columbus, Chicago & Indianapolis Cent. (O.)	211.50	211.50	
Indianapolis Line	72.50	72.50	
Logansport and State Line	169.50	169.50	22,410,566
Louisville Branch (⅛ of 24 miles)	12.00	12.00	
5. Columbus and Shelbyville	24.00	24.00	480,000
6 Evansville and Crawfordsville	109.00	109.00	
Rockville Extension	23.00	23.00	2,700,969
7. Evansville, Indianapolis and Cleveland	155.00	.....	310,000
Grand Rapids and Indiana (Michigan)	48.00	.....	240,000
8. Indiana and Illinois (Ill.)	71.00	71.00	710,000
9. Indianapolis, Cincinnati and Lafayette	159.00	159.00	6,500,000
10. Indianapolis, Crawfordsville & Danville (Ill.)	74.00	.....	.....
11. Indianapolis, Peru and Chicago	75.00	75.00	2,500,000
12. Indianapolis and Vincennes	74.00	.....	740,000
13. Jeffersonville, Madison and Indianapolis	108.00	108.00	
Madison Division	46.00	46.00	6,079,612
Jefferson-Madison Junction	6.00	6.00	
Joliet and Indiana (Ill.)	15.00	15.00	435,333
14. Knightstown and Shelbyville	27.00	27.00	400,000
15. Louisville, New Albany and Chicago	288.00	288.00	9,600,000
Michigan Central, (Mich & Ill.)	51.00	51.00	2,550 000
Mich. Southern and North. Ind. (O., M. & I.)	101.00	101.00	
Goshen Air Line (Ohio)	66.70	66.70	6,247,080
16. Mitchell, Bloomfield and Terre Haute	74.00	.....	.....
Ohio and Mississippi (Ohio & Ill.)	173.00	173.00	13,840,000
17. Peninsular of Indiana (projected)	60.00	.....	100 000
Pitts., Ft. Wayne and Chicago (Pa., O. & Ill.)	151.00	151.00	8,154,000
18. Richmond and Miami (Dayton and Western)	6.00	6.00	78,571
19. Shelby and Rush	20.00	20.00	320.000
20. Terre Haute and Indianapolis	73.00	73.00	2,003.541
Toledo, Wabash and Western (Ohio & Ill.)	166.90	166.90	7,051,750
21. Union Track (Indianapolis)	5.00	5.00	350 000
22. White Water Valley	72.00	72.00	2,000,000
Total	3,246.10	2,600.10	$104,229,226
STATE OF ILLINOIS.			
1. American Central (building)	175.00	.....	$500,000
2. Cairo, Mound City and Vincennes (progress)	114.00	.....	1114,000
3. Chicago, Black Island and Indiana (project)	27.00	.....	.....
4. Chicago, Burlington and Quincy	204.00	204.00	
Aurora Branch	13.00	13.00	
Peoria Line	53.00	53.00	
Lewiston Branch	30.00	30.00	17,982,752
Quincy Line	100.00	100.00	
5. Chicago and Alton	243.00	243.00	10,276,604
6. Chicago and Milwaukee (Wisc.)	45.00	45.00	2,103,750
7. Chicago and Northwestern (Wisc.)	74.00	74.00	
Freeport Line	91.00	91.00	
Clinton Line	138.00	138.00	
Richmond Line	33.00	33.00	22,703,784
Madison Line (Wisc.)	19.60	19.60	
Rockford-Kenosha Line (Wisc.)	32.40	32.40	
Peninsula Line (Mich.)	.....	.....	.....
8. Chicago, Rock Island and Pacific (Iowa)	182.00	182.00	
Port Byron Branch	11.00	11.00	7,360,808
9. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	
Chicago Branch	146.50	146.50	31,328,473
10. Illinois Coal	4.00	4.00	100,000
Indiana and Illinois (Ind.)	73.50	.....	730,000
Indianapolis, Crawfordsville & Danv. (Ind.)	10.00	.....	10,000
11. Joliet and Chicago (Chic. & Alton)	37.00	37.00	2,000,000
Joliet and Northern Indiana (Ill.)	30.00	30.00	866,666
Michigan Central (Mich. & Ind.)	13.00	13,00	650,000
Michigan South. & North. Ind. (O. M. & I.)	12.00	12.00	480,000
12. Mound City	3.50	3.50	100,000
Ohio and Mississippi (Ohio & Ind.)	148.00	148.00	11,778,000
13. Peoria and Bureau Valley	46.60	46.60	2,106,000
14. Peoria, Pekin and Jacksonville	161.50	71.00	2'000,000
15. Peoria and Rock Island	90.00	12.00	300,000
Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.)	18.00	18.00	972,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
16. Rockford, Rock Island and St. Louis	200.00	50.00	1,000,000
17. St. Louis, Alton and Rock Island	120.00	.....	600,000
18. St. Louis, Alton and Terre Haute	175.00	175.00	
St. Louis Branch	20.00	20.00	$11,940,000
Belleville Branch	14.80	14.80	
15. St. Louis, Jacksonville and Chicago	275.00	150.00	
Hopedale to Peoria	23.00	.....	3,750,000
20. St. Louis, Vandalia & Terre Haute (progress)	174.00	57.00	1,740,000
21. Sycamore and Cortlandt	5.00	5.00	100,000
22. Toledo, Peoria and Warsaw	227.00	227.00	
Burlington Branch	19.00	.....	9,500,000
Toledo, Wabash and Western (Ohio & Ind.)	212.40	212.40	
Naples Branch	4.00	4.00	
Keokuk Branch	41.20	41.20	10,456,401
23. Western Union (Wisc.)	112.00	112.00	4,308,864
Total	4,561.95	3,439.95	$156,958,102
State of Wisconsin.			
Chicago and Milwaukee (Ill.)	40.00	40.00	$1,870,000
Chicago and Northwestern (Ill.)	174.20	174.20	
Madison Line	48.00	48.00	
Kenosha Line	40.00	40.00	16,638,033
1. Dubuque, Platteville and Monroe (progress)	56.50	.....	565,000
2. La Crosse, Trempeleau & Prescott (progress)	27.00	.....	270,000
3. Manitowoc and Mississippi (progressing)	220.00	7.50	200,000
4. Milwaukee and St. Paul	196.00	196.00	
Portage Line	95.00	95.00	
Berlin, Omro and Winneconne Line	58.00	58.00	15,013,509
Watertown and Madison Line	38.00	38.00	
5 Milwaukee and Prairie du Chien	193.00	193.00	
Monroe Branch	42.00	42.00	7,698,281
6. Mineral Point	32.90	32.90	1,200,000
7. Platteville and Calamine (progress)	21.00	.....	210,000
8. St. Croix and Lake Superior (project)	133.00	40.00	
Bayfield Branch	90.00	.....	600,000
9. Sheboygan and Fond du Lac	43.00	43.00	750,000
Western Union (Ill.)	69.00	69.00	2,654,478
10. West Wisconsin (progress)	157.00	31.00	800,000
Total	1,773.60	1,234.60	$48,469,301
State of Minnesota.			
1. Chicago and St. Paul (progress)	100.00	.....	$200,000
2. Hastings and Dakota	200.00	30.00	1,000,000
3. Milwaukee and St. Paul (Iowa)	120.00	120.00	3,000,000
4. Minnesota Valley	180.00	90.00	2,700,000
5. St. Paul and Pacific	220.00	50.00	
Watab Branch	70.00	70.00	5,000,000
Pembina Extension (project)	305.00	.....	.....
6. St. Paul and Lake Superior	145.00	30.00	1,000,000
7. Southern Minnesota	250.00	43.50	1,600,000
8. Stillwater and St. Paul	18.00	18.00	360,000
9. Superior and State Line (project)	.....	.....	.....
10. Winona and St. Peter	150.00	120.00	3,600,000
Total	1,758.00	571.50	$18,460,000
State of Iowa.			
1. Burlington, Cedar Rapids & Minn. (project)	101.00	.....	$150,000
2. Burlington and Missouri	276.50	181.00	6,500,000
3. Cedar Falls and Minnesota	81.00	44.00	1,320,000
4. Cedar Rapids and Missouri Riv. (C. & N. W.)	271.60	271.60	9,777,000
5. Cedar Rapids and St. Paul (progress)	53.00	....	530,000
6. Chicago, Iowa and Nebraska (C. & N. W.)	81.30	81.30	3,710,000
7. Council Bluffs and St. Joseph	53.00	53.00	1,500,000
8. Des Moines Valley	162.00	162.00	6,000,000
9. Dubuque and McGregor (project)	.....	.....	.....
10. Dubuque and Sioux City	325.00	187.00	8,000,000
11. Dubuque South Western	56.00	56.00	1,600,000
12. Iowa Central (progress)	200.00	20.00	600,00
13. Iowa and Minnesota (progress)	100.00	....	1,000,000
14. Iowa River (Eldora)	46.00	18.00	400,000
15. Iowa and Missouri State Line (progress)	225.00	.....	1,000,000
16. Keokuk and St. Paul	61.50	18.00	
Fort Madison Branch	7.00	7.00	1,250,000
17. McGregor and Sioux City (progress)	300.00	.....	600,000
Milwaukee and St. Paul (Minn.)	95.00	95.00	2,375,000
18. Miss. and Missouri River (C., I. & Pac.)	312.00	228.00	
Oskaloosa Branch	113.00	50.00	12,000,000
19. Muscatine, Tipton and Anamosa (progress)	42.00	....	420,000
20. Sioux City and Pacific (Nebr.)	71.00	71.00	3,.00,000
Total	3,032.90	1,522.90	$61,332,000
State of Missouri.			
1. Cairo & Fulton (owned by St. L. & Iron Mt.)	76.79	37.00	$897,168
2. Chariton and Randolph (progress)	40.00	....	400,000
3. Chillicothe, Leon and Des Moines (project	.....	.....	.....
4. Hannibal and Central Missouri (Moberly)	42.00	.....	42,000
5. Hannibal and St. Joseph	206.80	206.80	
Quincy Branch	13.00	13.00	17,000,000
Cameron and Kansas City Branch	52.00	52.00	
6. Missouri Valley	46.00	46.00	
Savannah Branch	45.00	15.00	15,000,000
7. North Missouri	168.80	168.80	
Northern Extension	67.95	67.95	
Western Extension	123.75	123.75	1,500,000
Columbia Branch	22.00	22.00	
8. Osage Valley and Southern Kansas	150.00	24.00	$600,000
9. Pacific of Missouri	283.00	283.00	13,675,290
10. St. Joseph and Council Bluffs	72.00	72.00	2,200,000
11. St. Louis and Cedar Rapids (project)	.....	.....	.....
12. St. Louis, Chilicothe and Omaha (project)	....	....	.....
13. St. Louis and Iron Mountain	192.50	112.50	
Pilot Knob Branch	10.00	10.00	6,500,000
Potosi Branch	4.00	4.00	
14. South West Pacific	246.00	90.50	6,000,000
15. Tebo and Neosho (project)	.....	.....	.....
Total	1,837.09	1,353.80	$64,014,458
State of Kansas.			
1. Atchison, Topeka and Santa Fe (progress)	40.00	.....	40.000
2. Central Branch, Union Pacific	235.00	120.00	6,000,000
3. Kansas City and Neosho Valley progress	200.00	....	200 000
4. Lawrence, Olanthe and Kansas City	24.00	24.00	600,000
5. Leavenworth and Lawrence	33.00	33.00	1,000,000
6. Leavenworth, Lawrence and Galveston	160.00	40.00	3,000,000
7. St. Joseph and Denver City	100.00	12.00	300,000
8. Missouri River	26.00	26.00	1,000,000
9. Union Pacific, Eastern Division (Col.)	405.00	405.00	20,000,000
Total	1,223.00	660.00	$31,140,000
State of Colorado.			
Union Pacific, Eastern Division (Kansas)	300.00	.....	$300,000
Union Pacific Denver City Branch (Dak.)	50.00	....	50,000
Total	350.00	.....	$350,000
State of Nebraska.			
1. Union Pacific (Dak. & Utah)	420.00	420.00	$21,000,000
Sioux City and Pacific (Iowa)	29.00	.....	.....
Total	449.00	420.00	$23,000,000
Territory of Wyoming.			
Union Pacific (Nebr. & Utah)	510.00	510.00	$40,800,000
Denver City Branch (Col.)	50.00	.....	1,000,000
	560.00	510.00	$41,800,000
Territory of Utah.			
Central Pacific of (Cal. & Nev.)	100.00	.....	$1,000,000
Union Pacific (Neb. & Dak.)	205.00	105.00	8,400,000
Total	350.00	105.00	$9,400,000
State of Nevada.			
Central Pacific (Cal. & Utah)	390.00	320.00	$25,600,000
Total	390.00	320.00	$25,600,000
State of California.			
1. California Central	21.80	21.80	$1,000,000
2. California and Oregon (project)	400.00	....	.....
3. California Pacific	60.00	60.00	2,000,000
Marysville Branch (progress)	45.00	.....	450,000
4. Central Pacific (Nev. & Utah)	138.00	138.00	13,800,000
5. Feather River and Beckwourth Pass (project)	145.00	.....	.....
6. Napa Valley (project)	36.00	12.00	480,000
7. North Beach and Mission	3.50	3.50	200,000
8. Northern California	26.00	26.00	1,300,000
9. Omnibus (San Francisco)	3.80	3.80	200,000
10. Placerville and Sacramento	34.90	34.90	2,000,000
11. Sacramento Valley	22.50	22.50	1,800,000
12. San Francisco and Alameda	26.00	14.00	500,000
13. San Francisco and Humboldt's Bay (project)	224.00	.....	224,000
14. San Francisco and Oakland	4.00	4.00	200,000
15. San Francisco and San Jose	50.00	50.00	2,000,000
Southern Extension (project)	600.00	30.00	1,800,000
16. San Francisco and Washoe (project)	92.00	....	92,000
17. South San Francisco	4.00	4.00	200,000
18. Stockton and Copperopolis	9.00	....	90,000
19. Western Pacific	120.00	20.00	1,000,000
20. Yuba	24.00	24.00	1,000,000
Total	2,091.50	468.50	$30,336,000
State of Oregon.			
1. Cascades Transit	6.00	6.00	$200,000
2. Dalles and Deschutes	13.50	13.50	300,000
3. Oregon Branch of Central Pacific (project)	....	....	.....
4. Oregon Central, East side (project)	....	....	.....
5. Oregon Central, West side (project)	....	....	.....
6. St. Helen's and Hillsboro' (progress)	....	....	.....
7. Salem and McMinnville (progress)	....	....	.....
8. Salt Lake and Columbia River (project)	....	....	.....
Total	19.50	19.50	$500,000

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	6,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000		
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct.'68 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,726,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,900		
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine 100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J.A J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 5½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 50	721,926	J. & J.	Jul. '68 2½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,800	J & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A J&O	Oct.'68 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*..... 100	380,000		Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy .. 50	12,500,000	M. & S.	Mar.'68 5
Chicago, Iowa & Nebras*.100	2,800,000		Jan.'69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,556,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----	J'n &J'ly	Jan.'68@2
" Street	----	J. & J.	Jan.'68@2
Cincinnati and Zanesville. 50	1,676,848		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta....100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord 50	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jul. '68 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jul. '68 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee..... 100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000		
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do. do. pref.100	1,987,351	J.& J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,400	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100	2,369,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	69,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg	6'4,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '68 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----	----	Sept.'68—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '69 3
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,397	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	----		Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A J&O	Oct.'68 2½
Lehigh Luzerne..... 50	344,050	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	614,646	J. & J.	July'68 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
L. M. & C. and X. (Joint)..50	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'68 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	July'68 4
Louisville and Nashville..100	7,869,188	F. & A.	A'g. '68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 11
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,386	J. & J.	Jan. '69 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	586,900	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,986,081		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	
" " " pref.....100	8,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July'68 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,588		
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,000 000	F. & A.	Aug.'68 5
New London Northern.....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
New York and Harlem..... 50	5,285,050	J. & J.	J'n.'69 4
" " pref. 50	1,600,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July'68 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,643,900	F.M.A.N	Nov. '68 2
North Eastern (S.C.) pref.100	156,000		May'67 4
Northern of N. Hampsh.,100	3,063,400	J. & D.	Dec. '68 4
Northern of N. Jersey ...100	159,100		
North Pennsylvania..... 50	3,150,150		F'b.'68 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	F. & A.	Feb. '68 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500,000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	Jan. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,998,700		Jan. '68 3
Philadelphia and Reading 50	21,804,301	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor'th 50	1,535,550	A. & O.	Oct. '68 6
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J. & J.	Jul. '68 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Jan.'69 4½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----	----	Jul. '68 3
Rensselaer and Saratoga ..100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred. 100	----	F. & A.	A'g.68 5½
St. L., Alt. and T. Haute.100	2,300 000		
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'68 3
Shore Line..... 100	636,200	J. & J.	Jul.'68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	6,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	M'y'68 7½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		---- 3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jul.'68 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50	----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000		
" " (R. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,497,701		
Western Union 100	2,707,693		
West Jersey 100	804,150		Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....	----	J. & J.	Jan. '69 3
Warren..... 100	1,547,650		---- 3½
Worcester and Nashua .. 75	1 522,600	J. & J.	Jul.'68 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'68 6
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	----		
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'69 4
Fulton Coal ..... —	----	J & J.	Jul. '68 4
Mt. Pleasant Coal..... —	200,000	----	Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'68 5
Roaring Brook Coal..... —	200,000	----	Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000		Dec'67 2½
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----	----

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,406	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,336
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,559	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	454,081	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	200,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,530	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,037	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,389	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,260,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	.....	.....
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	416,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,343	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,817	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	99,411	86,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,855	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	878,153	956,668	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,324	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,376	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,026	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,478	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	285,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,091	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	266,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	109,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	67,146	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	When Payable.	Market Price.
National Securities, Dec. 1, 1868.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	118
" " " coupon		5	" "	1874	118
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	109
" " " coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,800	6	Jan & July.	1881	109
" " " coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) registered	1,402,570,400	6	May & Nov.	1882	105⅝
" " " (5-20s) coupon		6	" "	1882	110½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	106
" " " (5-20s) coupon		6	" "	1884	107
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	105⅝
" " " (5-20s) coupon		6	" "	1885	107½
" " " 2d series (5-20s) registered		6	Jan. & July.	1886	105⅛
" " " 2d series (5-20s) coupon		6	" "	1886	110½
" " " 3d series (5-20s) registered		6	" "	1887	106
" " " 3d series (5-20s) coupon		6	" "	1887	110⅝
Loan of March 3, 1864, (10-40s) registered	194,556,400	5	Mar. & Sept.	1904	102½
" " " (10-40s) coupon		5	" "	1904	105⅝
Pacific R. R. Bonds (currency)	44,337,000	6	Jan. & July.	'95-'97	99½
Treas'y Notes(7-30s) June 30, '64 : 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65 : 3d series		7.2	Jan. & July.	1868	----
Matured Debt not presented	7,989,884	---	presentation.	----	----
Gold Certificates of Deposit	23,255,840	---	presentation.	----	----
Compound Interest Notes 1864 '65	----	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	58,140,000	---	----	----	----
Fractional currency	33,876,268	---	----	----	----
Navy Pension Fund	14,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1862	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	6	various.	'72-'74	93½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	81⅝
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	95
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,988	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	69½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	69½
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" — " " 1863 "	625,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R R.)	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,406,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " (Ches. & Ohio Can.)	2 000,000	6		1870	95½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	95½
" — " " (Bounty)	501,000	6	"	abt'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1873	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest—Rate.	Interest—Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	6	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	120½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	120
" — " " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'92	110½
" — " " (stg.)	554,180	5	" "	'88.'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	96
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	----	'41-'71
" —* " (Union Bank)	5,000,000	6	----	----	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	90
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	90
" —Pacific R.R.	7,000,000	6	" "	'81- 87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,196,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	103½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	99½
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	61
" — " " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	62½
" — " "	280,366	6	Jan. & July.	1883	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	100½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	95½
" — " " registered	5,083,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105
" — " " 2d series	7,909,520	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	107
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	68½
" — " endorsement	14,006,000	6	Jan. & July	30 yrs.	----
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1882	69½
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	----
" — " " registered	466,250	5	" "	long.	----
" — " " coupon	108,000	5	" "	long.	----
" — " " (new) registered	21,868,398	6	" "	long.	45
" — " " (new) coupon	10,900,000	6	" "	long.	56
" — " " (") registered	1,379,500	6	" "	1876	57
" — " " (") coupon	489,200	6	" "	1886	----
" — " " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	406,100		Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1:96	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G. R. R. No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext.)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	96½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'-	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	62½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	100
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	92½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1897	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	92½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	109
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	109
Convertible bonds	1,500,000	7*	" "	" "	1883	106½
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	76,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1882	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	690,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1896	73
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	90
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1868	90
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	100
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						97
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	—— & ——	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	600,000	7	—— & ——	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	106,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	95
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	103
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	74½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	100
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1857	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	69,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	93
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1883	91
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	95
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,061	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	76
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	8	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	100
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	90
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarksville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	92
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	6,361,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96¾
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	.....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		6*	" "	Mobile.	1882	52
Tennessee Loans	1,069,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	6	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	576,421	6	" "	New York.	1876	....
Interest bonds	697,900	6	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, indorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	713,000	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	93
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,560,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	71–'83	....
Naugatuck:						
1st Mortgage, Convertible	240,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	..	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	'65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	92
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	95
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1879	99½
3d Mortgage (B. & O. R. R. Co.)	280,000	6	" "	"	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	200,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	89
Old Colony and Newport:						
Company Bonds	1,468,000	6	April & Oct.	Boston.	'75–'76	96½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	74
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	376,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	96
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	81
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	6*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	283,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1880	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	99
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,000	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	161½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	70
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R. & D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £50,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	73
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	660,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1860	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	6	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	956,599	6	" "	Boston.	1875	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	78
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,288,000	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	581,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	87½
Convertible Loan	1,201,850	6	" "	"	1877	72
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85½
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69
Improvement Loan	1,601,670	6	May & Nov.	"	1876	65
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	73
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	96
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1876	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,496	to'e3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna † ... New York.	4,976,083	439,846	660,825		1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,690,619	434,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	.....	(Leased to Cheshire.)	.....	.....	186,132	38,723	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	.....	7,000	—	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	509.7	.....	.....	.....	351,071	111,667	8	100	95
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf † ..... Georgia.	4,662,749	379,230	447,708	404,447	3,824,969	1,382,900	712,155	.....	285.6	429,555	.....	.....	5,195,265	825,470	—	50	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina † .N.Caro'na.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	619,875	252,971	—	100	46
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	.....	448,000	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio †. .... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,085,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	.....	768,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,437,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)	.....	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ miles only.)	.....	.....	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)	.....	.....	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,341	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,882	241.7	2,823,957	87,154,050	106,510,449	6,929,210	2,031,717	10	100	146
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,525	110,245	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,905,880	861,054	99,971	18,733	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	225	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	96,434	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	20.8	1.9	43.5	—	27	28	16	691	Bos., Hart. and Erie †. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,657	9,582,938	2,532,317	389,577	50,770	—	100	26⅜
May 31, 1868	74.3	9.0	54.4	—	42	73	21	976	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,903	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,334,236	998,068	234,805	8	500	133
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Maine ..... Mass., N. H. & Me.	4,129,738	658,019	506,205	289,752	4,209,724	.....	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,482	435,780	10	100	132½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	293,689	399,367	61.8	448,521	29,710,225	9,624,810	1,066,147	275,952	10	100	134
Dec. 30, 1867	26.0	—	2.6	....	—	—	—	—	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,287	5,000,000	.....	36,352	1,208,283	68.6	783,666	44,147,376	21,976,025	1,942,502	781,421	10	100	....
Sept. 30, 1867	36.7	—	....	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)	.....	.....	.....	.....	7	100	....
Oct. 31, 1867	88.8	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	259,640	600,000	298,511	.....	43.2	20,743	.....	.....	49,159	27,850	—	100	....
Jun. 30, 1867	161.0	2.1	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,169,933	*	.....	.....	5,000,000	1,090,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,881	10	100	....
[illegible]	[illegible]	—	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)	.....	.....	176,370	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie. .New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)	.....	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	293,859	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,284	92.4	.....	.....	.....	3,508,511	781,801	10	100	120½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	15
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	85,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,380	.....	—	(Operated by West Jersey.)	.....	.....	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	292,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	23
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)	.....	.....	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)	.....	.....	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	.....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,580,000	.....	.....	—	(Leased to Chic. and N. W.)	.....	.....	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,656,800	786,000	65,913	863,808	282.2	585,328	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,408	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,363	107,577,415	3,581,244	1,617,268	10	100	115
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	68,031	.....	137.0	(Leased to Balt. and Ohio.)	.....	.....	888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* † ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	190.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	48,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,509,000	334,000	128,750	55,590	109.0	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)	.....	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,495,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,990	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)	.....	.....	.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	14⅝
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,483,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	177
ec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	.....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)	.....	.....	.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	79½
M 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,483	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	118
Jun. 30, 1867		Lease	ces	of 8	an.	&	Cin.		Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13⅛	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7⅛	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.	.....	.....	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	11	12	5	109	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.	.....	.....	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	580,000	15,258	.....	45.1	(Operated by Cin., H. and D.)	.....	.....	188,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	152.1	283,018	.....	6,338,100	582,057	85,144	—	100	....
Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati .. Ohio.	4,047,509	547,360	1,477,513	452,584	6,000,000	425,000	.....	396,057	137.8	1,123,750	18,477,257	51,291,857	1,966,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind. .. Ohio & Ind.	10,938,859	*	.....	.....	19,460,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	74½

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,500	343,350	1,477,513	452,584	6,000,000	425,000	—	396,957	187.8	1,123,750	18,477,257	51,281,357	1,966,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	....	....	10,450,000	2,000,000	....	....	394.8	2,101,519	....	....	3,291,925	1,087,176	....	100	74
Dec. 31, 1867	67.0	11.0	32.0	—	....	....	....	....	Cleveland and Mahoning	Ohio.	3,599,000	....	....	....	2,056,400	1,542,600	....	....	....	(Leased	to Atl. &	Gt. W n	....	....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	....	....	3,750,000	2,500,000	....	378,705	138.8	804,876	....	....	2,659,347	983,418	10	50	97
Nov. 30, 1867	101.0	102.5	57.0	—	68	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,340	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	84
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	100
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind. & Ill	26,670,000	....	....	....	11,420,000	13,900,000	1,350,000	....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	40
Nov. 30, 1867	54.7	—	12.5	—	....	....	....	....	Columbus and Xenia	Ohio.	1,464,078	*	674,502	62,043	1,788,200	248,000	80,667	85,846	....	(Operat	ed in conn	ection with	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	....	88,724	158,144	119.5	560,024	....	....	941,321	146,888	8	50	72½
Mar. 31, 1867	27.0	—	....	—	2	4	....	122	Concord and Claremont	New Hampshire.	698,258	*	....	....	595,587	374,580	....	....	27.0	....	....	....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	187,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	128
Oct. 31, 1867	6.8	—	9.6	—	....	....	....	....	Connecting (Phila.)	Pennsylvania.	2,000,035	....	....	....	100,000	1,000,000	900,035	....	....	(Leased	to Phila.	& Trent.)	....	....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	....	....	....	200,000	30,000	....	....	14.6	....	....	....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	....	....	....	1,000,000	500,000	....	....	53.0	(Opened Dec.	1867.	....	....	....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	....	....	1,500,000	898,000	....	....	37.0	252,679	....	....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	....	....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	....	9,623	24.0	64,670	....	....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	....	....	....	....	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	....	144.0	....	....	....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	....	....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	....	....	....	....	Dayton and Western	Ohio.	1,087,779	*	....	....	309,276	738,000	204	....	42.0	745,040	1,260,925	....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	....	....	....	....	Delaware	Delaware.	1,632,171	....	....	....	594,260	912,250	....	....	....	(Leased	to Phila;	W. & B.)	....	....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	....	13,386,020	3,308,000	708,205	....	253.3	2,034,524	....	....	2,613,979	loss.	10	50	125
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	....	....	1,820,200	2,982,000	795,004	....	162.0	....	....	....	735,587	310,402	—	50	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,098,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	....	....	1,761,399	768,780	—	100	....
Mar. 31, 1867	28.5	—	....	—	....	....	....	....	Dover and Winnipissogee	New Hamp.	825,199	....	....	....	480,000	....	....	....	....	(Leased	to Boston	& Maine.)	29,000	29,000	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	....	305,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	....	....	....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	....	....	....	....	Dutchess and Columbia Counties	N. Y.	....	....	....	....	34,666	....	....	....	....	....	....	....	....	....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	....	....	....	....	East Brandywine and Waynesb	Penn.	259,800	....	....	....	89,800	168,000	2,000	....	....	(Leased	to Pennsy	lvania.)	....	....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118
Dec. 31, 1867	38.5	—	....	—	....	....	....	....	Eastern Shore	Maryland.	850,000	....	....	....	280,000	570,000	....	....	....	(Leased	to Delawa	re.)	....	....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	....	....	....	....	East Mahanoy	Pennsylvania.	392,550	....	....	....	392,550	....	....	....	....	(Leased	to Phila.	& Reading.)	23,563	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	....	....	654,600	574,000	....	....	36.0	221,129	....	....	538,531	259,492	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	....	....	....	538,734	145,923	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	....	....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky	Tenn.	1,175,000	....	....	....	....	1,162,545	....	....	47.0	....	....	....	....	....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	....	....	....	500,000	....	....	....	....	(Leased	to Northe	rn Central.)	2,4000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	....	....	....	....	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	....	....	1,000,000	1,620,000	....	....	....	(Leased	to Northe	rn Central.)	165,000	5	100	60
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,903	800,029	774.0	6,458,279	....	....	14,317,213	2,9[illegible]8,988	—	100	39½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,617	664,300	1,270,200	644,351	298,271	100.7	368,004	3,661,261	22,906,110	667,883	222,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	....	....	....	....	European and North American	Maine.	....	....	....	....	....	....	....	....	13.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	....	....	....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	....	....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	....	....	....	....	....	....	....	....	8.0	....	....	....	....	....	—	100	....
Nov. 30, 1867	5.8	—	....	—	....	....	....	....	Fall River, Warren and Providence	R. I.	326,959	—	21,759	....	150,000	200,000	27,450	....	5.8	10,881	422,261	....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	....	....	....	....	Fayette County	Pennsylvania.	130,000	....	....	....	107,400	....	....	....	....	(Leased	to Pittsbu	rg and Co	nnellsville	.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	131
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	....	....	248,000	2,000	25,422	30,291	13.9	36,196	....	....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	....	....	....	....	Flemington	New Jersey.	375,660	....	....	....	150,011	160,000	125,649	....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	460,095	*	7,199	59,031	500,000	....	5,804	29,721	17.0	58,378	....	....	176,751	....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	85.5	96,324	....	....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	....	....	3,000,000	....	....	....	154.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	....	....	....	....	....	....	45.2	....	....	....	....	....	—	100	....
Dec. 31, 1867	60.0	—	....	—	....	....	....	....	*Florida, Atlantic and Gulf Central*	Florida.	....	....	....	....	....	....	....	....	60.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	....	....	230,845	....	....	....	11.5	....	....	....	55,591	11,332	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	....	....	....	....	....	575,000	....	....	52.0	....	....	....	406,461	....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	....	....	1,003,724	491,389	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	....	....	475,000	167,000	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1867	—	—	—	93.0	....	....	....	....	Grand River Valley	Michigan.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	....	1,344.7	4,837,001	....	....	6,492,367	1,358,628	—	103	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western	Canada.	24,434,553	*	1,200,000	1,565,835	16,868,030	8,601,221	1,208,680	357,157	356.0	2,104,377	....	....	3,346,673	1,[illegible]9,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	....	....	251,931	137,245	—	130	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph*	Missouri.	14,891,294	744,827	657,570	453,314	6,862,208	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	90
Oct. 31, 1867	36.0	18.0	54.0	—	....	....	....	....	Harrisburg and Lancaster	Pennsylvania.	1,882,550	....	....	18,000	1,182,550	700,000	....	18,000	....	(Leased	to Pennsy	lvania.)	....	133,284	7	50	111½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	....	....	1,697,334	589,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	20	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	....	....	2,037,940	2,055,000	....	....	122.4	373,152	12,126,637	....	760,351	....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	[illegible]	228	Housatonic	Connecticut.	2,105,558	*	386,696	56,062	2,000,000	287,000	137,525	39,791	119.8	268,608	....	....	534,545	65,272	—	100	....
Sept. 30, 1867	160.0	—	....	—	[illegible]	[illegible]	[illegible]	140	Houston and Texas Central	Texas.	2,542,000	*	....	....	1,792,000	164,000	....	....	80.0	....	....	....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	—	2	44	Houston Tap and Brazoria	Texas.	....	....	....	....	....	....	....	....	50.0	....	....	....	....	....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	....	....	9,981,500	6,188,000	....	....	150.0	1,598,326	91,129,722	73,237,023	5,111,380	1,815,851	8	100	134
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	....	....	685,130	1,656,245	....	....	58.8	149,189	....	....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,544,500	7,602,000	....	707.7	3,766,216	42,492,800	171,207,600	7,168,992	2,480,568	10	100	140
Dec. 31, 1867	—	—	—	72.0	....	....	....	....	Indianapolis and St. Louis	Indiana.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	....	302.5	....	....	....	....	....	—	50	38
Dec. 31, 1867	75.0	—	....	—	....	....	....	....	Indianapolis, Peru and Chicago	Indiana.	....	....	....	....	....	....	....	....	75.0	....	....	....	....	....	—	50	....
Dec. 31, 1867	—	—	—	225.0	....	....	....	....	Iowa & Missouri State Line	Iowa & Mo.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Jun. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	....	7,064	132,411	35,000	20,989	....	13.0	....	....	....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	....	400,000	150,000	....	....	11.0	....	....	....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	....	45,536	495,139	1,495,000	157,091	46,624	45.0	....	....	....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,863	151,335	2,000,000	3,139,000	220,825	788,959	226.0	....	....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	....	....	....	....	Joliet and Chicago	Illinois.	2,000,000	....	....	....	1,500,000	500,000	....	....	....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	....	....	....	....	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	....	....	....	300,000	800,000	....	....	....	(Leased	to Michig	an Centra	l.)	....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	....	....	....	....	Junction (Phila.)	Pennsylvania.	955,250	....	....	....	155,250	800,000	....	....	....	13,792	....	....	....	....	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	....	....	....	....	....	1,206,000	....	....	99.0	....	....	....	75,263	32,185	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	....	....	250,000	500,000	....	....	25.0	....	....	....	....	....	—	100	....
Dec. 31, 1867	—	—	—	53.0	....	....	....	....	Knoxville and Charleston	Tennessee.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1867	31.0	—	....	94.0	2	2	1	23	Knoxville and Kentucky	Tennessee.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lins.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,251,358	521,772	.....	.....	1,235,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	....	....	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	22.0	—	—	—	—	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,732,800	7,990,285	.....	.....	.....	(Opene	d Jan. 1, 1	868, & oper.	by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,450,652	3,407,499	.....	.....	10,733,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,867	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	14,257	9,140	514,846	44,000	114,740	8,267	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	*	1,704,038	.....	3,572,400	1,589,000	35,945	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	6	100	....
Nov. 30, 1867	15.3	—	....	—	—	—	—	—	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,686	1,804,397	.....	627,254	396,378	196.2	1,110,055	29,979,623	.....	.....	.....	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	45	40	24	713	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,046,300	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	1,985,764	483,225	—	.....	.....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	.....	9.9	.....	.....	.....	.....	.....	4	50	92
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,500	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,260	57,382	8 036	—	100	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	.....	25,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,978,999	3,181,380	693,016	449,180	—	50	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,513	1,108,534	282,520	4,538	185,179	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	203,858	6	100	....
Jun. 30, 1868	185.0	163.2	35.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062 925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,223,609	919,095	8	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	169,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	382,885	30,275	5,245	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,557	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	268	Macon and Western.....Georgia.	1,500,000	*	377,688	64,346	1,500,000	.....	421,884	.....	102.5	286,832	.....	.....	568,546	164,889	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,800,800	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	97,925	9	100	129½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	.....	.....	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	10,094,702	*	.....	.....	14,256,256	4,188,385	650,064	.....	282.8	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	—	22.0	.....	.....	.....	.....	Maryland and Delaware ¶.....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	1,002,506	.....	.....	1,203,635	191,635	—	50	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,512,725	3,888,530	330,285	.....	379.0	(Operat	ed by con	tractors.)	.....	.....	—	50	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	.....	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	.....	(Leased	to Louisv	ille and Na	shville.)	.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,860	8,477,366	6,968,980	948	582,244	329.3	(Operat	ed by Lou	isville and	Nashville.)	.....	—	100	....
Feb. 29, 1868	468.4	48.6	66.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358,549	2,865,817	738,436	799,793	10,046,200	9,038,640	267,477	810,279	523.8	2,055,049	.....	.....	4,470,879	1,756,334	10	100	115
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	2,387,389	60,392,623	110,163,611	4,747.219	1,770,007	—	100	87
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	63.0	2,296,146	35,282,221	96,178,049	5,083,608	2,017,923	—	100	68½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	114
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,743	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,487	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,800	7,553,989	.....	.....	496.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,900	6,633	44,459	384,738	129,000	238,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,662	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	185,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,976	95,634	.....	81,122	729,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,080	*	.....	.....	2,056,544	1,719,000	.....	.....	269.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,501	*	367,920	30,270	1,526,450	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,755	*	92,000	406,087	1,257,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,289	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,261	.....	.....	1,865,303	747,351	10	100	132
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	109.0	326,126	5,356,549	5,084,846	382 944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,062	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,985	630,152	—	100	54
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,608	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	658,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	157½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	22,924	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,903,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,123	1,144,018	8	100	125
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,569	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,148	111,835	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centra	l.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	5,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	304	North Carolina ¶.....North Carolina.	4,950,608	*	300,100	62,264	4,000,000	443,000	147,138	732,835	223.0	350,900	.....	.....	537,940	269,167	6½	100	...

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	*	.....	.....	.....	.....	.....	.....	—	102.0	(Leased to Selma and Meridian.)					12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,063,950	873,000	266,683	10,409	—	67.3	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	97.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	—	97.3	343,023	12,138,701	13,691,447	892,057	377,206	5a	50	71½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	—	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	48	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	96
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	110
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	91
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	89
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,218	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,336	1,707,000	114,198	347,386	23,500,000	3,888,000	398,6+3	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	34½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	80
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	93½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	.....	.....	.....	.....	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	.....	.....	.....	.....	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,937	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	3	100	89
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,656	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	330
Dec. 31, 1867	14.5	—	14.5	—	.....	.....	.....	.....	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	.....	.....	.....	.....	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—	.....	.....	.....	.....	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	.....	.....	.....	.....	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	108½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,437,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	.....	.....	.....	.....	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	.....	.....	.....	.....	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	51½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	133½
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	100	98
Oct. 31, 1867	26.5	—	32.2	—	.....	.....	.....	.....	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	106
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	113½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,591	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	100
Mar. 31, 1867	50.0	—	....	—	.....	.....	.....	.....	Portsmouth and Concord ..N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	.....	.....	.....	.....	Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	.....	.....	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9*2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	38.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	32
May 31, 1867	—	—	—	133.0	.....	.....	.....	.....	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	564,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	46
Dec. 31, 1866	80.9	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)			.....	.....	.....	.....	54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	.....	.....	.....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	1,500,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	60	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	2,020,000	.....	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	.....	.....	.....	.....	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	.....	.....	.....	.....	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)		17,600	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	.....	.....	.....	.....	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	—	50	42½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,908,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	.....	.....	.....	.....	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,002	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	.....	.....	.....	.....	Shamokin Valley and Pottsville.....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	.....	.....	.....	.....	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	.....	.....	.....	.....	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)			36,000	—	—	100	....
Dec. 31, 1867	16.0	—	....	—	.....	.....	.....	.....	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	402,057	39,486	.....	.....	1,159,685	150,000	20,147	100,533	11.5	$2,309	2,200,606	22,926	85,509	27,888	—	100	16½
Dec. 31, 1867	54.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	2.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,760	132.5	200,058	1,861,845	5,329,232	350,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0							100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	.....	(Leased to Cinc., Dayton and Eastern.)			.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	66,004	2,626,176	.....	.....	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	—	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York. N.Y.	3,182,489	*	243,679	124.136	1,314,150	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,604	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	509	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	259,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western. O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	59½
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			509,582	168,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield †.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt. & Mass., & T. & B.)			.....	19,208	7	100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy.)			.....	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	.....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	20	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	.....	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	851,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	53,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	.....	(Leased to Vermont Central.)			.....	.....	8	100	100½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	62
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,227,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,540	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)			.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180.693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	.....	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	50	80
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	87.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Boston, Concord and Montreal.)			.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford. N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,650,240	732,208	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....	.....	(Leased to Balt. and Ohio.)			.....	27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	293,230	—	.....	.....	317,050	52,000	24,180	—	—	(Leased to Northern Central.)			.....	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal. Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	131
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	—	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	56½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,302,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,552	162,972	—	100	....
Oct. 31, 1867	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	—	—	—	178.0	.....	.....	.....	262,664	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,606	—	45.0	.....	.....	.....	155,872	42,170	—	50	28
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	*	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. val. in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	----	87
30 Nov.'67	6.84	—	255	28	--	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,420	9.5	----	62½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	----	98½
30 Nov.'67	3.99	—	48	8	--	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	----	---
30 Nov.'67	12.50	—	196	82	--	Lynn and Boston	289,426	200,000	50,000	48,934	154,987	loss.	—	----	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	----	---
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	5,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	--	Metropolitan (Boston)	1,528,225	1,250,000	—	183,198	726,709	129,635	10	----	66
30 Nov.'67	7.21	—	254	42	--	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	----	60
30 Nov.'67	3.25	—	23	7	--	Northampton & Will amsb.	300,000	300,000	—	2,318	14,278	1,125	—	----	---
30 Nov.'67	2.13	—	6	2	--	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	----	---
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	----	---
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	30,637	loss.	—	----	---
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	57,300	33,000	—	—	8,589	89	—	----	---
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	----	---
30 Nov.'67	—	—	440	68	--	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	18,015	6	----	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	---
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	----	---
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	---
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	----	71,861	15,873	—	100	----
30 Sep.'67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	292,418	56,543	—	100	----
30 Sep.'67	19.70	—	—	—	37	Broadway (Brooklyn	260,561	200,000	35,000	10,015	107,736	28,744	8	100	----
30 Sep.'67	18.0	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	----
30 Sep.'67	8.00	—	17	—	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	----
30 Sep.'67	70.00	—	207	—	—	Brooklyn City	1,800,813	1,500,000	300,000	------	1,131129	195,907	12	100	----
30 Sep.'67	11.00	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	----
30 Sep.'67	6.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	------	15,085	6,352	—	100	----
30 Sep.'67	24.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	----
30 Sep.'67	8.13	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	----
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	8½	100	----
30 Sep.'67	24.00	—	121	14	—	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	----
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	----
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	----
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	------	792,574	139 095	12	100	----
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	------	300,969	94,714	5	100	----
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,798	9½	100	----
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	----
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	----
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'n & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	----
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	----
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	----
30 Sep.'67	12.20	—	—	88	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	----
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	68,870	3,345	—	100	----
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,661	133,400	100,000	13,000	48,259	1,501	—	100	----
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	187,69	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73.564	10	100	----
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	----
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,039	25,000	25,000	—	13,075	5,046	20	100	----
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	----
30 Sep.'67	18.00	—	—	180	--	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	----
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	801,258	121,172	196,500	1,200	75,179	14,707	—	100	----
30 Sep.'67	4.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,269	—	100	----
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,338	240,000	134,000	2,700	104,223	14,721	9	100	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	----	----	—	—	---
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	---
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	----	----	----	----	----	----	—	----	---
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	----	----	—	—	---
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	----
31 Oct.'67	1.63	—	—	10	2	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	----
31 Oct.'67	10.60	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,964	15,786	loss.	—	50	----
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Pn.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12½	50	25½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	35
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	---
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	50	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	----	59,500	57,718	880	49,980	loss.	—	50	---
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	---
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	55,011	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	80,000	—	38,371	9,452	12½	20	12
31 Oct.'67	3.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	295,307	—	—	93,888	23,343	3	50	22½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,995	110,000	35,600	24,916	138,501	22,495	10	50	---
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	54,852	21,550	11½	50	---
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	68,300	—	40,799	6,725	2	50	---
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	---
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	47
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	17
31 Oct.'67	25.00	—	522	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	575,000	100,000	—	281,058	50,692	10	50	66½
31 Oct.'67	4.18	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	---
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	---
						MARYLAND.									
31 Dec.'62	21.00	----	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,059	21,058	—	—	12
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	------	------	------	------	----	----	---
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	------	------	------	------	----	----	---
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	------	------	------	------	----	----	---

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Pay. ables.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	----
Brooklyn, Bath & Coney Isl'd 1st Mortgage	80,000	7	J. & J.	1883	----
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	----
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	----------	------	----
Dorchester: Real Estate Mortgage	5,000	6	----------	------	----
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	------	----
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	134,500	7	J. & J.	------	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1860	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	----------	------	----
Germantown: 1st Mortgage	300,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm 1st Mortgage	124,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount: 1st Mortgage	188,600	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71-'72	61½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	----------	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	----------	------	----
Middlesex: 1st Mortgage	33,000	--	----------	------	----
Malden & Melrose bonds	46,971	--	----------	------	----
Real Estate	6,000	--	----------	------	----
Ninth Avenue: 1st Mortgage	112,000	7	----------	------	----
North Philadelphia: 1st Mortgage	100,000	7	----------	1860	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	140,000	6	J & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	----
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J	1871	----
Quincy. Plain bonds	58,400	--	M. & S.	1868	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	---
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	96
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	--	----------	------	----
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica and Waterville: 1st Mortgage	100,000	7	----------	------	----
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia: 1st Mortgage	100,000	7	J & J	1869	---

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	63
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	....	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	70
Chicago and Alton, pref.	2,425,400	7	10	145
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,656,287	7	10s	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	65
Hannibal and St. Joseph, pref.	5,253,836	....	....	90
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	67¾
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern, Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	25
" " 2d pref.	4,051,744	6	....	10
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	120⅝
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	639,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	78
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	70
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	36
Mariposa Mining, pref.	5,774,400	7	7	20

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 40 — @ 42 —
Pig, American, No. 1 (good to best)	40 — @ 42 —
Pig, American, No. 2	37 — @ 39 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	90 — @ 95 —
Bar, Swedes, assorted sizes	(gold). 82 50 @ 87 50
	Store Prices.
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	— — @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Band	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ⅜@3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod	per lb. — 9½@ — 10½
Sheet, Russia, assorted No.'s	(gold) — 10½@ — 11½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English	(gold). per ton. 52 50 @ 53 —
Rails, American	79 — @ 81 —
Anvils, Eagle	per lb. — 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb. — 18 @ — 23
English Spring (2d and 1st quality)	— 10 @ — 12½
English Blister (2d and 1st quality)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb. — — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— — @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — 30½@ — 31
Straits	(gold). — 28½@ — 29
English	(gold). — 27½@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....	per box. 8 37½@ 8 50	11 50 @ 11 75
I. C. Coke..	7 — @ 7 50	9 50 @ 10 50
Coke Terne	6 — @ 6 25	8 25 @ 8 75
Charcoal Terne	7 75 @ 8 25	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — — @ — 17½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30
Refined, Standard White (in ship'g order)	— 31½@ — 31½
Refined, prime White (in shipping order)	— 32 @ — —
Refined, S. W. (in merchantable order)	— 30 @ — 31
Naptha, Refined, (60 @ 63 gravity)	— — @ — —
Residuum	per bbl. — — @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9	per 50 feet. 7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10	per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40	(3 qlts.) 20 — @16 —
28 by 40 to 30 by 48	(3 qlts.) 22 — @18 —
30 by 50 to 32 by 56	(3 qlts.) 24 — @20 —
32 by 58 to 34 by 60	(3 qlts.) 27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co	....	....	40½	....	49½	
Central of N. Jersey...112½	....	113	....	114½	115	
Chicago & Alton	....	....	146½	145	....	
" pref.	....	....	....	146	....	
" 1 M.	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	175	....	
" 8s, 1883	....	....	....	111½	....	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	
Chic. & Northwestern . 78	....	79½	81	79½	79½	
" pref. 81	....	82½	83½	82½	82½	
" 1-st M.	....	....	....	91	....	
" Interest	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol.	....	....	....	....	....	
Chic., Rock Isl. & Pac..112	....	115½	117	116½	118	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896	....	....	....	98	97	
Clev., Col., C. and Ind.	....	....	....	74½	....	
Clev. and Pittsburg..... 83	....	....	84½	84	....	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M..... 80	....	....	....	....	....	
" Con.	....	....	....	....	....	
Clev. and Toledo..... 99½	....	100½	101½	100½	100	
" S. F. 7s	....	....	....	....	....	
Col., Chl., & Ind. C.	....	40	....	....	....	
" 1 M.... 73	....	....	74½	74½	74½	
Cumberland Coal pref.. 37	....	37½	36	....	36	
Del. & Hudson Canal...131	....	130	130½	130	130	
Del., Lack. & Western	....	....	126	....	....	
" 1 M. 7s	....	....	....	....	....	
" 2 M. 7s	....	....	....	....	....	
Erie Railway..... 39	....	39	40½	40	39¾	
" pref.	....	62½	63	65	....	
" 1 M. 7s, 1867	....	....	....	....	....	
" 2 M. 7s, 1879 98	....	....	....	....	....	
" 3 M. 7s, 1883	....	....	....	....	....	
" 4 M. 7s, 1880 86½	....	....	....	....	....	
" 5 M. 7s, 1888	....	....	....	....	....	
Great Western 2d mort. 77	....	76	76	....	....	
Hudson River.....131	....	135	134½	134	....	
" 1 M. 7s, 1869	....	....	....	100	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	141	140	
" bonds	....	114½	114½	....	114½	
Lake Shore (C., P. & A.)	....	98½	98½	....	97	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	....	....	114	116½	115	
" S. F. 8s, 1882	....	....	115	....	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I.	....	87½	88½	87½	87	
" 1 M. S. F.	....	....	....	....	....	
" 2 M.	....	....	92	....	....	
Mil. and P. du Chien	....	....	....	....	....	
" 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Milw. and St. Paul	....	....	69	....	69½	
" pref.	....	....	87	86	86½	
" 1st mort.	....	....	93	92½	....	
" 2d mort.	....	....	....	....	....	
" 8s.	....	103	103	103	....	
" 7 3-10s con.	....	....	....	....	....	
Missouri 6s..... 90	....	90	90	90	....	
" H. & St. J. 1ss.	....	....	89½	90	....	
Morris and Essex	....	87	....	....	....	
" 1st mort.	....	....	....	96	96½	
" 2d mort.... 92½	....	....	....	93	....	
N. Jersey R.R. & T. Co.	....	....	....	....	....	
New York Central.....149	....	153½	158	157½	157½	
" 7s, S.F. 1876	....	....	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883	....	....	92	91	92	
" 6s, S.F. 1887	....	....	....	....	....	
N. York and Harlem	....	....	125½	....	125	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873 100	....	....	....	....	....	
N. Y. and N. Haven	....	....	....	....	....	
N. Carolina 6s..... 65	....	....	....	62½	62½	
" new..... 62½	....	61½	62½	60½	61	
Ohio and Miss. 30½	....	31½	33½	34	34½	
" pref.	....	....	....	....	....	
" 1st M.	....	....	....	95	....	
Pacific Mail S. S. Co....119½	....	120½	120½	....	118½	
Panama	....	....	....	....	....	
Phila. and Reading..... 97½	....	98½	99	98½	....	
Bitts., Ft. W. & Chicago.111½	....	112	112½	112½	113½	
" 1 M.	....	....	103	....	103	
" 2 M.	....	....	99	....	....	
" 3 M.	....	....	....	....	....	
Quicksilver Mining Co.	....	....	23	23	23	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	62	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	84	....	....	
" Income bds.	....	....	....	....	....	
Tennessee 6s	....	68½	70	....	....	
" new	....	68½	70½	69½	69½	
Tol., Wab. & Western.. 58½	....	59	....	58½	59½	
" pref.	....	....	....	....	....	
" 1 M. ex.	....	....	92½	....	....	
" 2 M.	....	....	....	82	....	
" Equipment	....	....	....	....	73	
Virginia 6s, ex-coupon	....	56	56	....	....	
" new..... 57	....	....	....	57	57	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	105½	105⅝	105⅝	....	....
U. S. 5s, 10-40s, reg....102	....	....	102¼	102½	102⅛	
U. S. 6s, 1881, reg....109	....	108¾	109	....	....	
U. S. 6s, 1881, coup...114¼	....	....	114⅜	114½	....	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	105⅜	....	....	....
U. S. 6s, 5-20s, c. 1862.110½	....	110⅜	110½	110½	110½	
U. S. 6s, 5-20s, reg. '64.105	....	....	....	....	106	
U. S. 6s, 5-20s, c. 1864.106⅜	....	....	106⅜	107	....	
U. S. 6s, 5-20s, reg. '65	....	....	....	105⅝	....	
U. S. 6s, 5-20s, c. 1865	....	107⅜	108	107⅜	....	
U. S. 6s, 5-20s, r. n. '65	....	105⅜	....	....	....	
U. S. 6s, 5-20s, c. n. '65.109⅜	....	110⅜	110⅜	110⅛	110⅛	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.110	....	110⅛	110⅜	110⅜	110⅜	
U. S. 6s, 5-20s, reg. '68	....	....	....	111	....	
U. S. 6s, 5-20s, c. '68	....	....	110⅛	99⅛	....	
U. S. 6s, Pac.R.R.issue	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa	....	....	....	....	....	....
.. preferred .. 31¼	....	....	31	31¼	....	
Camden and Amboy...129½	....	....	....	129½	129½	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	87½
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	28⅛	28½	....	28⅛	28⅝	28¼
.. 6s, 1884	....	....	....	....	81½	....
.. Gold L	87⅛	87	....	....	87⅝	87⅛
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R	55¼	55½	....	55½	55½	55½
.. 6s new	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	35¾	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	48	....
Pennsylvania R. R	53⅞	54	....	54	53⅞	54⅛
.. 1st M	100⅜	....	....	....	....	100⅜
.. 2d M	95⅛	....	....	....	....	....
Penn. State, 6s, 1st series	105	....	....	....	105	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series.100⅜	....	....	....	....	107	107
.. 6s, W. L...101⅛	101⅛	....	....	....	101⅛	101⅛
Philadelphia City, 6s... 96	....	....	....	....	....	96
.. new 100⅜	100⅜	....	100⅛	100⅛	100⅜	
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading 48⅛	48⅜	....	49⅛	49⅜	49	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	25⅛	....	....	....	....	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	20	....
.. 6s, 1882	....	....	....	....	....	69
.. 6s, 1876	....	....	....	65	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	10⅛	....	....	....	....	10⅛
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets 47	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	....	....	....	17	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875	93	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890 ..... 92¾	93	....	93½	93¾	....	
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	120	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	94	....	....
Marietta & Cin. 1st M	....	....	....	89	....	89⅜
.. 2d M	....	....	....	73	73	....
Northern Central	....	....	....	....	48⅛	....
.. bonds, 1885	....	....	....	....	86¼	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Albany	....	146	....	....	....	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	132½	....	132½	....	
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie 25	....	26	26	26⅜	....	
.. 7s, new	....	....	....	61	....	
Cheshire, pref	....	68½	....	70	....	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	....	....
Fitchburg	....	131	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	115	....	
Northern, N. H	....	110	....	....	....	....
Ogdens. & Lake Champ 69	....	....	69	....	....	
.. pref	....	....	....	....	....	....
Old Colony & Newport. 93¼	....	....	....	93⅛	....	
Ph., Wil. & Baltimore.. 53	....	53	....	....	....	
Portl'd, Saco & Ports...100	....	100	....	....	....	
Vermont & Canada....100½	....	....	100½	....	....	
Vermont & Mass	....	....	62	....	....	
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	66	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls 14½	....	14	....	....	....	....
Franklin 14	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	2	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	19	....	

London Stock Exchange.

	—Closing Prices.— Dec. 4.	Dec. 11.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	63 — 68	63 — 68
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	63 — 68
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	37½— 38¼	41¼— 42¼
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	26¼— 26¾	26 — 27
Do. sterlg. 6 p.c. convertible bonds	68 — 68½	— — —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	96½— 96¾	96 — 96¼
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, January 2, 1869.

Stock Exchange and Money Market.

A much more embarrassing closeness has been reported in the money line since our last, partly the result of speculative manipulation of the market, and partly of the preparations of the banks for their quarterly exhibit to the Comptroller of the Currency, on Jan. 4. The stringency steadily increased through the week, and was most severely felt on Tuesday and Wednesday. The floating supply of capital has been materially reduced, and loan and discount rates have been advanced sharply. The city banks, in their last week statement, showed a further general decrease in their averages, of over 4½ millions in their deposits, over two millions in their legal tender reserve, and nearly ¾ of a million in thtir specie hoard, together with a contraction of over a million in their loan and discount item. A small addition was made to their circulation. The U. S. Sub-Treasury balance has been cut down over a million. The Sub-Treasurer was to have commenced on Thursday the paying out of the January interest on the public debt. It had been issuing for some days previously, gold checks for round sums of the accruing half year's interest claims on the six per cents of 1881, and the later issues of the Five-twenties, including the second issue of 1865, and the issues of 1867 and 1868. These checks were made payable on Jan. 1. The inquiry for accommodation became very urgent on Tuesday, and parties in need of aid were obliged to submit to the imposition of extremely oppressive rates. Strictly first class borrowers, even on Government and prime railway collaterals, have had to pay a commission of 1-16@⅛ per cent. in addition to the legal rate on call. There was an unusually lively call from the Stock houses for money to make up accounts, and even as much as 7 per cent. in gold, and ¼@½ per cent. commission was paid for the use of capital, for a few days. The following day witnessed some slight relaxation in the market, most of the negotiations of responsible borrowers having been on the basis of the legal rates, in currency and coin net. With the close of the old year it is confidently believed that the pressure will pass away, and that a much more comfortable movement may be looked for the coming week. The discount market has been disturbed by the failure of two or three prominent houses, in the dry goods jobbing, to meet their engagements. Less partiality has been shown for mercantile paper, the dealings in which have been on a restricted scale, within a range of from 8@10@12 per cent. per annum.

The specie reserve of the city banks is now $17,940,865, against $10,9 1,969 same time last year. The city bank deposits are now $178,503,752, against $178,713,191 week ending Dec. 28, 1867. The legal tender reserve amounts to $48,706,160, against $60,657,932 same time last year. The circulation now stands at $34,387,114, against $24,134,400 same time last year. The loans are now $261,342,530, against $241,620,312 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $124,385,841 a day, against a daily average of $101,851,355 the preceding week, and $97,509,745 the week ending with Dec. 9, 1868. The current week's exchanges average about $105,000,000 a day. The city banks, last week, lost $702,719 of specie, $4,573,476 of deposits, and $2,089,973 of legal tender notes. They reduced their loans, $1,091,650; and increased their circulation, $33,356.

National Bank notes to the amount of $94,810 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,388,896, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,621,852, leaving, with the existing 1,629 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,767,044. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,947,400; and for the public deposits, $35,635,850—making a total of $377,582,750. The Treasury Department last week redeemed and destroyed $291,084 of worn and mutilated fractional currency, and issued $426,289 of new. The outstanding amount of fractional currency on the 1st of December, was $33,875,268, against $33,413,985 on the 1st of November, 1868.

The Gold Exchange Bank clearances last week were on a limited scale. Its average amount of

loans and discounts was $1,325,683, average amount of specie $601,405, average amount of deposits $1,236,305.

The U. S. Sub-Treasury receipts, week ending with Dec. 26, were $5,668,622, including $1,202 932 from customs duties; payments, $5,206,170, including $408,000 of coin interest; balance at the close of the week, $90,476,836, against $90 019,384, at the close of the preceding week, showing a decrease of $457,452. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,026,787 including $222,647 from customs; and payments, $1,449,692, including $89,375 of coin interest; on Tuesday, receipts, $1,162,304 including $144,000 from customs, and payments, $1,279,039, including $40,775 of coin interest. The balance at the close of business on Tuesday stood at $89,937,195, against $91,054,011 a week previous; and $91,020,262, on Dec. 9, 1868.

The outstanding amount of coin certificates on the 1st of Dec., was $23,255,840, against $19,716,-840 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,641,000, and retired $1,026,932 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached $7,658,840.

Very light receipts from both customs and excises were reported last week. The excises, last week, yielded about two millions; customs at the port of New York, $1,202,932, and at the outports about $450,000 (in coin) more, making the grand total income for the week equal to abou- $4,231,-550 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 71 millions, according to the latest Washington advices.

The Gold speculation has been quite spiritless all through the week. The money pressure has operated against an active movement. The dealings have been on a restricted scale, within a range of from 134½@135. The latest quotation on Wednesday was 134¾. The export drain has been light, though for the whole year, the aggregate outflow has been about 71 millions, against some 52 millions in 1867, 63 millions in 1866, 60 millions in 1862, 70 millions in 1859, and 45 millions in 1857. Thus, it will be seen that this year's shipments are very considerably heavier than those of any preceding year of large exports. So far this year, the U. S. Sub-Treasurer at this port has disbursed 82½ millions of coin interest on the funded debt, against about 62 millions same time last year. The customs revenue of the port in the current calendar year has been nearly 116 millions, against 116½ millions the corresponding period of last year. The city banks now hold a specie reserve of 18 millions, against 11 millions this time a year ago. While the receipts of California gold at this port, this year, show an increase of nearly seven millions over those of last year, the total exports to all ports from the port of San Francisco, in 1868, indicate a decrease of about six millions as compared with those of 1867.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $7,129,747, against $3,145,592 same time last year. The customs demand for Gold last week, averaged $240,586 a day; thus far, this week, it has been equal to $183,-323 a day, or equal to a weekly aggregate of $1,099,938. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $248,897 and from California, $75,591. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $115,558,321, against $116,513,410 same time in 1867. At the port of San Francisco, $8,217,655, against $7,317,996 last year.

The total receipts of California gold at this port, since Jan. 1, 1868, have been $34,559,-131, against $27,677,556 in 1867, showing an increase thus far in 1868, of $6,881,575. The exports of specie, from this port, last week, were $608,-790, against $3,277,077 same week last year; total, since Jan. 1, 1868, $70,718,781, against $51,-791,278 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $408,000; since Jan. 1, 1868, $82,417,517, against $61,823,595 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Dec. 12, were $33,409,829, against $39,618,989 same time last year.

A less active inquiry has been noted for foreign exchange, prices of which have favored buyers, under a rather more liberal supply of prime bills. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 110@110¼, and on Paris to 5.13¾c. @5.12½. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,-023,509, against $2,514,442, same week last year; total, since Jan. 1, 1868, $166,784,168, against $188,049,618 in 1867.

There has been more inquiry for the Government interest-bearing obligations since our last, and prices have advanced despite the severity of the Money pressure. Holders have been confident that higher prices will prevail early in the new year, and have been unwilling to sell freely at the going rates. The investment call continues to increase, running mainly on the later Five-Twenties, and making a handsome aggregate showing. Some of the foreign houses have been buying old 1865, and 1867 Five-Twenties at the ruling figures. This demand will doubtless be enlarged, after the January interest and dividend payments shall have been completed. The offerings of bonds of all issues have been very moderate, as a rule. Washington advices intimate that the next debt exhibit will show an increase of two or three millions.

U. S. sixes of 1881 closed here on Wednesday at 114⅛@114⅝; U. S. Five-twenties of 1862, 110⅛@110⅝; U. S. Five-twenties of 1864 at 107¼@107⅜; U. S. Five-twenties of 1865 at 107⅜@107⅞; U. S. Five-twenties of 1865, consolidated, 110⅛@110⅝; U. S. Five-twenties of 1867, 110¾@110⅞; U. S. Five-twenties of 1868, 111⅛@111¼; U. S. Ten-forties at 105⅜@105⅝; U. S. Six per cent. currency bonds, 99⅛@99⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 16.	Dec. 23.	Dec. 30
Consols	92½	92½	92⅜
U.S. 5-20's of 1862	74½	74¼	74⅜
Erie	27½	26¼	26½
Ill. Central	96¼	95¼	95½

Railway and miscellaneous stocks have been less excited and less variable; but there have been quite extensive dealings in nearly all the usually active portion of the general list and prices have shown much strength in the face of the extreme and unexpected closeness in Money.

General business has been light as a rule, and as is customary, at the close of the year, in domestic produce. Breadstuffs have declined. Provisions have been quoted firmer. Middling upland cotton closed firmly and buoyantly on Wednesday at 25½ cents per lb. The stock of cotton now here is estimated at about 30,000 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 931,000 bales, against 807,000 bales same time last year; exports, same time 458,000 bales, against 401,000 bales same time last year; stock on hand at latest dates, 295,-000 bales, against 312,000 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 25,920 pkgs., against 13,801 pkgs., same time last year. From Boston, 8,213 pkgs., against 8,982 pkgs. same time in 1867. At the Live Stock market, this week, Beeves have been in moderate demand at from 10@17c. per lb.; week's receipts, 4,000. Veal calves fairly active at from 9@13c. per lb.; receipts, 727. Sheep and lambs in less request at 4⅛@10, per lb.; receipts, 24,496. Swine, quiet, closing at from 9@9¾c. per lb., all live weight; receipts, 21,011. The receipts for the year 1868 were 297,310 beeves, 5,161 Milch cows, 86,244 veal calves, 1,444,538 sheep and lambs, and 1,006,362 swine, against 289,430 beeves, 3,420 milch cows, 69,921 veal calves, 1,164,016 sheep and lambs, and 1,103,398 swine, in 1867. A very moderate trade has been reported in foreign goods, prices of which have varied little. The total imports of foreign dry goods, last week, were $935,210 and the total amount marketed $687,-570. The value of foreign merchandise imported last week, was $2,940,595—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,875,805 against $2,458,493 same week last year; from Jan. 1, 1868, $241,676,904, against $235,439,840 same time in 1867. The ocean freight market has been rather quite, but rates have been quoted firmer. For Liverpool we quote flour at 2s.@2s. 6d. by sail, and 8s.@3s. 6d. by steamer, per bbl.; grain at 7d.@8d. by sail, and 9d.@9½d. by steamer, per bushel; cotton at $\frac{5}{16}$d.@$\frac{3}{8}$d. by sail, and $\frac{5}{16}$d.@½d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 35s.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 519.

The New York exports, exclusive of specie, for the week ending Dec. 29, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$2,514,442	$3,023,509
Prev. reported	185,535,176	168,760,659
Since January 1,	$188,049,618	$166,784,168

The Michigan Central Railroad Company have declared a dividend of 5 per cent. in cash, and 10 per cent. in stock, payable January 2, 1869.

The quarterly dividend of the Panama Railroad Company, viz: 6 per cent. from the earnings of the road and 2 per cent. from the earnings of steamers, etc., is payable on the 5th inst., in gold coin.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 84½; St. Louis and Iron Mountain 1st mort., 86½; Chicago and Milwaukee 1st mort., 90; Buffalo, New York and Erie 1st mort., 100; Hannibal and St. Joseph R.R., 90; Rensselaer and Saratoga R. R., 93; Oil Creek and Allegheny River R. R., 80; Brooklyn Park Loan, 95; New York State 6s, 1872@1874, 101¾; do., 5s, 1875, 99½; Georgia 6s, 81½; do., 7s, 93¾; Louisiana 6s, 69½; Connecticut 6s, 101; Adams' Exp. Co., 48¼; American Exp., 42; Wells-Fargo Exp., 25¾; U. S. Exp., 46; Merchants' Union Exp., 15⅛; Mariposa pref., 20; do., Tr. 10s ctfs., 50; Western Union Telegraph, 84; do., 7s, 88; Manhattan Gas, 230; Bank of Republic, 121¼; Central National Bank, 105; Ninth National Bank, 108; Tenth National Bank, 96; Park Bank, 147; Ocean Bank, 111; Am. Ex. Bank, 113; Continental Bank, 101; Bank of Commerce, 119; Fourth National Bank, 102; St. Nicholas Bank, 111; Consolidated Gregory gold, 5.00; La Crosse Gold, 0.10; Nye Gold, 0.01; New York Gold, 1.00; Pit Hole Creek, petroleum, 1.10; Quartz Hill Gold, 0.75; Smith and Parmalee Gold, 2.80; Walkill Lead, 0.10.

Philadelphia.—Phila. and Erie 7s, 81; Delaware R. R. bonds, 93; Steubenville R. R., 10¾; Allegheny City 4s, 60¼; Allegheny Co. 20 y. 5s, 77½; Pittsburg 5s, 72; Fulton Coal, 5½; St. Nicholas Coal, 1; Ocean Oil, ¾; Mechanics Bank, 31; Corn Exchange Bank, 69; Commercial Bank, 57; Bank of North America, 245; Bank of Tennessee, 14¾. The latest quotations are: City 6s, 96 @97; do., free of tax, 100¼@100⅜; State 6s, reg., 100@100½; do., coupon, 95@96; do., 6s, W. L., 101½@101⅝; do., 1st series, 105@105; do., 2d series, 105½@106; do., 3d series, 106¾@107; Reading, 49@49⅛; do., 7s, 1893, 104½@105; do., 6s, 1880, 91½@92; Camden and Amboy, 129@129⅛; do., mort. 6s, 1889, 91@92; do., 1883, 87¼@87½; Penn. R. R., 54⅛@54¼; do., 1st mort., 100⅝@100¾; do., 2d mort., 95@96; Little Schuylkill R. R., 45½@46½; Morris Canal, 27@30; do., pref., 70@73; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 13¼@15; do., 6s, 57@58; Sch. Nav., 9@10½; do., pref., 19½@20; do., 6s, 1882, 68@69; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 41@45; do., 7s, 1878, 93@—; do., 5s, 59@65; Lehigh Coal and Navigation, 28¼@28⅜; do., 6s, 1884, 81@81½; do., R. R., Loan, 83@84; do., Gold Loan, 87¾@88; North Pennsylvania, 35@35¾; do., 6s, 90½@91½; do., Chattle 10s, 108½@109; Philadelphia and Erie, 25@26; do., 6s, 85¾@87; Minehill, 57@57½; Catawissa, 9@11; do., pref., 31¼@32; Lehigh Valley, 55½@55⅝; do., 6s, new, 92@—; Fifth and Sixth streets, (horse,) 34@36; Second and Third, 47@48½; West Philadelphia, 66@67; Spruce and Pine, 23@23; Green and Coates, 33@36; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 17@17¼; Girard College, 25@26¼; Tenth and Eleventh, 75@—; Union, 41@43; Hestonville, 10¼@10⅜.

Boston.—Eastern R. R. 6s, 1874, 96; Boston and Lowell 6s, 1879, 98; Central Pacific 7s, 1883, gold, 106¾; do., State Aid, 109; Cedar Rapids and Missouri 7s, 92½; Ogdensburg and Lake Champlain Equipment 8s, 1878, 101¾; Rutland and Burlington 1st mort., 161¾; Western R. R., 6s, 1875, 98½; Cincinnati, Sandusky and Cleveland R. R., 20; do., 7s, 1890, 73; Indianapolis and Cincinnati R. R., 19; Boston Water Power Co., 13½; Cary Imp. Co., 7¾; Waverly Land, 1⅝; Short Mt. Coal, 19¼; Rhode Island 6s, 1882@1894, 100; Maine 6s, 1889, 99⅞; Augusta 6s, 1887, 94; do., 1870, 97⅛; Salem 6s, 1893, W. L., 100; St. Louis 6s, Harbor Imp., 82½; Chicago 7s, sewerage, 99; do., W. L., 98⅛; do., Municipal, 97¾; do., River Imp., 98⅛; Portland 6s, 1887, 90¾; do., 1877, 95¾; do., 1878, 97⅛; Cincinnati 7 3-10s, 1898, 102⅛; Bath 6s, 1891, 91; Pittsfield 5½s, 1883, 89¾; Boston 5s, 1883, gold, 107; Cook Co., Ills., 7s, 95; Boston Gas Light, 810; Blackstone National Bank, 109¾; Boston National Bank, new, 109½; Eagle National Bank, 113; Eliot National Bank, 109; Everett National Bank, 107½; First National Bank, 165; Globe National Bank, 120; Hide and Leather National Bank, 95¼; Howard National Bank, 110⅛; Merchants National Bank, 115¼; Maverick National Bank, 110¾; National Bank of Redemption, 117¼; National Bank of Commerce, 118¼; National Security Bank, 102¾; Revere National Bank, 133¼; State National Bank, 109¾; Suffolk National Bank, 120; Traders' National Bank, 102; Allouez Mining Co., 6; South Pewabic, 1.

Baltimore.—Virginia 6s, old, reg., 45; do., 1866, reg., 50½; Maryland Defense Loan, 97; Orange, Alexandria and Manassas bonds, 80; do., 2d mort., 74; do., 4th mort., 72⅜; Western Maryland bonds pref., 59⅛; Baltimore Copper, 49; Gardner Hill, 0.40; Virginia Coal and Iron, 1.50; Mechanics' Bank, 11¼; Third National Bank, 102; Bank of Commerce, 26¼. The latest quotations are: Balt. and Ohio, 119@119¾; do., 6s, 1875, 94½@96¼; do., 1880, 95¼@96¼; do., 1885, 93½@94½; Northern Central, 47@48½; do., bonds, 1885, 86¼@86½; do., 1900, 83¾@85; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@96; do., 2d mort., 90@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 89¾@90; do., 2d mort., 72¾@73; Central Ohio, 31½@32; do., 1st mort., 84¼@—; Western Md. 6s, 1890, 75@—; do., guar., 91@94; do., 2d mort., guar., 90@91; Richmond and Danville bonds, 68½@69¼; Baltimore 6s, 1875, 93@93½; do., 1886, 93@95; do., 1890, 93¾@94⅛; do., 1893, 95@96; do., 5s, 1838–'70, 75@78; City Passenger R.R., 18¼@18½; George's Creek Coal, 66@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

☞ The General Railroad Law of Arkansas was accepted by the people at the last general election by a vote of 25,200 to 4,134.

☞ Fifty-two miles of the Elizabethtown and Paducah Railroad, from Elizabethtown to the Ohio county line have been put under contract.

TO CAPITALISTS AND INVESTORS

The First Mortgage 7 per cent. Bonds
OF THE
Rockford, Rock Island and St. Louis Railroad Co,
PAY BOTH
PRINCIPAL AND INTEREST IN GOLD,
And are free of Government Tax.

This enterprise has long since past the point at which its completion could be considered doubtful. *Nearly half the line is substantially ready for the rails*, and contracts are in progress for large quantities of iron, and an adequate supply of rolling stock. The rails for the division connecting the Company's coal mines with the Chicago and Northwestern Line are all on the ground, and being rapidly laid; so that *the Company will shortly be delivering their coal*, for which they have contracts covering all they can mine this season.

THE CAPITAL STOCK,
FIXED AT
NINE MILLIONS,
is already largely subscribed for, and the remainder is going into the hands of individuals along the route, or being taken by the counties and towns through which the road passes.

THE ENTIRE CAPITAL
will, without doubt, be soon taken, and the subscription closed.

THE BONDS ARE A FIRST AND ONLY LIEN of $21,000 per mile upon 400 miles of railroad, traversing

THE RICHEST AND MOST POPULOUS DISTRICT
of Illinois, upon the Company's franchises, and property of every description, including
20,000 ACRES OF VALUABLE COAL LANDS,
partly owned in fee and partly leased for 50 years, and estimated to contain
ONE HUNDRED MILLION TONS OF COAL

Each bond is for $1,000, or £200 sterling, and is convertible into stock of the Company at the option of the holder. The interest is payable on Feb. 1st and Aug. 1st.

The Trustee for the Bondholders is the Union Trust Company of New York. Arrangements have been perfected by which a considerable part of this Loan is likely to be placed in Europe, and only a small portion of the issue will remain to be disposed of at home.

Parties subscribing at once *will secure the Gold premium on the coupon of Feb. 1st*, which is equal to a reduction of one per cent. on the price of the Bonds.

We are authorized to offer what remains of these Bonds at 97½ and accrued interest in currency; at which price, considering the soundness of the enterprise and the ample security of the Loan, the Bonds must be regarded as the
CHEAPEST AND BEST INVESTMENT ON THE MARKET.

Other approved Securities received in exchange at market rates.

Pamphlets giving full information sent on application.

The Bonds may be had at the OFFICE OF THE COMPANY, 12 WALL STREET, and of
HENRY CLEWS & CO., Bankers,
32 Wall street, New York.

From Herapath's Railway Journal.

British Railway Statistics for 1867.

The British Board of Trade have just issued their Return for 1867. It shows that the total traffic receipts of the railways of the United Kingdom from all sources in the year 1867 were £39,479,999, while in 1866 they were £38,164,354, so that the traffic of 1867 exceeded that of 1866 by £1,315,645.

The £39,479,999 traffic of the United Kingdom in 1867 was thus made up—

England and Wales	£33,398,222
Scotland	4,209,158
Ireland	1,872,619
United Kingdom	£39,479,999

The increase of £1,315,645 on the lines of the United Kingdom was thus:

	Increase.
England and Wales	£1,123,353
Scotland	82,027
Ireland	110,265
United Kingdom increase	£1,315,645

MILEAGE.

	Miles.
England and Wales	10,037
Scotland	2,282
Ireland	1,928
United Kingdom	14,247

The increase in the mileage:

	Mileage Inc.
England and Wales	336
Scotland	38
Ireland	19
Increased miles in United Kingdom	393

Of the 14,247 miles of railway in the United Kingdom in 1867, 7,844 were double, and 6,403 single. The traffic in the United Kingdom of £39,479,999 is made up of passenger and goods traffic as follows:

Passenger traffic	£17,935,634
Goods	21,544,365
	£39,479,999

INCREASE OVER 1866.

Passenger	£539,709
Goods	775,936
	£1,315,645

The number of train miles run in the United Kingdom in 1867 were:

Passenger trains	74,886,409
Goods	73,656,418
Train miles	148,542,827

The working expenditure in 1867 stood thus:

England and Wales	£16,764,520
Scotland	2,102,367
Ireland	982,065
	£19,848,952

The increase in the working expenditure over 1866:

England and Wales	£869,994
Scotland	89,280
Ireland	78,005
	£1,037,279

The per centage of working expenditure to receipts was:

England and Wales	50
Scotland	50
Ireland	52

The average of the United Kingdom is put down at 50 per cent., or 1 per cent. higher than the previous year.

Only £278,366 increased profit was obtained in the year in the United Kingdom, the increased receipts having been £1,315,645, and the increased expenditure £1,037,279.

It is to be observed that the Board of Trade returns in giving the gross revenue of our railways only furnishes the amount of the receipts from passenger and goods traffic. These receipts undoubtedly form the principal part of gross railway revenue, but the companies have some other sources of revenue besides traffic. Thus the London and North Western has additionally certain interest receipts, rents, dividends from investments in other undertakings, and transfer fees. Therefore the Board of Trade returns, however accurate, are not quite correct as to the revenue account, and its results to the Proprietors. Those returns show that last year (1867—for which the Board of Trade returns are just made) the gross receipts of the railways of the United Kingdom from all sources of traffic were £39,479,999; the working expenditure £19,848,952; the net receipts or working profits £19,631,047; and the percentage of this £19,631,047 profit on the total paid up capital of all descriptions was 3.91 per cent. But the per centage of profits in 1867 on the total capital really amounted to something more than 3.91, arising from the circumstances we have named. They were probably full 4 per cent.

Since 1864 the profits of railways have decreased in per centage of the capital outlay (paid up), while the amount of the profits has increased.

	Profits from working the lines.
1864	£18,015,256
1865	18,741,040
1866	19,352,681
1867	19,631,047

Per centage of profits upon total capital paid up (including loans, &c.

1864	4.23
1865	4.11
1866	4.01
1867	3.91

This unsatisfactory result arises of course from increase in the capital. The profits have increased, but the capital has increased at a greater rate. The capital has increased thus:

	Paid up capital ordinary preference, debentures, &c.
1864	£425,719,618
1865	455,478,143
1866	481,872,184
1867	502,262,887

Thus while the capital has increased in the four years by some £76,500,000, the working profits have only increased by about £1,600,000, or little more than 3 per cent. on the additional capital.

The result would have been less unsatisfactory if the working expenses had not increased in percentage. The percentage in the working expenses on the traffic receipts has gone up thus:

	Pr. ct.
1864	47
1865	48
1866	49
1867	50

The amount of the working expenses in the four years was:

	Working exps.
1864	£16,000,208
1865	17,149,073
1866	18,811,673
1867	19,848,952

Here is an immense advance in the working expenses. In the four years they increased nearly £3,850,000. And how did the traffic increase? To a greater extent than £3,850,000, otherwise there would have been less profit, whereas the profit did increase, as we have seen. The traffic receipts since 1864 were:

	Traffic receipts.
1864	£34,015,564
1865	35,890,113
1866	38,164,354
1867	39,479,999

The traffic increase since 1864 was not quite £5,500,000, but the working expenses were almost £3,850,000 additional. In round figures the profits of 1867 were only £1,650,000 more than those of 1864, while the traffic was as much as £5,500,000 more. This poor result is due to the working expenses having increased to the extent of being £3,850,000 more.

The new lines made since 1864 have evidently cost a great deal of capital, and have not brought in a corresponding amount of traffic, and that traffic has been worked at a high rate of expenditure. The miles of railway open in each year since 1864 were—

	Miles.
1864	12,788
1865	13,289
1866	13,854
1867	14,247

Notwithstanding that the addition to the length of line since 1864 has been principally in single lines, the average cost per mile has increased, which shows how lavishly capital has been expended:

	Capital per mile of line opened.
1864	£33,288
1865	34,275
1866	34,782
1867	35,113

It will be seen from figures following that the capital has been mainly increased in the preferential department. The ordinary capital has been increased, and so has the loan, but the great increase has been in the preferential stocks. This has been a serious evil in the railway world, but one that will be cured in future by the raising of most additional capital by means of ordinary stocks.

Since 1849, which is as far back as the Board of Trade returns extend, the statistics of capital are:

	Ordinary.	Preferential.	Debenture Stock.	Debenture Loans.	Total.	Per mile of line open.
1849	£158,560,119	£19,862,506	£	£51,335,154	£229,747,779	38,088
1850	150,022,877	34,740,800		55,507,068	240,270,746	36,289
1851	155,060,024	84,494,155		58,686,718	248,240,887	36,029
1852	161,400,257	88,700,755		64,064,668	264,165,680	38,283
1853	164,724,178	48,527,380		65,072,958	278,324,516	35,561
1854	166,030,806	49,877,952		70,660,086	286,068,794	35,523
1855	169,605,442	52,818,026		75,161,241	297,484,709	25,702
1856	173,446,109	56,789,558		77,359,419	307,594,086	35,315
1857	178,624,394	68,126,627		78,406,237	315,157,280	33,329
1858	181,837,781	61,854,547		81,683,179	325,375,507	34,699
1859	184,560,019	63,555,179	5,619,614	80,628,116	334,362,928	33,480
1860	190,791,067	67,878,840	7,576,874	81,888,546	348,130,127	33,368
1861	193,591,991	73,784,336	7,806,568	87,144,443	362,427,338	33,349
1862	197,077,589	87,792,380	10,665,096	89,683,373	385,218,438	33,349
1863	204,597,257	97,496,291	12,489,729	89,641,525	404,215,802	32,804
1864	214,947,054	104,647,626	18,049,541	93,076,392	425,719,613	33,288
1865	219,598,196	124,268,475	18,795,375	97,821,097	455,478,143	34,275
1866	228,245,629	134,455,098	14,105,594	105,065,863	481,872,184	34,782
1867	533,028,854	143,209,357	15,637,117	110,392,559	502,262,887	35,113

Comparing with 1849 we have certainly made some progress in reducing the capital cost per mile of the lines, but we have more single line now than in the earlier period of our railway history.

LENGTH OF LINE OPENED.

	Double. Miles.	Single. Miles.	Total. Miles.
1849	5,084	998	6,082
1850	5,466	1,055	6,621
1851	5,613	1,277	6,890
1852	5,878	1,458	7,336
1853	5,987	1,699	7,686
1854	6,103	1,950	8,053
1855	6,153	2,182	8,335
1856	6,266	2,444	8,710
1857	6,357	2,681	9,447
1858	....	.....	9,542
1859	....	.....	10,002
1860	6,690	3,743	10,433
1861	6,893	3,972	10.865
1862	7,009	4,542	11,551
1863	7,270	5,052	12,322
1864	7,402	5,387	12,789
1865	7,503	5,786	13,289
1866	7,711	6,143	13,854
1867	7,844	6,403	14,247

The statistics of the passenger traffic if not so good as of the goods traffic, are certainly encouraging:

	Number of passengers conveyed, exclusive of season ticket holders.	Gross receipts from passenger traffic.	Proportion per cent. to total receipts.
1849	68,841,539	£6,277,892	53.17
1850	72,854,422	6,827,761	51.70
1851	85,374,116	7,840,764	53.00
1852	89,102,765	7,763,992	49.42
1853	102,265,702	9,099,031	50.44
1854	111,180,165	10,244,954	50.68
1855	118,567,170	10,694,790	49.73
1856	129,315,196	11,376,337	49.11
1857	138,971,240	11,888,219	49.18
1858	139,141,135	11,697,906	48.88
1859	149,757,294	12,537,493	48.70
1860	163,435,678	13,085,756	47.13
1861	173,721,139	13,326,475	46.65
1862	180,429,071	13,911,985	47.76
1863	204,635,075	14,521,528	46.61
1864	229,272,165	15,684,040	46.11
1865	251,862,715	16,572,051	46.17
1866	274,293,668	17,395,925	45.58
1867	287,683,113	17,935,634	45.43

The passenger traffic used to be the principal part of the traffic of railways. The goods traffic is now the principal part. The goods traffic has increased at a greater rate—

	Gross receipts, from goods, traffic.	Proportion per cent. to total receipts.
1849	£5,528,606	46.83
1850	6,876,908	48.30
1851	7,056,695	47.00
1852	7,946,562	50.58
1853	8,936,848	49.56
1854	9,970,770	49.32
1855	10,812,809	50.27
1856	11,789,156	50.89
1857	12,286,392	50.82
1858	12,258,845	51.17
1859	13,206,009	51.30
1860	14,680,866	52.87
1861	15,238,880	53.35
1862	15,216,673	52.24
1863	16,634,869	53.39
1864	18,331,524	53.89
1865	19,318,062	53.83
1866	20,768,429	54.42
1867	21,544,365	54.57

Following are the figures of the total traffic receipts since 1849, with the average receipts per mile open, and the train mile receipts—

	Total receipts from all traffic sources.	Per mile of line open.	Per train mile. s.	d.
1849	£11,806,498	£1,957	0	0
1850	13,204,669	1,994	0	0
1851	14,997,459	2,177	0	0
1852	15,710,554	2,141	5	2
1853	18,036 879	2,345	5	5
1854	20,215,724	2,510	5	6½
1855	21,507,599	2,580	5	9½
1856	23,165,493	2,660	5	11¼
1857	24,174,611	2,559	5	9½
1858	23,956,751	2,510	5	6
1859	25,743,502	2,574	5	6
1860	27,766,522	2,661	5	5
1861	28,565,355	2,629	5	5
1862	29,128,558	2,522	5	4½
1863	31 156,397	2 528	5	4
1864	34,015,564	2,667	5	3
1865	35,890,113	2,700	5	1¾
1866	38,164,354	2,755	5	4
1867	39,479,999	2,770	5	3¾

We see from the above how the railway traffic of the United Kingdom has increased from 1849 to 1867—19 years. It has increased from under £12,000,000 in a year to nearly £40,000,000, and this year, 1868, it may be quite or more than £40,000,000.

The receipts per mile of line opened have very steadily improved from £1,957 in 1849 to £2,770 in 1867; and the receipts per train mile have kept up pretty well—still we should like to see these higher.

It is the capital cost and the working charges which present the most unsatisfactory features. The capital spent we can't get back again, but we might in future reduce the working expenses, and we are glad to say that to their reduction our railway managers are directing keen eyes. If the working expenses can be reduced we shall soon see higher dividends. The Board of Trade return in this respect does not extend further back than 1860. We also append the percentage of working expenses, the net receipts or working profits, and the percentage of working profits on the total capital:

	Total working expenditure.	Proportion per ct. to total receipts.	Net receipts.	Proportion p.c. to total paid up share and loan capital.
1860	£13,187,368	47	£14,579,154	4.11
1861	13,843,337	48	14,722,018	4.06
1862	14,268,409	49	14,760,149	3.85
1863	15.027,234	48	16,129,163	3.99
1864	16,000,308	47	18,015,256	4.23
1865	17,149,073	48	18,741,040	4.11
1866	18,811,673	49	19,352,681	4.01
1867	19,848,952	50	19,631,047	3.91

Albany and Susquehanna Railroad.

The work upon the Albany and Susquehanna Railroad, between this city and the tunnel, is making rapid progress. The track is laid and in running order to Osborn Hollow, a distance of about twelve miles, and for evenness of grade and smoothness of track, will compare favorably with older roads, that by long and constant use, have become well ballasted. The contractors, Messrs. Weed & Co., of this city, have done their work very thoroughly.

From Osborn Hollow to the point on the other end of the line where the grading has been completed and track laid, a distance of about three miles, there are upwards of one huudred men and a large number of teams constantly engaged in cutting and filling in, preparatory to the final connection of the track, which is being laid from both directions. To complete this grading will require from eight to ten days—if the present warm weather should continue, we believe ten days sufficient to accomplish the entire work of grading and laying the track.

At Osborn Hollow the workmen have just completed a magnificent piece of trestle work, five hundred and fifty feet in length, and averaging about thirty feet in height. The bents that support the timbers upon which the track is laid, are sixty-eight in number, or one at every eight feet the entire distance. For strength and durability this trestle is unexcelled. There are several lesser constructions of this kind between this city and Osborn Hollow, some of them many feet higher.

As the train approaches Port Crane from the direction of the tunnel and the view of the Chenango Valley opens to the gaze of the traveler, he is struck with admiration at its extent and beauty, but when he arrives opposite Van Name's Port, where, at an elevation of perhaps five hundred feet, the whole valley for miles is spread in a beautiful panorama before him, then admiration is turned to enthusiastic adoration. We venture the assertion that such another view cannot be found in the State where the beautiful, and that which appals are so closely blended.—*Binghamton Republican.*

Railroad Chairs.

In another column will be found an advertisement of the Van Anden Railroad Chair, the most recent invention of the kind, and calculated to realize all that the patentee claims for it. Being made of wrought iron, and the lip "upset" from the solid metal, it has greater strength, while the grain or fibre of the iron holding *across* the line of rails obviates a tendency to split, which is found in all chairs that are rolled. The lip as shown in the cut is continuous, and the spike holes through lip and base are so punched that one half the spike is recessed or bedded in the solid metal. These chairs can be made of any weight from eight to twelve pounds each, the peculiarity of their manufacture allowing a lighter chair to be produced than the rolled ones with all the necessary strength, and which of course reduces the expense. The patentee, Mr. Wm. Van Anden, has given much attention to the matter, and this patent is the result of long experience in the requirements of railroad construction.

North Carolina Railroad Loan Bill.

The bill re-enacting and confirming the appropriations made last August to the Williamston and Tarboro' and the Western North Carolina Railroad Company passed its final reading in the House on the 17th ult., and is now a law. The fourth section directs the public treasurer to subscribe to the capital stock of the Chatham Railroad Company $1,000,000 when the contract for the grading of that road between Raleigh and Cheraw, S. C., shall have been let. This subscription is to be made in bonds running thirty years, bearing six per cent., and is to be preferred stock, paying a dividend of six per cent. before any dividend is declared on any other stock. The bonds issued in August in behalf of these companies are to be surrendered to the treasurer, who shall deliver a like amount in bonds under this act in exchange for them. A special annual tax is levied to pay the interest on all these appropriations according to the constitutional requirement.

☞ The survey of the Mount Vernon Railroad in New Hampshire has been completed. The distance from the Wilton road at Amherst station to King's Mills, in New Boston, is eleven and two-fifths miles; and thence to Peterborough, through Francestown and Greenfield, is thirteen and sixty-six hundredths miles.

☞ The Southern Minnesota Railroad has been completed to Lansboro, 60 miles west of La Crosse.

Texas Central Railroad.

Mr. W. H. Morgan, of Towanda, Bradford county, Pa., one of the most efficient and accomplished engineers of the North, has effected a conditional contract, but awaiting contingencies in New York city, for the construction of the western branch of the Central Railroad from Brenham to Austin. Half paid down upon estimates as constructed, and one half the net earnings of the sections as completed, affords one of the most lucrative contracts in the United States. An outlay of some $200,000 by contractors would realize a return in two years, allowing eighteen months for completion, of a net profit of that amount on the whole work. The majority of the Central board are now in New York, and our friend, Paul Bremot, one of the most efficient of the board, left yesterday for the North, and perhaps Europe, to aid in the perfection of arrangements to extend the main trunk rapidly to Red river. The company can, since capital is reassured by the quiet which prevails, obtain what capital they want, and we are assured that it is the intention of this enterprising company to push their work vigorously to Red river at once.—*Houston Times.*

Atlantic and Gulf Railroad.

The Augusta *Sentinel* says that the Central (Georgia) Railroad Company has purchased from the City of Savannah all the stock of the latter, amounting to nearly one million and a half of dollars in the Atlantic and Gulf Railroad. This purchase is said to have been made with the view to getting control of the latter road, so as to defeat the contemplated connection of the Macon and Brunswick with the Gulf Road at Doctor Town, by which the Brunswick Road would become a successful competition of the Central Road for the trade and traffic from Macon to Savannah.

Southern Maryland Railroad.

Colonel Hutchins reports that the surveying party on the route of the Southern Maryland Railroad (Point Lookout) have concluded their labors, and have run the line into this city. It is proposed to cross the Eastern Branch at the site of the old burnt bridge, crossing the stream, and entering the city. The road will then run along Virginia avenue to its intersection of Maryland avenue, where it is proposed to place the depot. The party express the opinion that the road can be built at as small a figure as any road of the same length in the country, there being but few heavy cuts or fills; and it is the intention of the company, if possible, to commence the construction of the road early in the spring.—*Washington Intelligencer.*

☞ The following gentlemen have been elected directors of the Mississippi, Ouachita and Red River Railroad Company: Hon. J. T. Eliott, President, D. W. Fellows, B. W. Martin, D. S. Wells, L. B. Fort, T. P. Dockery, J. T. Elliot, B. Collins, E. Mosely, R. B. Smith, G. H. Stinson, S. C. Buchanan, and E. Feibleman. The office of the company is at Camden, Ark.

☞ The preliminary surveys for a railroad from Alexandria to Georgetown, *via* the aquednct, have been completed by Messrs. Phillip Quigley and Wm. W. Duncan, lessees of the Alexandria canal. They contemplate that the grading will be commenced in two weeks' time, after which the work will be energetically pushed toward completion.

☞ The New Orleans and Ohio Railroad running from Union City to Paducah, is to be sold at Marshal's sale next February.

☞ The January interest on the bonds of the State of Tennessee will be paid at the Fourth National Bank, New York.

☞ Work on the Winona and St. Peter Railroad, west of Wasaca, Minnesota, is making progress. Two hundred men are at work, and the grading is about half done between Wasaca and Janesville, a distance of thirteen miles.

☞ The extension of the Alexandria, Loudoun and Hampshire Railroad to Mercier's Station has been completed, the rails having been laid to that point.

☞ Spencer Co., Ky., has subscribed $300,000, and Mercer Co., $400,000, to the capital stock of the projected Louisville, Harrodsburg and Virginia Railroad.

Richard Norris & Son,

LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Lands, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

RICHARD NORRIS & SON,
4t **17th st. and Spring Garden st.**
PHILADELPHIA, Dec. 12, 1868.

To all connected with Railroads,

Superintendents, Conductors, Engineers, &c.

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If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Prize Medal awarded at London, Paris and Swiss Exposition, for best performance.

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For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON,
R. S. MANNING. G. W. NORTON,

THE UNION PACIFIC

RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds

AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about $29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received $22,158,000 of this subsidy, of which $1,280,000 was paid Dec. 6th, and $640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, *and no more*. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been $2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Dec. 15, 1868.

DEAKIN & JOHNSON'S
PATENT PUNCHED STEEL,

For STEAM & HORSE  CARS & LOCOMOTIVES.

HOLLOW SHAFTING; LOCOMOTIVE, MARINE, & OTHER TUBES,

HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES,

GUN BARRELS, GUN JACKETS AND ORDNANCE,

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The PUNCHED STEEL is confidently recommended as the best article in the market, saving from 20 to 50 per cent. in weight, and giving considerably greater strength than solid steel.

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To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

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Notice to Contractors.

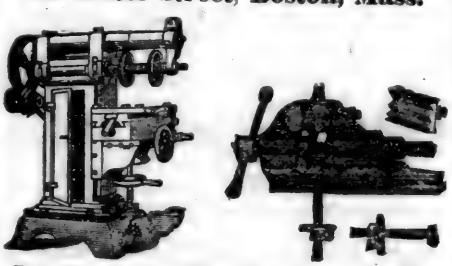
GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, Rondout, N. Y., November 13th, 1868.

Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phœnicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commencing at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6t48 THOMAS CORNELL, President.

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

To All Whom it may Concern.

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,
JOSIAH J. BURGESS, President.
W. W. WARD, Secretary. 6t48

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15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

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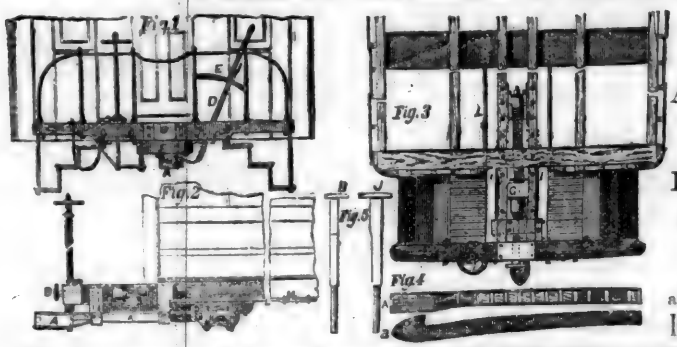
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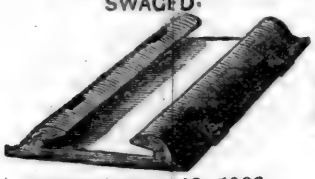
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Agents for
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Absolute Safety Against Breaking.
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Steamer leaving Jan. 9, connects closely with steamer JAPAN, leaving San Francisco, Feb. 4, 1869, for China and Japan.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 2.] SATURDAY, JANUARY 9, 1869. [WHOLE No. 1,708, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 9, 1869.

Cheap-Freight Railways.

We publish in our present issue a communication from Mr. SHERWOOD to the Washington *Chronicle*, on the subject of a Cheap-Freight Railway from Washington to Lynchburg, Va., on the plan proposed by the National League, and heretofore frequently advocated in our columns. We understand that conferences are proposed between those representing the interests of the Orange, Alexandria and Manassas Railroad, and parties in Washington relative to establishing a freight thoroughfare on the plan suggested in Mr. Sherwood's letter. If so we regard this as one of the most important railway movements ever made in the United States.

While we have no doubt of the success of this enterprise, if adopted, we can see more in the probable results of the example than in any other scheme we have ever contemplated. If successful, as we have no doubt it would be, a cheap-freight route from New York to New Orleans would be the almost immediate result.

We have heretofore urged that the "equal speed," "equal rights," plan for a freight railway on routes competent to yield a large freight patronage would add from 25 to 50 per cent. to the financial value of most of our roads. After continued and long reflection we repeat the opinion. The great difficulty with our whole system under present management is feeble capacity to carry freights, high charges on meagre patronage, and paralyzed results on the great producing interests of the nation as compared with what is attainable under a better and more vigorous system. Our railways will never flourish as they should, nor the country be made to realize the full fruition of benefit until the principles of fair reciprocity are established between railways and the people. We firmly believe that what is best for the people will be best for the railways.

We hope, in case this incipient project is matured, railway interests, as well as the people everywhere will join in making a thorough experiment. It would have our best wishes, our confidence and support.

The Dubuque Bridge.

The new Bridge spanning the Mississippi River between Dubuque, Iowa, and Dunleith, Ills., was completed on the 21st of December, 1868, and the first train crossed it on the 22d. The same day it was tested by R. B. Mason, its chief engineer, with his associates, in the presence of the officers of the Illinois Central Railroad Company, the Dubuque Bridge Company, and of Walter Katte, engineer of the Keystone Bridge Company, which built the superstructure. Five locomotives with their tenders coupled together, and weighing altogether, two hundred and forty-five tons, were moved over the bridge so as to rest successively on each span. Under this test the greatest deflection of the spans 250 feet long was about two inches; of those 225 feet long, 1⅝ inches; and of the pivot spans, which are 180 feet long, 1⅛ inches. With a single engine resting on the centre of a span the greatest deflection was ¾ of an inch. A further test was made by running two locomotives coupled together over the bridge at a speed of fifteen miles an hour. This caused a deflection of 1⅛ inches. The tests were thoroughly satisfactory, and after they were made Superintendent Hughitt of the Illinois Central Railroad, ordered the bridge into service, and before night several hundred freight cars had crossed it in both directions. The express train west crossed the bridge on the same day. Now all trains, both freight and passenger, run through to Dubuque, and start from that place instead of Dunleith.

The bridge is composed of iron and masonry, and cost, with the approaches, $900,000. Its entire length is 1,760 feet, and consists of four spans of 225 feet each, and two of 250 feet each, and a draw of 360 feet in length. The Dubuque *Herald*, from which we have obtained the above says:

The construction of this bridge deserves to be noted as one of the most eminent examples of fast work, even in this fast age. The contract was made January 14, of the present year. Since the first of February all the iron which enters into the structure has been made from the ore or the pig. Within eight working months the whole work has been completed, including not only the iron superstructure, one-third of a mile in length, but also approaches twice as long and a tunnel through limestone on the Illinois side 835 feet long, at a total cost of about one million dollars. And with all this haste there has been no neglect, the bridge having no superior on the Mississippi, and being one of the most creditable of the many creditable structures built by the Keystone Bridge Company, which in this case has finished its work ten days earlier than the contract required.

This bridge is the property of the Dubuque Bridge Company, whose officers are as follows: President, Hon. Wm. B. Allison; Chief Engineer, R. B. Mason; Secretary, W. E. Massey; Directors, Platt Smith, H. L. Stout, R. B. Mason and Joseph F. Tucker.

Railroad Bridge at Keokuk.

In reference to the proposed Bridge at Keokuk, Iowa, the Chicago Railroad *Gazette* says that four railroad companies guarantee eight per cent. on $1,000,000. Bonds for that amount are to be issued, and are already subscribed for at 85 cents, which provide for the cost of the bridge. The Bridge Company likewise issue $1,000,000 in stock. Each purchaser of a $1,000 bond gets $1,000 stock as a bonus. The tariff, as agreed on, is 70 cents per ton on freight, and is not to be reduced until the receipts are enough to pay eight per cent. on the stock. The Keystone Bridge Company get $850,000 for building the bridge, the net amount produced by the sale of the one million in bonds.

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State, May 15, 1868, was...$10,958,876 76

The redemptions during the six months were:

Foreign loan of 1860 ..	$2,000 00	
Foreign Union loan of 1868	155,716 00	
Foreign loan of 1870 ..	157,361 33	
Domestic Union loan, 1868	111,124 00	
		426,201 33
Outstanding Nov. 15, 1868.....		$10,532,675 43

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT—PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest.....	$6,270 00
Loan (Union) payable July 1,1868, bearing 6 per cent. interest.....	2,600 00
Loan payable after Dec. 31, 1870, bearing 6 per cent. interest	2,026,170 60
Loan payable after Dec. 31, 1875, bearing 6 per cent. interest.....	1,000,000 00
Loan payable after June 30, 1881, bearing 6 per cent. interest	4,095,309 47
Loan payable after Dec. 31, 1886, bearing 6 per cent. interest	2,400,000 00
	$10,130,350 07

DOMESTIC DEBT—PAYABLE AT COLUMBUS.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds, not bearing interest..	60 36	
Union loan of 1868, not bearing interest.....	500 00	
Union loan of '71, bearing 6 per ct. interest.	400,000 00	
		302,325 36
Total public funded debt, Nov. 15, 1868.....		$10,532,675 43

The receipts into the Sinking Fund, and the disbursements therefrom, were as follows:

RECEIPTS.

Balance in the Treasury May 15, '68.	$533,572 17
Taxes.....	567,532 19
School lands.....	19,052 61
Surplus revenue.....	3,193 88
Canal lands.....	350 00
Sale of furniture of New York office.	108 93
Returned from New York	66,086 24
	$1,189,896 02

DISBURSEMENTS.

Principal of foreign debt	$172,686 33	
Principal Union loan...	298,240 00	
Interest on foreign debt	333,372 91	
Interest on Union loan.	20,422 71	
Expenses of Home office	1,579 06	
Expenses of New York office	591 60	
Canal fund—temporary transfer refunded....	10,000 00	
General revenue fund—interest owed to States by said transfer.....	600 00	
		837,432 61
Balance in the Treasury Nov. 15,'68		$352,463 41

☞ The Richmond *Journal* says that General Wyckham, President of the Chesapeake and Ohio Railroad Company, has left that city for the scene of his future labors on the road, and intends to set energetically to work upon the extension of the great work, which he confidently expects to carry through to White Sulphur Springs by the time the early visitors begin to arrive at that famous resort.

New Orleans, Mobile and Chattanooga R.R.

At last the long talked of enterprise, the construction of a railroad from New Orleans, along the Gulf shore, to Mobile, and thence northeasterly to Chattanooga, Tenn., commences to assume a tangible form. Two years ago the City Council passed an ordinance granting this corporation certain privileges, making the condition, however, that by November, 1869, communication by rail with Mobile should be complete. Since that time the legislatures of Louisiana, Mississippi and Alabama have conferred valuable privileges, and yet, spite of these, people have been left to wonder why the important work was not begun. The company has, meanwhile, had its headquarters on the Gulf shore at Pass. Christian, Miss. and has also, part of the time, had an office in this city. Its corps of engineers and surveyors have long since completed their work in laying out the line of the road, which, running across the swamp or salt meadows northeast of the city, will cross the Rigolets near the mouth of Pearl river, and thence skirt the coast as far as Pascagoula, whence, turning northeast again, it reaches Mobile at a distance of about thirty miles from the latter point. Along this entire distance, say 160 miles, there will be three important bridges—one, with a draw of 100 feet, at the Rigolets, and two of about a mile in length each, and with fifty feet of drawbridge at the crossings of Bay St. Louis and the Bay of Biloxi. These bridges render the construction of the road an undertaking of no common magnitude, for the Rigolets, through which the waters of the Amite river and of Lake Pontchartrain, augmented by those of the Pearl, flow to the Gulf, are forty to fifty feet in depth, a strong rapid current, bounded by swampy banks, infested by mosquitoes and alligators.—*N. O. Cor. St. Louis Republican.*

Cumberland Valley Railroad.

The earnings of this road for the years ending September 30, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	$190,359 20	$208,206 56
" freight & express	320,731 78	350,007 01
" mails.....	6,300 00	6,300 00
	$517,390 98	$564,513 57
Expenses, viz:		
Motive power.....	$68,559 59	$105,638 48
Conducting transp.....	84,134 91	86,278 89
Maintenance of way ...	146,837 98	69,642 00
Maintenance of cars ...	20,081 55	11,907 02
General expenses.....	11,250 00	11,802 32
Materials.....	2,129 42	.....
Construction and equipment	107,154 81	107,649 05
	$440,148 26	$392,417 26
Net earnings.....	$77,242 72	$172,096 31

The receipts of the company from all sources during the years named have been as follows:

	1867.	1868.
Balance from previous year	$251,191 78	$231,722 88
Earnings as above	517,390 98	564,513 57
Other sources of revenue.....	18,604 38	12,551 15
Materials.....	.....	12,599 58
Totals	$787,187 14	$821,386 58
Expenditures, viz:		
Dividends.....	$79,193 20	$87,277 00
Interest on bonds.....	26,633 90	25,382 50
Trustees of S. F.....	7,783 50	4,204 78
Expenses as above.....	440,148 26	392,417 26
Miscellaneous.....	1,705 95	.....
Balance of accounts....	21,644 46	21,418 94
Cash on hand	210,077 87	290,741 10
Total, as above.....	$787,187 14	$821,386 58

The company have 16 locomotives. Miles run with passenger trains, 132,598; with freight trains, 98,462; with construction trains, 11,086—total miles run, 242,146. Passengers carried east, 137,496; do., west, 143,738—total, 281,134. The report says:

The business of our road has continued to increase from year to year, and that of the last has not been an exception, nor have we yet arrived at that maximum which legitimately belongs to the road and the necessities of the population of Cumberland Valley. In our last annual report we announced the policy of the Board to be a determined purpose to place the road and all its rolling stock and conveniences in the highest possible condition. With this view the thorough ballasting of the road has been continued until now there remain but eight miles to complete the work. A new scale office has been built at Bridgeport, also a coal house for storing coal for locomotives, and 3,425 feet of new siding graded and laid at that point. At Chambersburg 325 feet of new siding have been graded and laid, and at Marion Station 525 feet, making the total length new siding put in this year 4,275 feet. There have been put into the track, 472 tons of re-rolled 56 lbs. rails, 19,841 cross ties and 3,201 wrought iron chairs. One hundred tons of steel rails were ordered last April, but failed to reach us before the 1st of October, and they will be put into the road during the present year. We have purchased 30 new eight-wheeled box cars and built one new mail baggage car and one new passenger car body. The engine Robert Morris, the work of remodeling which had commenced, has been finished; and the William Penn has been remodeled, making all the principal parts of these two engines entirely new, which affords us two additional first class passenger engines. We did not purchase the new locomotives contemplated in our last annual report, but the one purchased last year was paid for in this.

The following will show the extraordinary expenses during the past year:

Ballasting track.....	$44,461 71
Grading and laying new sidings.....	3,084 95
New freight cars	24,000 00
Mail car and passenger car body.....	3,740 25
Scale and coal houses at Bridgeport..	2,254 71
Locomotive engine.....	12,679 45
Iron bridge at Carlisle.....	10,695 19
The sum of $13,326 62 was expended upon the Morris and Penn engines of which should be placed to this account	10,000 00
Total	$110,916 26

Our necessities for the ensuing year call for eight hundred tons of new rails, and twenty-five thousand cross ties: the sidings should be extended at Bridgeport, Mechanicsburg, Kingston, Carlisle, Greason, Newville, Chambersburg, Greencastle and Hagerstown: we should have two more engines, one for passengers and the other for freight, and we require 30 more coal cars. We want, too, some addition to the tools of the machine shop, where so much work is so neatly, economically and well done, it is but a just tribute to the foreman and workmen of that branch of our establishment that they should be supplied with all such implements as mechanical science continues to furnish to the modern machine shop. By a refrence to the tables showing the amount of freight carried, it will be perceived that the increase in coal over last year has been about forty-three per cent. and this will continue yet to increase, if the article can be delivered to farmers at the lowest possible price. It is the policy of the company to insure this by preventing as far as possible any combination between the few dealers at each point of the road, from charging more than a reasonable profit on the sale of coal; and this we can only do by encouraging others to enter into business whose interests are to cheapen the article to the consumer at a moderate profit to themselves. The profit which the company derives from this trade does not consist alone in the receipts of toll for carrying coal, but in its re-

sults, in greatly increasing the fertility of the soil by the use of lime; hence that it should be furnished to farmers at the lowest possible rate is our policy, as well as our purpose.

The South Mountain Iron Company has commenced the making of their road to their ore mines at Pine Grove, which they expect to complete in the early part of the coming year. This road is about sixteen miles in length, will connect with the Cumberland Valley road at Carlisle, from whence the trade coming off that road will be carried to Harrisburg. This may bring to our road in the first year fifty thousand tons which renders necessary the increase of our motive power. To induce the building of this road, from whence so large an amount of freight is anticipated, our company agreed to loan to the South Mountain Iron Company, two hundred thousand dollars, at an interest of six per cent. per annum, clear of State taxation, payable semi-annually, to be secured by mortgage upon the road and all the rolling stock and real estate of the company, which consists of about 22,000 acres of land, with the furnace, forge and other improvements.

In our last Annual Report the extension of our road from Hagerstown to the Chesapeake and Ohio Canal was recommended. The subject has since received the attention of the Board and it has been resolved to make it. This will require an expenditure of about three hundred thousand dollars. To raise this amount the Board, in pursuance of the charter, authorized an increase of the capital stock to the amount of two hundred thousand dollars, by allowing the present stockholders to subscribe at par to the amount of twenty per cent., of their holdings on the 1st November, and most of the stockholders have availed themselves of the privilege; the balance of one hundred thousand or such part of it as may be necessary will be paid out of other resources of the company. When this extension shall have been completed it will open up a new trade over the whole length of our road. It connects with the Chesapeake and Ohio Canal, at Williamsport, Maryland, which runs near to the coal fields of the Cumberland, which will supply the valley and all points beyond it with the bituminous coal of that region. The pine and hard woods of the Alleghany mountains will also have a new out-let into our valley; whilst the anthracite coal of Eastern Pennsylvania will be carried West over our road to supply fuel for smelting iron ore all along the Chesapeake and Ohio Canal and Potomac river.

This extension will probably be completed during the next year, and we must soon begin to prepare to meet its requirements.

GENERAL STATEMENT.

Cost of road	$1,468,237 05
Materials on hand	58,421 54
Trustees of sinking fund	37,650 00
Balances of accounts	21,413 94
Cash, 1st October, 1868	290,741 10
Total	$1,786,463 63
First preferred stock	$241,900 00
Second "	248,000 00
Common stock	832,000 00
First mortgage bonds	161,000 00
Secood "	109,500 00
Six per cent. bonds	81,900 00
Due for dividends	48,549 50
" interest on bonds	15,407 50
Profit and loss account	143,206 63
Total	$1,876,463 63

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson, Josiah Bacon.

Secretary and Treasurer.—EDWARD M. BIDDLE.
Superintendent.—O. N. LULL.

Imports of Dry Goods.

The imports of foreign dry goods at the port of New York for each month of the years 1867 and 1868, are officially stated as follows:

	1867.	1868.
January	$11,928,872	$5,119,359
February	9,786,615	8,574,770
March	10,227,579	9,361,654
April	5,274,455	4,826,418
May	5,436,451	5,825,994
June	4,235,313	4,181,629
July	6,532,575	6,971,547
August	12,608,019	12,853,606
September	7,351,223	8,457,768
October	5,382,793	5,702,189
November	4,397,398	5,514,392
December	3,092,350	3,516,508
Total	$86,263,643	$80,905,834

The following will show the relative proportion of the different classes of fabrics:

	1867.	1868.
Manufs. of wool	$31,357,833	$25,753,436
" cotton	15,800,894	13,561,001
" silk	18,565,817	21,708,801
" flax	12,949,561	12,501,157
Miscellaneous dry goods	7,589,538	7,381,439
Total imports	$86,263,643	$80,905,834

The value of foreign dry goods entered directly for consumption at the port of New York is as follows:

	1867.	1868.
January	$5,836,470	$3,160,052
February	6,125,167	5,675,807
March	6,428,343	6,815,183
April	3,805,827	3,779,001
May	3,384,643	4,344,834
June	2,374,570	2,842,868
July	3,724,269	4,228,253
August	8,782,015	9,035,309
September	5,908,490	6,370,866
October	3,297,079	4,137,852
November	2,903,081	3,836,263
December	1,556,591	2,285,028
Total	$53,605,545	$56,511,266

The value of foreign dry goods entered for warehousing at the port of New York is as follows:

	1867.	1868.
January	$6,092,402	$1,959,307
February	3,661,448	2,898,963
March	3,799,236	2,546,521
April	1,968,628	1,047,417
May	2,051,808	1,481,160
June	1,870,743	1,338,761
July	2,808,306	2,743,294
August	3,826,004	3,818,297
September	1,442,733	2,086,902
October	2,085,714	1,564,337
November	1,494,317	1,678,129
December	1,556,759	1,231,480
Total	$32,658,098	$24,394,568

The value of foreign dry goods withdrawn from warehouses of the port of the New York is as follows:

	1867.	1868.
January	$3,060,973	$1,604,974
February	7,009,274	3,195,825
March	6,942,758	4,127,654
April	2,652,699	2,155,172
May	2,255,601	1,664,920
June	1,338,874	860,011
July	1,254,419	1,481,329
August	5,731,940	4,021,283
September	3,243,421	2,844,755
October	1,851,593	1,583,480
November	1,515,484	1,317,923
December	780,394	736,496
Total	$37,637,480	$25,593,722

The total imports of foreign dry goods at New York from 1849 compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849	$44,435,571	1859	$118,152,624
1850	60,106,375	1860	103,927,100
1851	62,846,731	1861	43,636,689
1852	61,654,144	1862	56,121,227
1853	98,704,211	1863	67,274,547
1854	80,842,936	1864	71,589,752
1855	64,074,062	1865	91,965,138
1856	93,362,893	1866	126,222,855
1857	90,534,129	1867	86,263,643
1858	60,154,509	1868	80,905,834

The Wheel, the Axle, and the Rail.

A Circular of Useful Information for Railway Men, compiled by W. G. Hamilton for the Ramapo Wheel and Foundry Co.

Mr. Hamilton has given in a concise form an interesting treatise on Car Wheels, Car Axles and Rails, with a finely engraved plate of the Passenger Car Truck used by the Pennsylvania Railroad. The valuable information given, collated from the best authorities, will be eagerly sought for by railway men. The high reputation the wheels made by the Ramapo Works enjoy, will not be lessened by the able and attractive manner in which Mr. Hamilton presents practical statistics to the public. We are glad to learn that the Ramapo Works are full of orders. The orders received during the month of December for 3,700 wheels requires the melting of 925 tons of metal. The annual consumption of iron being 7,000 tons.

Fires during the year 1868.

The N. Y. *Herald* publishes a list of fires that have occurred in the United States for the year ending December 31, 1868, where the losses are reported to have reached $20,000 and upwards. The following is a recapitulation:

Losses in	Amount.	Losses in	Amount.
January	$5,449,000	July	$1,470,000
February	4,329,000	August	3,305,000
March	2,405,000	September	2,492,000
April	2,890,000	October	2,285,000
May	1,812,000	November	2,916,000
June	1,980,000	December	3,414,000

Total losses in 1868	$34,757,000
Total losses in 1867	36,905,000
Total losses in 1866	66,410,000
Total losses in 1865	43,139,000
Total losses in 1864	28,522,000
Total losses in 1863	14,060,000
Total losses in 1862	17,640,000
Total losses in 1861	18,020,000
Total losses in 1860	15,597,000
Total losses in 1859	16,058,000
Total losses in 1858	11,561,000
Total losses in 1857	15,792,000
Total losses in 1856	21,150,000
Total losses in thirteen years	$339,605,000

Rondout and Oswego Railroad.

The work of construction on this road is being prosecuted with energy at the Rondout end of the line, 600 men and 150 horses being employed. This road will connect with the New York and Oswego Midland, and will cost three million dollars. A portion of the line will be in running order by next June. Nine hundred and eighty-five thousand dollars have been raised on town bonds, and the private subscriptions amount to one hundred and twenty-five thousand dollars About three hundred and fifty thousand dollars have thus far been expended on the road.

From the Two Republics.

The Vera Cruz Railroad.

We publish below, from the *Diario Oficial*, the revised concession to the Vera Cruz and Mexico Railroad Company. It is a legal and authentic contract; and there is left no further room for caviling in regard to it. It is the solemn act of the government—executive and legislative; and it places the company beyond all further vicissitudes. It renewes the credit of the company, gives confidence to the enterprise; and the way is clear for renewed energy and activity upon the work. With the completion of this road, this capital and several other cities will be brought into immediate and direct communication with the commercial world. It will open to enterprise a vast agricultural and mining country, rich enough to support a dozen railroads. It will bring in immigration, so much needed in this extensive and inviting region; and commerce will regain confidence and become regulated, certain and profitable. We understand that already, engineering and surveying parties have gone upon the route of the Puebla section and that work will also commence soon in the same direction.

This act of Congress, and the enlightened action of that body in reference to other bona fide projects of internal improvement, reflects great credit upon its members. So much for the South Eastern portion of the Republic. What we want next is a railroad in the North Western section—say from the upper Rio Grande through to the Gulf of California, to open that vast and valuable region of the Republic. A measure of this character is second in importance to no other. That carried out, the country will be in an eligible condition to reap the benefits of the "National Railway's" in conjunction with which, the net-work of roads as proposed by that indefatigable projector Mr. Stephenson, will be completed.

DEPARTMENT OF FOMENTO, COLONIZATION, INDUSTRY AND COMMERCE.

Benito Juarez, Constitutional President of the United States of Mexico, to all its inhabitants, be it known;

That it has pleased the Congress of the Union to decree the following.

The Congress of the Union decrees.

Art. 1. The decree of the 27th November, 1867, remains in force, with the following modifications:

1. Article second will remain in these terms.

Art. 2. The managing Company shall complete the construction of the said railroad between Vera Cruz and the city of Mexico; and the branch from Apizaco to Puebla; the government binding itself not to give pecuniary aid (subvention) during the term of sixty-five years from this date, to any corporation or person whatever that will undertake the construction or running of another railroad between Vera Cruz and Mexico, or the intermediate points. The aid conceded to the Puebla and Jalapa railroad is not embraced in this compromise.

II. The terms referred to in article fourth will be prorogued for one year; this article is as follows:

Art. 4. The line of railroad from Apizaco to Puebla, to be finished by the 31st day of the month of December in the year 1869, placing it immediately at the public service. The part to be built between Apizaco and Paso del Macho, to unite Vera Cruz and Mexico, will be concluded precisely on the 31st of December, 1872, placing it immediately in operation.

III. Article fifth which refers to the preference for building branches, is suppressed.

IV. Article fourteen will remain in these terms:

Art. 14. The charges for merchandise and passengers on the partial divisions will be in proportion to the number of leagues. The national products that are transported from Mexico to Vera Cruz and intermediate points, will be entitled to a reduction of sixty per cent on the tariff. When the same products are transported in the opposite direction, the reduction on the same tariff will be twenty per cent.

V. The following will be substituted for article fifteen.

Art. 15. Two years after the conclusion of the road and its having been in operation, the government will modify with the consent of the company, the tariff on merchandise and passengers, provided that the profits of the stockholders will be at least twelve per cent. per annum.

The division of goods in the three classes of the tariff of merchandise, will be submitted for the approval of the government, now, and every two years, hereafter, counting from the completion of the road, though the law may fix for this purpose, longer terms.

VI. Article nineteen will be as follows:

Art. 19. In order to aid the works to which this decree refers, the government binds itself to give to the company the sum of five hundred and sixty thousand dollars annually for the space of twenty-five years, without interest. Within eight months the company will deliver to the National Treasury the interest bonds and coupons that, for the stock of eight million of dollars was given to Antonio Escandon, in accordance with article nineteen of the decree of August 31st 1857, and which has no force nor value whatever.

VII. Article twenty will remain in this form:

Art. 20. The Supreme Government solemnly binds itself that the payment of the five hundred and sixty thousand dollars will be faithfully and punctually paid, without ever subjecting said sum to any suspension, reduction or other reform whatever that is decreed or agreed upon, respecting the National debt.

VIII. The following will be substituted for article twenty-one:

Art. 21. The Government will issue special bonds under the title of "Bonds of the Vera Cruz and Mexico railroad," and said bonds will represent five hundred and sixty thousand dollars for each one of the four years that the construction is to last. This paper will be received in payment of the twelve per cent. on the duties of importation collected in the Custom Houses of Vera Cruz, Tampico, Matamoros, Manzanillo and Mazatlin, or an equivalent to the twelve per cent, in case that a smaller quota is sufficient to cover the five hundred and sixty thousand dollars. If in virtue of the liquidation of what the company receives the first year, it should appear that the duties of importation in the five mentioned Custom Houses, are insufficient to cover the five hundred and sixty thousand dollars annually, the Government will increase the quota until it shall be enough to cover this sum, paying the deficiency in ready money in the city of Mexico.

IX. Article twenty-two will say:

Art. 22. The bonds will be issued by the Minister of Fomento, and no importer will be permitted to satisfy in advance the twelve per cent. of the duties he has to pay, in coin nor in any other kind that is not the said paper, under the penalty of being subjected to a second payment; this will be double the quantity of the amount of the quota, recovering the half in paper, in order that the disposition of the law be fulfilled at all events, and the other half in money, according to the rules of the guide of confiscations to the informers.

X. Article twenty-three will also be substituted by the following:

Art. 23. The Department of Fomento will annually deliver to the company, five hundred and sixty thousand dollars in railroad bonds, who will be bound to have a supply of the same in the city of Mexico and at each of the five mentioned ports, that the commerce may obtain it with the necessary convenience. In no case can the company sell it at a higher price than its representative value, under the penalty of refunding the excess to the purchaser and to pay a triple amount as a fine, in favor of the treasury. After the completion of the road, the government will make the annual payment of the five hundred and sixty thousand dollars in ready cash, in the city of Mexico, quarterly at maturity, without delay upon any account, and this credit can never be subject to suspension, or conversion of debt, or other form of alienation, which is not that of payment in coin.

XI. Article twenty-nine will remain as follows:

Art. 29. The government will enjoy in the conveyance of trains, munitions, equipages, provisions, horses, mules and troops that travel from one point to another of the line, a reduction of seventy-five per cent. on the prices recovered from the public, but in order to avoid abuses that might be committed under this clause, it is solemnly stipulated, that in each case of a movement of troops or conveyance of trains or munitions, there will be given by the government a special order for the directors of the line. The immigrants coming to the Republic with the due authority of the government, will enjoy the same advantages conceded to the armed force.

Art. 2. The following articles will be added to the decree.

Art. 45. The government will inspect the construction and operation of the railroad, though the means fixed by the minister of Fomento.

Art. 46. Within five months at farthest, the statutes of the company will be submitted to the government for its approval, and the two following prescriptions are to be embodied in them:

1. The Capital stock cannot be augmented over the sum of twenty-seven millions of dollars, nor to change its division for half in shares and half in obligations, nor allow the interest of the latter to exceed eight per cent. per annum, without the previous consent of the government.

2. The government, without prejudice to its representation as stock-holder, and of the other means that it thinks proper to employ in order to take part in the direction and administration of the company, will cause itself to be represented in the directive board by the two-sevenths or by the three-eleventh parts of the directors, and those that will be appointed for that purpose will have the same faculties and prerogatives as the others.

Art. 3. The item of five hundred and sixty thousand dollars is included in the budget of expenditures, for the subvention of the railroad between Mexico and Vera Cruz, and the expense of the import of the railroad tax of fifteen per cent, conformable to the decree, of the 27th November 1867, with the modifications agreed upon between the Executive and the concessionary company, that appears in article 1st.

Art. 4. The terms pointed out in the law of the 27 November 1867, and that of five months granted for the presentation of the statutes, is understood to count from the date of the publication of this law.

Hall of the National Congress. Mexico, November 10, 1868.—Guillermo Valle, deputy President.—Joaquin Baranda, deputy Secretary.—Juan Sanchex Azcona, deputy Secretary.

Therefore, it is ordered to be printed, published, circulated and to be duly observed. Palace of the General Government in Mexico, on the eleventh day of November, one thousand eight hundred and sixty eight.—Benito Juarez.—To Citizen Blas Balcarcel, Secretary of Fomento, Colonization, Industry and Commerce.

BALCARCEL.

Mexico, November 11th, 1868.

☞ The contract for the construction of a Railroad Bridge at St. Paul has been awarded to R. B. Langdon, Esq., of Minneapolis. The work is to be commenced immediately, and completed by July next.

General Railroad Law of Arkansas.

This law is almost identical with that of Tennessee, which has done so much for the advancement of that State, and is a practical, well guarded and efficient plan for accomplishing the object sought. It was accepted by a vote of the people at the last general election. It is entitled :—

AN ACT TO AID IN THE CONSTRUCTION OF RAILROADS.

Be it enacted by the General Assembly of the State of Arkansas :

SECTION 1. For the purpose of securing such lines of railroad in this State as the interests of the people may from time to time require, the faith and credit of the State of Arkansas is hereby irrevocably pledged, and the proper authorities of the State will and shall issue to each railroad company or corporation, which shall become entitled thereto, the bonds of this State, in the sum of $1000 each, payable in 30 years from the date thereof, with coupons thereto attached for the payment of interest on the same in the city of New York, semi-annually, at seven per cent. per annum, in the sum of $15,000 in bonds for each mile of railroad which has not received a railroad land grant from the United States, and $10,000 in bonds for each mile of railroad which has received a land grant from the United States, on account of which such bonds shall be due and issuable as provided.

SEC. 2. *Be it further enacted*, That the board of railroad commissioners are hereby authorized and required to receive the application for the loan of the State credit herein provided for, and to designate the roads entitled to the same; *Provided*, The whole aggregate number of miles proposed to be built by such companies to which such aid is granted, does not exceed 850 miles.

SEC. 3. *Be it further enacted*, That it shall be the duty of said board of railroad commissioners to inspect, from time to time, the railroad desiring to receive said aid, and indicate to the governor the manner such state aid is being used and applied. And should it be found that such state aid is being improperly used or applied, then the governor is hereby authorized to withhold all or a part of said bonds, and to take such other steps as he may deem proper, to the end that the bonds shall not be squandered to the manifest injury of the citizens of the State. Such action on the part of the governor shall be reported to the next session of the general assembly, who are hereby empowered to take such steps as may be necessary to protect the interests of the State.

SEC. 4. *Be it further enacted*, That any railroad company having existence under the laws of this State, and desirous of receiving the state aid hereafter provided for, may signify the same by application to the board of railroad commissioners, signed by the president, and attested by the seal of said corporation, setting forth the character and organization of said company, its capital stock, a map of the line or lines of road proposed to be built, the progress made thereon, the financial condition and resources of such company, with such other information as the case may require, and if such board of railroad commissioners shall find such corporation to be organized according to law, with resources adequate to the purpose, and that the construction of the proposed line or lines of road will be of public benefit, and said board of railroad commissioners shall consent to approve and grant such application, then and thereafter said railroad company or corporation shall be entitled to, and have a right to ask for, demand and receive the bonds of the State hereinbefore declared to be pledged and granted upon complying with, and fullfilling the terms and conditions hereinafter set forth.

SEC. 5. *Be it further enacted*, That any railroad company or corporation which shall have acquired the right to demand and receive state aid, by virtue of the official certificate in the preceding section specified, and claiming an issue of bonds in its behalf, shall first file in the office of secretary of State the following papers, viz :

First, A map of the line or lines of railroad proposed to be built, showing the counties traversed, the general direction and terminal points, and the streams to be crossed.

Second, The affidavit of the president and chief engineer, showing the estimated cost of preparing the first consecutive one hundred miles of road for the iron rails.

Third, The affidavit of the president or treasurer that the available resources of the company, subscriptions, money, lands and other means are sufficient to prepare one hundred consecutive miles, or one third of the whole line of road for iron rails.

Fourth, The affidavit of the president and chief engineer, that ten consecutive miles of road had been graded, bridged, furnished with ties, and made ready for the iron rails.

Fifth, And shall furnish the governor with such papers, documents and other information as he may require in reference to the railroad or its management, to which affidavit shall be made.

SEC. 6. *Be it further enacted*, That thereupon the governor, or the person filling for the time being the executive office, shall issue to the president of said company the bonds of the State of Arkansas, bearing the seal of the State, attested by the Secretary of State, as provided in section one hereof, upon the completion and preparation for the iron rails of each succeeding ten miles or more, until the entire line or lines of road of railroad corporation shall be completed. The president of such railroad company shall file his official receipt for each issue of bonds, accompanied by the affidavit of himself and at least four directors, that the bonds, or the avails of them, shall be disposed of solely for the purpose of providing for the ironing, equipping, building and completing said road.

SEC. 7. *Be it further enacted*. That the legislature shall from time to time impose upon each railroad company, to which bonds shall have been issued, a tax equal to the amount of the annual interest upon such bonds then outstanding and unpaid, which tax may be paid in money or in the past due coupons of the State, and after the expiration of five years from the completion of said road, the legislature shall impose an additional tax of two and one half per cent. per annum upon the whole amount of state aid granted to such company, payable in money or in the bonds and coupons of the State at par; and, if in money, the same shall be invested by the treasurer of the State in the bonds of the State at their current market value. The taxation in this section provided to continue until the amount of bonds issued to such company, with the interest thereon, shall have been paid by said company as herein specified in which case the said road shall be entitled to a discharge from all claims or liens on the part of the State: "*Provided*, that nothing herein contained shall be so construed as to deprive any company, securing the loan of the bonds of the State herein provided for, from paying the whole amount due from such company to the State at any time in the bonds of the State loaned in aid of railroads or the coupons thereon, or in money."

SEC. 8. *Be it further enacted*, That in the case said company shall fail to pay the tax as imposed by the preceding section, at the time the same become due and for sixty days thereafter, it shall be the duty of the treasurer of the State, by writ of sequestration to seize and take possession of the incomes and revenues of said company until the amount of said defaults shall be fully paid up and satisfied, with costs of sequestration, after which said treasurer shall release the further revenues of said company to its proper officers.

SEC. 9. *Be it further enacted*, That nothing herein shall be construed to prevent said board of railroad commissioners granting the State aid herein contemplated to the whole or any part of any railroad in the State, which may now be unfinished or in process of construction: *Provided*, That as soon as this act shall be ratified by the people and the commissioners shall approve the application of any company which may be entitled to the benefits of this act, and they shall have complied with its provisions, the governor shall be authorized to issue the bonds to said company upon demand therefor, as provided for in this act.

SEC. 10. *Be it further enacted*, That railroad companies or corporations desiring to make application for State aid, under the provisions hereof, must file the application required by the fourth section hereof within one year after this act shall have become a law, or within one year after the incorporation of any railroad which may be incorporated, and within one year thereafter comply with the requirements of section five hereof, with respect to the first ten miles of road, and complete the whole road within seven years after this act shall have become a law, or after the incorporation of the company; *provided*, that any railroad now chartered and availing themselves of the provisions of this act shall construct and put in running order one fourth of the entire line of road within two years after this act becomes a law, and one-half of their entire line of railroad within two years thereafter, and have the whole line finished and in running order before the expiration of seven years after this act becomes a law; failing in these conditions said company or companies shall forfeit their charter and franchise to the State.

SEC. 11. *Be it further enacted*, That any railroad company that may have received at any time before the ratification of this act by the people, under any law of this State, a loan of the bonds of this State, such company shall only be entitled to the benefits of this act to the amount and extent of the loan herein granted, after deducting the amount of bonds of the State or other State aid received by such company from the State, under any other law of this State, from the whole amount such company may be entitled to under this act.

SEC. 12. *Be it further enacted*, That at the next general election to be holden under the provisions of section three of article fifteen of the constitution of this State, the proper officers having charge of such election shall upon a poll, as in other cases, take and receive the ballots of the electors qualified to vote for officers at such election for and against this act, in compliance with section six of article ten of the constitution; such ballots to contain the words "For Railroads," or "Against Railroads," and if it appears that a majority so voting have voted "For Railroads," this act shall immediately become operative and have full force, and all laws heretofore passed for loaning the credit of this State in aid of railroads shall cease and be void; but if a majority shall be found to have voted "Against Railroads," this act shall be void and of no effect.

Approved July 21st, 1868.

☞ The Little Rock (Ark.) *Gazette* says : "Our railroad interests are looking up. The representatives of foreign capital who have been here, are all encouraged with the prospects and we may look for the commencement of active operations soon—particularly on the Little Rock and Fort Smith route."

☞ The State of North Carolina has as yet made no provision for the payment of the January interest on its bonds; but it is believed that the Legislature, now in session, will take prompt action to raise the money.

☞ The Hastings and Dakota Railroad is now completed to Farmington, on the Minnesota Central Railroad.

☞ The new suspension bridge at Niagara Falls was opened to public travel on New Year's Day. It is the longest suspension bridge in the United States.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100 $1,774,824	----------	----------
Allegheny Valley	50 2,000,000	----------	----------
Atlanta and West Point	100 1,239,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina	100 5,845,225	----------	----------
Atlantic & Gt. Western	50 25,879,923	----------	----------
" " pref.	50 1,919,000	----------	----------
Atlantic & St. Lawrence*	100 2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah	100 733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio	100 16,157,962	A. & O.	Oct. '68 4
Do. Washington Br.	100 2,650,000	A. & O.	Oct. '68 5
Baltimore City Passenger	670,000	----------	Jan.'69 2
Bay de Noquet & Marq	100 1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line	100 4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware	100 996,250	----------	----------
Berkshire*	100 900,000	J.A.J&O	Jan.'69 1½
Bloomsburg & Corning*	50 250,000	J. & D.	Dec.'68 2½
Boston and Albany	100 13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea	100 110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont.	100 469,800	----------	----------
Do, do. pref.	100 1,340,400	M. & N	Nov.'68 3
Boston and Lowell	500 1,891,500	J. & D.	Dec. '68 4
Boston and Maine	100 4 076,974	J. & J.	Jan. '69 5
Boston and Providence	100 3,360,000	J. & J.	Jan. '69 4
Broadway (Boston)	50 325,000	J A J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)	100 2,100,000	J. & J.	Jul. '67 5
Brooklyn City	10 1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n	100 399,800	----------	----------
Buffalo, Bradford & Pitts.	100 1,100,000	----------	----------
Buff., New York & Erie*	100 980,000	M. & N.	N. '68 3½
Buffalo and Erie	100 5,000,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)	100 727,300	A. & O.	Oct. '68 4½
Camden and Atlantic	100 7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic, pref.	50 600,000	----------	----------
Camden & Burlington Co.	100 331,900	----------	----------
Cape Cod Branch	50 721,926	J. & J.	Jan.'69 3½
Cape May and Millville	100 447,000	J. & D.	Dec.'68 3
Catawissa	50 1,150,000	----------	----------
Catawissa, pref.	50 2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna*	50 589,110	----------	Jan. '69 4
Central of Georgia	100 4,666,900	J. & J.	Jul. '68 7
Central of New Jersey	100 13,768,000	J.A.J&O	Jan.'69 2½
Central Ohio	100 2,800,000	J. & D.	Dec.'68 3
Do. pref.	100 400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River	100 970,000	----------	Oct.'67 2½
Chemung*	100 380,000	----------	Jan.'69 2
Cheshire, preferred	100 2,017,825	Annual.	Jan. '68 3
Chicago and Alton	100 3,886,643	M. & S.	Sep. '68 5
" " pref.	100 2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy	50 12,500,000	M. & S.	Sep. '68 5
Chicago, Iowa & Nebras*	100 2,000,000	----------	Jan.'69 5
Chicago and Milwaukee*	100 2,227,000	----------	----------
Chicago & N. Western	100 14,555,676	J. & D.	Dec.'68 5
" " pref.	100 16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific	100 14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton	100 3,521,664	Sept.	Sep.'68 5
Cincinnati City Passenger	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville	50 1,676,348	----------	----------
Citizens' Passenger (Phil.)	50 192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind.	100 10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*	50 2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta.	100 8,750,000	J. & J.	Jan'60 4½
Cleveland and Pittsburg	50 5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo*	50 5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen.	100 11,420,000	----------	----------
Columbus and Xenia*	50 1,786,200	J. & J.	Jan.'68 4½
Concord	50 1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth	100 350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn	100 500,000	----------	----------
Conn. & Passump. Rivers	100 189,000	----------	----------
Do. do. pref.	100 1,822,100	J. & J.	Jul. '68 3
Connecticut River	100 1,700,000	J. & J.	Jan.'69 5
Cumberland Valley	50 1,316,900	A. & O.	Apl.'68 4
Danbury and Norwalk	100 400,000	----------	----------
Dayton and Michigan*	100 2,392,361	----------	----------
Delaware*	50 594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western	50 13,386,020	J. & J.	Jan. '69 5
Des Moines Valley	100 1,820,200	----------	----------
Detroit & Milwaukee	100 1,047,350	----------	----------
" " pref.	100 1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.	100 1,200,000	----------	----------
Dubuque and Sioux City	100 1,673,641	Annual.	Jan. '69 4
Do. do. pref.	100 1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.)	100 3,883,300	J. & J.	Jan.'69 4
Eastern (N. H.)	100 492,500	J. & J.	Jan. '69 4
East Pennsylvania	50 654,600	----------	----------
East Tenn. and Georgia	100 2,369,730	----------	----------
East Tenn. and Virginia	100 657,800	----------	----------
Eighth Avenue (N. Y.)	100 1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*	100 500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*	50 600,000	M. & N.	Nov'68 2½
Do. do. pref.	50 500,000	J. & J.	Jul. '68 3½
Erie Railway	100 ----------	F. & A.	Feb.'68 4
Do. pref.	100 8,539,910	Annual.	Jan. '68 7
Erie & Pittsburg	50 644,300	----------	----------
Evansville & Crawfordsv.	100 1,143,445	----------	----------
Fitchburg	100 3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester	100 248,000	J. & J.	Jan. '69 3
Flint and Holly	100 500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.	100 750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.)	50 491,620	J. @ J.	Jul. '67 3
Georgia	100 4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)	50 112,245	J. & J.	Jan. '68 3
Girard College (Phila.)	50 160,000	J. & J.	Jul. '67 2
Granite	100 ----------	----------	Sept.'68—
Green and Coates St. (Ph.)	50 150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100 3,300,000	J.A.J&O	Jan. '69 3
Hannibal and St. Joseph	100 1,900,000	----------	----------
Do. do pref.	100 5,253,830	----------	----------
Hanover Branch, Pa	50 116,850	M. & N.	Nov.'68 5
Housatonic	100 820,000	----------	----------
" pref	100 1,180,000	J. & J.	Jan.'68 4
Hudson River	100 13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top	50 494,350	----------	----------
" " pref.	50 190,750	J. & J.	Jn.'68 3½
Illinois Central	100 23,415,750	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.	50 6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	100 2,000,000	J. & J.	Jan. '67 5
Joliet and Chicago*	100 1,500,000	J.A.J&O	Oct.'68 1½
Joliet & North. Indiana*	100 300,000	J. & J.	July'68 4
Lackawanna & Bloomsb.	50 1 335,000	----------	----------
Leeds and Farmington*	----------	----------	Jan.'69 2½
Lehigh and Mahanoy	50 2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna	50 8,739,800	M. & N.	M'y.'67 5
Lehigh Valley	50 10,781,400	J.A.J&O	Jan.'69 2½
Lehigh Luzerne	50 344,650	J. & J.	Jan.'68 4
Lexington & Frankfort	100 514,646	J. & J.	July'68 3
Little Miami	50 3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint)	100 1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*	50 2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.)	25 90,000	----------	----------
Long Island	50 3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.	100 211,132	J. & J.	Jul.'68 4½
Louisville and Frankfort	50 1,109,594	J. & J.	July'68 3
Louisville and Nashville	100 7,869,186	F. & A.	A'g. '68 4
Louisv., N. Alb. & Chicago	100 2,800,000	----------	----------
Lowell and Lawrence	100 200,000	A. & O.	Oct. '68 3
Macon and Western	100 1,500,000	----------	Dec.'68 6
Mahanoy & B'd Mount'n*	50 1,676,915	----------	----------
Maine Central	100 1,600,860	----------	----------
Manchester & Lawrence	100 1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati	50 3,618,374	----------	----------
" " 1st pref.	50 6,586,138	M. & S.	Sep. '66 3
" " 2d pref.	50 4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100 5,312,726	M. & S.	Mar.'68 3
Memphis and Ohio	100 570,000	----------	----------
Metropolitan (Boston)	100 1,250,000	J. & J.	Jan. '69 5
Michigan Central	100 8,477,366	J. & J.	Jan. '69 5
Mich. So. & North. Ind.	100 10,059,400	August.	Aug.'68 4
" " guaranteed.	100 588,800	F. & A.	Feb.'68 5
Middlesex (Boston)	100 400,000	----------	----------
Mill Creek and Minehill*	50 323,378	J. & J.	July'68 5
Millville and Glassboro'	100 405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien	100 2,956,081	----------	----------
" " " 1st pref	100 3,214,250	Annual.	Feb.'68 8
" " " 2d pref.	100 1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul	100 5,406,383	J. & J	----------
" " " pref.	100 3,050,392	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven	50 2,775,600	J. & J.	Jul. '68 4
Mobile and Ohio	100 3,762,400	----------	----------
Montgomery & W. Point	100 1,644,104	J. & D.	Dec.'67 4
Morris and Essex	50 3,616,350	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon*	50 282,350	J. & J.	Jan. '69 3
Nashua and Lowell	100 720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga	100 2,056,544	----------	----------
Naugatuck	100 1,436,500	F. & A.	Aug.'68 5
New Bedford & Taunton	100 500,000	J. & J.	Jan.'69 4
New Haven & N. London	100 738,538	----------	----------
N. Haven & Northampton	100 1,344,000	J. & J.	Jan. '68 3
New Jersey	100 6,000 000	F. & A.	Aug.'68 5
New London Northern	100 895,000	M. & S.	Mar.'68 4
New York Central	100 28,537,000	F. & A.	Feb.'69 4
New York and Harlem	50 5,285,050	J. & J.	Jan.'69 4
" " pref.	50 1,500,000	J. & J.	Jan.'69 4
New York & New Haven	100 6,000,000	J. & J.	Jan.'69 5
N. Y., Provid. & Boston	100 2,000,000	J. & J.	Jan. '69 3
Niag. Bridge & Canandai*	100 1,000,000	J. & J.	July'68 3
Ninth Avenue	100 797,400	----------	----------
North Carolina	100 4,000,000	----------	----------
Northern Central	50 4,643,900	F.M.A.N	Nov. '68 2
North Eastern (S.C.) pref.	100 156,000	----------	May '67 4
Northern of N. Hampsh.	100 3,067,400	J. & D.	Dec. '68 4
Northern of N. Jersey	100 159,100	----------	----------
North Pennsylvania	50 3,150,150	----------	F'b.'68 5s
Norwich & Worcester	100 2,383,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n	100 5,024,000	J. & J.	Jan. '69 3
" " pref.	100 1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi	100 20,000,000	----------	----------
" " pref.	100 8,500,000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R.	50 4,259,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport	100 4.848,320	J. & J.	Jan. '69 3
Orange and Newark	100 281,550	----------	----------
Oswego and Syracuse	50 482,400	F. & A.	Aug.'68 4
Pacific of Missouri	100 3614,515	----------	----------
Panama	100 7,000,000	J.A.J&O.	Jan. '69 8
Paterson and Ramapo	100 248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv	100 630,000	J. & J.	Jan.'69 3½
Pennsylvania	50 21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*	100 1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*	50 5,998,700	----------	Jan.'68 1
Philadelphia and Reading	50 21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred.	50 1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n	50 1,535,580	A. & O.	Oct. '68 5
Phila. and Trenton*	100 1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt.	50 9,058,300	J. & J.	Jan. '69 4
Philadelphia City	100 100,000	J. & J.	Jan. '69 3
Philadelphia and Darby	20 100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry	25 217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago	100 11,500,000	J.A.J&O	Jan.'69 2½
Pittsfield and N. Adams	100 450,000	J. @ J.	Jan. '69 3
Portland and Kennebec.	100 579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100 $1,500,000	J. & D.	Dec.'68 3
Providence & Worcester	100 1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston	----------	----------	Jul. '68 3
Rensselaer and Saratoga	100 2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville	100 2,000,000	----------	----------
Richmond and Petersb'g	100 847,100	----------	----------
Rich., Fred. and Potomac	100 1,041,800	----------	----------
Rockport	100 88,400	----------	Nov.'67 3
Rome, Watert. and Og'nb.	100 2,400,000	J. & J.	Jan. '69 5
Rutland preferred.	100 ----------	F. & A.	A'g.'68 3½
St. L., Alt. and T. Haute.	100 2,300,000	----------	----------
" " " pref.	100 2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.	100 1,469,429	----------	----------
Sandusky and Cincinnati	100 2,089,000	----------	----------
" " pref.	100 445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark	100 901,341	----------	----------
Savannah and Charleston	100 1,000,000	----------	----------
Schuylkill and Susqueh'a	50 1,269,150	----------	----------
Second and Third St. (Ph.)	50 293,757	J. @ J.	Jul. '68 2
Schuylkill Valley*	50 576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke	100 868,200	----------	----------
Second Avenue (N. Y.)	100 670,000	A. & O.	Oct. '68
Shamokin V. and Pottsv.*	50 869,450	F. & A.	Aug.'68 3
Shore Line	100 636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.)	100 750,000	----------	Nov.'67 5
Somerville	100 75,000	M. & N.	Nov.'68 3
South Carolina	100 5,819,275	----------	----------
South Shore	100 259,685	----------	Jul. '68 3
South Western, Georgia	100 3,203,400	F. & A.	A'g.'68 4
Staten Island	100 660,000	J. & J.	Jul. '67 4
Stony Brook	100 267,300	M. & N.	M'y'68 2½
Steubenville and Indiana	100 1,983,141	----------	----------
Stockbridge & Pittsfield*	100 448,700	----------	----------
Summit Branch	50 250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.	100 1,314,130	----------	----------
Taunton Branch	100 250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama	100 595,923	----------	----------
Terre Haute and Indiana	50 1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.)	100 1,750,000	----------	----------
Thirteenth and Fif. (Ph.)	50 ----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw	100 2,700,000	----------	----------
" " (E. D.) pref.	100 1,700,000	----------	----------
" " (W. D. pref.	100 1,300,000	----------	----------
Tol., Wabash and West.	100 5,700,000	----------	----------
" " pref	100 1,000,000	M. & N.	M'y'68 3½
Troy and Boston	100 607,111	----------	----------
Troy and Greenbush*	100 274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)	100 200,000	----------	----------
Union (Phila.)	50 291,475	J. @ J.	Jan.'69 3
Utica and Black River	100 534,400	J. & J.	Jul. '68 4
Vermont and Canada*	100 2,600,000	J. & D.	Dec.'68 4
Vermont Central	100 5,000,000	----------	----------
Vermont and Massachu'ts	100 2,800,000	J. & J.	Jan.'69 3
Vicksburgand Meridian	100 367,408	----------	----------
Virginia Central	100 2,363,679	----------	----------
Virginia and Tennessee	100 3,497,791	----------	----------
Western Union	100 3,707,093	----------	----------
West Jersey	100 804,150	----------	Aug.'68 4
West Philadelphia	50 249,100	J. & J.	Jul. '68 5
Wilm. and Weldon	100 1,463,776	----------	----------
Winchester and Potomac	----------	J. & J.	Jan. '69 3
Warren	100 1,547,650	----------	----------
Worcester and Nashua	75 1 522,600	J. & J.	Jan'69 3½

CANALS.

Chesapeake and Delaware	50 1,818,968	J. & D.	Dec.'68 3
Chesapeake and Ohio	25 8,228,596	----------	----------
Delaware Division	50 1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson	100 10,000,000	F. & A.	Aug.'68 6
Delaware and Raritan	100 2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania	50 64,000	----------	----------
Lehigh Coal and Navigat.	50 8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	50 728 100	J. & J.	Jan. '68 2
Morris (consolidated)	10 1,025,000	F. & A.	Feb.'67 3
" (preferred)	100 1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.)	50 1,908,207	F. & A.	Feb.'67 6
" " (pref.)	50 2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50 2,002,746	----------	----------
Union	50 ----------	----------	----------
" preferred	50 2,907,850	----------	----------
W. Branch and Susq.	50 1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50 800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamship	100 20,000,000	MJS&D.	Dec.'67 3
Union Navigation	100 4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	100 28,450,000	J. & J.	Jan.'69 3
American Coal	25 1,500,000	M. & S.	M. '68 6
Ashburton	50 2,500,000	J. & D.	Dec.'66 4
Butler Coal	25 500,000	J. & D.	Dec.'68 2
Central Coal	100 2,000,000	J. & J.	Jan.'66 4
Fulton Coal	----------	J. & J.	Jul. '68 4
Lackawanna Coal	100 200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal	----------	----------	Dec'68 2½
Pennsylvania Coal	50 3,200,000	FMA&N	Aug.'68 5
Roaring Brook Coal	----------	----------	Dec'68 2½
Short Mt. Coal	50 800,000	----------	Jan. '69 5
Spring Mountain Coal	50 1,250,000	J. & J.	Jan.'67 6
Spruce Hill Coal	10 1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal	100 3,400,000	A. & O.	----------
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug. '66
Adams Express	100 10,000,000	FMA&N	Apr.'68 5
American Express	500 9,000,000	FMA&N	May,'68
Merchants Union Express	100 20,000,000	----------	----------
United States Express	100 6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp.	100 10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,451	675,446	634,248	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,689	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,439	464,376	454,081	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	366,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,368,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,800	544,900	559,900	401,100	381,400	4,541,978
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,263	466,830	565,145	480,710	619,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,198	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	1,001,992	13,443,765
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,374
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,503	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	352,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	389,356	365,412	350,565	751,788	1,101,771	775,616	438,323	5,683,606
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	.....	.....	.....
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,796	9,693,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,863
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,784	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234,633	322,521	366,371	379,367	336,066	272,053	3,459,819
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,820	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	426,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,500	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,508	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,237	761,329	842,114	682,026	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	156,730	144,942	218,236	234,194	204,785	202,966	204,726	2,064,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,096	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,062	134,563	111,539	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,788	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,490	3,909,368
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,808	323,274	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	89,862	76,677	92,715	61,770	37,830	689,348
1866	45,102	36,006	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	64,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	64,719	774,967
1868	46,415	40,705	39,196	49,231	70,163	77,399	59,763	86,907	97,388	97,600	67,146	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	112
" " " ..... coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	110½
" " " ..... coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,246,400	6	Jan & July.	1881	110½
..... coupon		6	" "	1881	111½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,602,508,650	6	May & Nov.	1882	107⅞
" " " (5-20s) ..... coupon		6	" "	1882	112
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	106½
" " " (5-20s) ..... coupon		6	" "	1884	108
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	105½
" " " (5-20s) ..... coupon		6	" "	1885	109
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	107½
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	107½
" " " (5-20s) ..... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	5	Mar. & Sept.	1904	103
" " " (10-40s) ..... coupon		5	" "	1904	106½
Pacific R. R. Bonds ..... (currency)	50,097,000	6	Jan. & July.	'95-'97	90½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	----
Matured Debt not presented	7,207,503	---	presentation.	------	----
Gold Certificates of Deposit	27,038,020	---	presentation.	------	----
Compound Interest Notes 1864 '65	----------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----------	------	----
Three per cent. certificates	55,865 000	---	----------	------	----
Fractional currency	34,216,715	---	----------	------	----
Navy Pension Fund	14,000,000	3	----------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	163,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	643,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	128
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds. ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	90
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	78½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,222	6	Jan. & July.	1870	100½
" — " " ..... registered	1,229,687	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,367,253	6	" "	'77-'79	----
" —War Loan Bonds ..... "	945,200	6	" "	1879	100½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	99½
" — " " ..... "	3,829,986	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	6	April & Oct.	'67-'73	----
" —Military Bonds ..... "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,958	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	60
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	63½
" — " " (Levees) ..... "	1,000,000	6	various.	1886	69½
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'58 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" " " 1863 ..... "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	95½
" — " " (8 & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1890	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") curcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl...	3,277,386	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1840	----
" — " " Ches. & Ohio Can.).	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	96½
" — " " (Bounty)	501,000	6	"	1870	96½
" — " " (Ches. & Ohio Can.).	30,000	6	"	abt.'74	----
" — " " (Balt. & Susq. R.R.).	429,488	6	"	1885	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1890	----
" " "	21,000	5	" "	1868	----
—General Statutes Loan	50,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'73	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " " (stg.)	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----------	------	----
" " " (Union Bank)	5,000,000	6	----------	------	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	87½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" " " July 1, 1866 ...	500,000	3	Jan. & July.	1869	99
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" " " 1863 (")	1,002,900	6	" "	'86-'96	----
" " " 1864	783,400	6	" "	'97-'02	----
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	105
" —Bounty Fund Bonds ..... coupon	2,589,000	7	Jan. & July.	1877	108
" — " " " ..... registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	102
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'76-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,900	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	99½
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'60-'78	61
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	----
" — " "	280,366	6	Jan. & July.	1868	63
" — " "	2,183,532	6	" "	1868	100
" — " "	1,600,000	6	" "	1870	100
" — " "	4,095,309	6	" "	1875	101
" — " "	2,400,000	6	" "	1881	100½
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	" "	1886	102
Pennsylvania—State Bonds ..... registered	4,993,000	7	Jan. & July.	1875	----
" — " " ..... registered	5,083,052	5	Various.	'77-'82	96½
" —Inclined Plane Bonds	400,000	5	"	'68-'70	100
" —State Bonds, 1st series	92,850	6	April & Oct	1879	----
" — " " 2d series	99,480	5	Jan. & July.	1877	----
" — " " 3d series	720,983	5	" "	1882	----
" — " " 1st series	4,907,150	5	" "	1892	----
" — " " 2d series	7,909,620	6	" "	1877	101
" — " " 3d series	9,270,017	6	" "	1883	102
" —Military Loan Bonds	3,000,000	6	" "	1892	103
Rhode Island—State War Bonds of 1861	468,500	6	Feb. & Aug.	1871	101½
" — " " " 1862	1,106,000	6	April & Oct.	1871	100
" — " " " 1863	269,000	6	Mar. & Sept.	1882	100
" — " " " 1863	776,000	6	April & Oct.	1883	100
" — " " " 1864	917,000	6	Jan. & July.	1893	100
South Carolina—Free Loan Bonds	798,898	6	Feb. & Aug.	1894	100
" —State Bonds (various)	3,275,000	5	J. A. J. & O	'68-'70	----
" " " (new)	1,210,803	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " "	239,167	5	April & Oct.	1868	60½
" — " "	1,706,000	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	14,006,000	6	" "	1868	68½
" — " endorsement	2,207,000	6	Jan. & July	30 yrs.	----
" —New Bonds	6,000,000	6	" "	Var.	----
Vermont—State War Bonds	1,567,500	6	" "	1882	66½
Virginia—State Bonds (sterling)	1,865,000	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	466,250	5	Jan. & July.	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... coupon	21,569,598	5	" "	long.	----
" — " " ..... loan	10,900,000	6	" "	long.	45
" — " (new) ..... registered	1,379,500	6	" "	1870	56
" — " (") ..... coupon	489,200	6	" "	1886	57
" — " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	405,100		Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	659,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	767,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,663,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92
Loan of 1850	602,000	6	" "	"	1890	93½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'-	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	62½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98
Company bonds (no mortgage)	304,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,882	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	80
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	83
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £280,550	1,841,362	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	96
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	92
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1863	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1867	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,000,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	97½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	104
Convertible bonds	1,500,000	7*	" "	" "	1883	102
National Loan	15,000,000	6	" "	" "	1896	99½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	95½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	107½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1886	73
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1873	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	90
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	96½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	93½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	466,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	72½
Consol. & F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1861	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1866	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1900	74½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	100
Notes	300,000	7	" "	"	1870	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	80
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70-'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1870	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	251,000	6	" "	" "	'70 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	8	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	93½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,800,000	1,633,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	87½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1889	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1860)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1900	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1899	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	91½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
6d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	670,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	315,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	6*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,988	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	76½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1891	67
State Loan of 1855	1,500,000	6	" "	" "	1895	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1876	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1888	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1900	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1879	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1892	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	300,000	8	Jan. & July.	New York.	1896	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1866	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	90
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1853	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	95½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1899	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	¥235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	680,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarksville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	114
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	92
Goshen Air Line Mortgage	627,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	89
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	732,000	7.3	.....	" "	18—	96½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,000	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '63 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	120,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	308,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1895	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1897	....
New York Central:						
Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	90
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1859	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	323,600	8	" "	" "	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1893	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	88½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	106
2d Mortgage	274,500	7	—— & ——	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	1873	92
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	91½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	80
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95½
Company Bonds	82,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	76½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72⅝
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	376,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'78	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85
2d Mortgage	4,000,000	7	" "	"	1901	81
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	416,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1870	94
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	60½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	208,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	103
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	91
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	70
3d Mortgage	448,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,600	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1857	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Loganeport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	71
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Loganeport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	99½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1850	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,957,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1863	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	88
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1907	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	72
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	282,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66
Improvement Loan	1,601,670	6	May & Nov.	"	1876	65
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1886	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Train Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	—	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....			338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ... New York.	4,976,083	439,846	660,825		1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,216	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*			2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....		(Leased	to Cheshire.)		.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ .N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	196,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶ .... Md. & W. Va.	21,450,651	3,621,766	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* .. Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	.....	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)		42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	147
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	133
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	893,661	42,096,265	12,886,085	1,565,462	435,780	10	100	134½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	132
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,283,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,090,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,987,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	115
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	33½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	148
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	177
ec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	.....	.....	12,614,846	4,741,200	10	100	82½
M 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	119½
Jun. 30, 1867		Less	ees	of	8an.	&	Cl	n.	Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.6	431,581	.....	.....	679,999	157,123	18s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,178	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	96.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	....	100	74½
Dec. 31, 1867	67.0	11.0	32.0	—	.....	.....	.....	.....	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,460	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	100
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	86½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,516	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	101½
Feb. 12, 1868	588.0	12.0	....	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	44½
Nov. 30, 1867	54.7	—	12.5	—	.....	.....	.....	.....	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	72½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	128
Oct. 31, 1867	6.8	—	9.6	—	.....	.....	.....	.....	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec.	1867.	.....	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,091,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	.....	.....	.....	.....	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,252	.....	144.0	.....	.....	.....	965,863	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	.....	.....	.....	.....	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	.....	.....	.....	.....	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	119½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	.....	.....	.....	.....	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	100
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	.....	.....	.....	.....	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	.....	.....	.....	.....	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	115
Dec. 31, 1867	38.5	—	....	—	.....	.....	.....	.....	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	.....	.....	.....	.....	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	.....	.....	.....	.....	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	.....	.....	.....	.....	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	.....	.....	.....	.....	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	l.)	165,000	5	100	60
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	988,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	39
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	.....	.....	.....	.....	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	.....	.....	.....	.....	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	.....	.....	.....	.....	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	131
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	.....	.....	.....	.....	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,062	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	.....	.....	.....	.....	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	.....	.....	.....	.....	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	368,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	90
Oct. 31, 1867	36.0	18.0	54.0	—	.....	.....	.....	.....	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	111½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	554,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,826	91,129,722	73,237,023	5,111,800	1,815,851	8	100	134
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,323,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	141½
Dec. 31, 1867	—	—	—	72.0	.....	.....	.....	.....	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	169.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	36½
Dec. 31, 1867	75.0	—	....	....	.....	.....	.....	.....	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	.....	.....	.....	.....	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	.....	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	87,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,835	2,000,000	3,139,000	220,825	788,969	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	.....	.....	.....	.....	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	.....	.....	.....	.....	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	.....	.....	.....	.....	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	.....	.....	.....	.....	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." ‡State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Companies.	Rolling Stock. Cars. Engines.	Pass.	F. M. E.	Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	Lackawanna and Bloomsburg.....Penn.	21	6	3	1,275	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	...
Dec. 31, 1867	37.0	—	.....	116.0	Lake Erie and Louisville ....Ohio & Ind.	3	2	1	25	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	...
Jan. 1, 1868	27.0	—	.....	323.0	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jan. 1, 1868	15.0	—	0.3	22.0	Lehigh and Lackawanna...Pennsylvania.	.....	.....	.....	.....	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	...
Oct. 31, 1867	91.0	46.8	16.0	—	Lehigh and Susquehanna...Pennsylvania.	33	6	2	1,847	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	(Opened Jan. 1, 1868, & oper. by L. C & N. Co.					—	50	...
Oct. 31, 1867	101.0	60.2	148.6	—	Lehigh Valley.....Pennsylvania.	90	18	10	3,696	11,459,852	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	...
Nov. 30, 1867	6.6	—	0.6	—	Lexington and Arlington..Massachusetts.	2	6	2	10	258,708	*	.....	.....	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	...
Dec. 31, 1867	12.0	0.8	.....	—	Lexington and Big Sandy .....Kentucky.	2	2	—	57	.....	.....	.....	36,000	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1868	29.0	—	2.7	—	Lexington and Frankfort.....Kentucky.	.....	.....	.....	.....	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	.....	(Operated by Louisv., Cinc. and Lex.)				45,700	6	100	...
Nov. 30, 1867	84.2	—	44.7	—	Little Miami.....Ohio.	3,775,757		1,704,058		3,572,400	1,589,000	35,935	282,550	.....	(Operated in connection with Col. & Xenia.)									6	100	...
Nov. 30, 1867	15.3	—	.....	—	Little Miami and Col. & Xenia (Joint).O.	45	40	24	713	411,824	1,012,564	778,955	624,683	1,804,397		627,251	396,378	196.2	1,110,055	29,979,623				8	50	...
Oct. 31, 1867	28.3	3.0	24.6	—	Little Schuylkill .....Pennsylvania.	2	8	—	—	1,466,662	—	2,047,438	—	2,846,100	868,000	—	—	—	(Leased to Phila. and Read.)			1,985,764	483,225	—	—	—
Dec. 31, 1867	9.0	—	.....	—	Long Branch and Sea-Shore..New Jersey.	24	40	8	158	182,680	*	.....	.....	178,232	.....	4,448	.....	9.0	.....	.....	.....	.....	.....	4	50	92
Sept. 30, 1867	94.0	26.0	.....	—	Long Island.....New York.	14	13	5	220	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	100	...
Jun. 30, 1868	—	—	81.0	—	Louisville, Cincinnati and Lexington. Ky.	2,496,288	—	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	...				
Jun. 30, 1868	65.0	—	6.1	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Louisv., Cinc. and Lex.)									9	100	...
Jun. 30, 1868	185.0	163.2	33.7	....	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	...				
Sept. 30, 1866	288.0	—	.....	—	Louisville, New Albany and Chicago. Ind.	34	18	7	416	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	...
Nov. 30, 1867	12.4	—	2.4	—	Lowell and Lawrence.....Massachusetts.	2	3	1	26	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)				21,780	6	100	...
Oct. 31, 1867	21.0	—	4.5	—	Lykens Valley.....Pennsylvania.	.....	.....	.....	.....	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)				62,500	9	50	...
Dec. 31, 1867	50.0	—	.....	124.0	Macon and Brunswick ‡.....Georgia.	6	3	—	53	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	.....	(11 mos.)	288	—	100	...
Nov. 30, 1867	102.5	—	.....	—	Macon and Western.....Georgia.	17	8	8	208	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	94,046	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	McMinnville and Manchester..Tennessee.	.....	.....	.....	.....	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	568,346	.....	—	100	...
Oct. 31, 1867	12.3	19.0	38.8	—	Mahanoy and Broad Mountain.....Penn.	.....	.....	.....	.....	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)					—	50	...
Dec. 31, 1867	109.8	—	.....	28.0	Maine Central ‡.....Maine.	13	16	5	236	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	...
Mar. 31, 1867	22.4	3.6	.....	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	(Operated with Concord.)				97,925	9	100	127½
Mar. 31, 1867	19.0	—	.....	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	(Owned and oper. by Conc.)			50,267	1,950	—	100	...
Jun. 30, 1867	190.8	86.0	22.4	—	Marietta and Cincinnati.....Ohio.	52	21	13	580	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	...
Dec. 31, 1867	32.0	—	22.0	—	Maryland and Delaware ‡....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)					—	100	...
Jun. 30, 1868	272.0	19.0	23.2	—	Memphis and Charles. Tenn., Miss. & Ala.	55	40	7	526	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	.....	—	Memphis, Clarkesv. and Louisv. ‡..Tenn.	.....	.....	.....	.....	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)					—	100	...
Dec. 31, 1867	130.6	—	.....	—	Memphis and Ohio ‡.....Tennessee.	.....	.....	.....	.....	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)					—	100	...
May 31, 1868	284.8	—	36.5	—	Michigan Central.....Mich., Ind. & Ill.	98	86	50	1,747	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	115
Feb. 29, 1868	468.4	48.6	65.6	—	Mich. South. and North. Ind.O., M., I. & I.	99	74	56	1,674	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	90½
Dec. 31, 1867	6.6	—	.....	—	Millstone and New Brunswick..N. Jersey.	.....	.....	.....	.....	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	...
Dec. 31, 1867	22.3	—	.....	—	Millville and Glassboro.....New Jersey.	.....	.....	.....	.....	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	...
Dec. 31, 1867	820.0	—	.....	5.0	Milwaukee and St. Paul .....Wisconsin.	124	73	41	2,229	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	71½
Oct. 31, 1867	93.3	—	51.9	—	Mine Hill and Schuylkill Haven....Penn.	33	—	—	71	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)					8	50	114
Dec. 31, 1867	63.0	—	.....	20.0	*Minnesota Valley*.....Minnesota.	6	7	*	98	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1867	236.0	—	.....	—	Missis. Cent. and Tenn. ‡.Miss. & Tenn.	36	19	3	213	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	.....	—	Mississippi and Tennessee ‡.Miss. & Tenn.	12	10	—	98	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	...
Dec. 31, 1867	63.5	—	.....	164.5	*Mobile and Girard*.....Alabama.	8	5	3	81	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	72.0	—	.....	—	Mobile and Great Northern.....Alabama.	7	5	—	56	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	472.0	14.5	.....	—	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	102	32	10	799	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	Montgomery and Eufala.....Alabama.	3	2	—	24	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	...
Feb. 28, 1868	88.5	28.4	.....	97.2	Montgomery and West Point ..Alabama.	21	13	8	163	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,436	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	...
Dec. 31, 1867	84.0	5.0	63.7	—	Morris and Essex .....New Jersey.	55	62	10	1,413	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½a	50	86
Dec. 31, 1867	50.0	—	.....	—	Muscogee .....Georgia.	10	7	2	87	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1867	14.6	—	.....	—	Nashua and Lowell....N. Hamp. & Mass.	12	13	6	310	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	...
Jun. 30, 1867	151.0	8.0	10.0	14.0	Nashville and Chattanooga ‡...Tennessee.	35	17	5	545	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	...
Sept. 30, 1867	120.0	12.5	.....	—	Nashville and Decatur ‡...Tenn. and Ala.	.....	.....	.....	.....	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	...
Jun. 30, 1867	172.5	—	4.7	—	Nashville and Northwestern ‡.Tenn. & Ky.	20	4	2	151	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,502	2,987,871	283,454	81,345	—	100	...
Oct. 31, 1867	57.0	....	8.4	—	Naugatuck .....Connecticut.	11	11	4	178	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	.....	—	New Bedford and Taunton.....Mass.	5	12	8	77	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	New Brunswick and Canada ‡ .N. Bruns.	6	3	3	47	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	...
Oct. 31, 1867	14.9	—	1.8	—	Newcastle and Beaver Valley.....Penn.	1	—	—	4	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	...
Oct. 31, 1867	6.0	—	.....	—	Newcastle and Frenchtown....Delaware.	.....	.....	.....	.....	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W and B.)			13,294	.....	—	50	...
Nov. 30, 1867	93.0	8.8	....	8.0	New Haven and Northamp. Conn. & Mass.	5	3	1	32	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operated partly by N. Y. & N. H.)					2	100	...
Dec. 31, 1867	33.8	....	33.8	—	New Jersey.....New Jersey.	37	70	15	196	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	132
Nov. 30, 1867	100.0	—	10.0	—	New London Northern..Conn. and Mass.	15	13	7	309	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	...
Nov. 30, 1867	206.0	—	.....	—	N. Orleans, Jack. and Gt. North. ‡.L. & M.	25	26	11	446	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	.....	—	New Orleans and Ohio.....Kentucky.	5	4	—	31	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	80.2	2.8	9.6	238.0	*N. Orleans, Opelousas & Gt. Western* ‡.La.	10	9	2	137	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	297.7	296.0	452.6	—	New York Central .....New York.	289	296	90	5,530	36,594,405	*	8,540,209	888,921	28,537,000	12,089,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	156½
Sept. 30, 1867	—	5.0	—	34.8	N. Y., Housatonic & North. N.Y. & Conn.	.....	.....	.....	.....	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1867	130.8	2.1	45.5	—	New York and Harlem.....New York.	41	71	37	669	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	27,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	125½
Mar. 31, 1868	62.3	—	63.8	—	New York and New Haven. N.Y. & Conn.	37	77	24	450	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	140
Aug. 31, 1867	50.0	12.0	.....	—	N. Y., Providence and Boston..C. & R. I.	16	17	5	128	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	85
Sept. 30, 1867	98.5	—	3.7	—	Niagara Bridge and Canandaigua. N. York.	.....	.....	.....	.....	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)				60,000	6	100	...
Sept. 30, 1867	81.0	—	.....	—	Norfolk and Petersburg ‡.....Virginia.	7	6	2	91	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	30
May 31, 1868	223.0	—	.....	—	North Carolina ‡.....North Carolina.	25	20	—	204	4,950,000	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6a	100	...

Feb. 29, 1868	26.5	—	....	—	12	12	6	—	*Northeast and Southwest Alabama*.....Ala.		*										(Leased to Selma and Meridian.)					12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	6	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,648	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—				—	North Missouri ¶.....Missouri.																	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5	50	86½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,612,648	837,103	326.0	1,817,308	26,008,050	24,836,528	3,690,868	917,016	8	50	97
Mar. 31, 1868	69.0	18.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	113½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	169,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	69.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	91
Jun. 30, 1867	118.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*		(Owned by	Provincial	Government.)			145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,664,145	898,981	301,782	3	100	66½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,218	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	33½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	80
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	93
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—				—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—				—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	330
Dec. 31, 1867	14.5	—	14.5	—				—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—				—	Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—				—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	109.0	—				—	Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	110½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	....	3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—				—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—				—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	50½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,673	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	133½
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,662,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	94½
Oct. 31, 1867	26.5	—	32.2	—				—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	50	128
Oct. 31, 1867	96.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	106
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,462,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,664	3,480,127	468.0	5,037,663	82,376,324	228,701,443	7,242,126	2,378,554	10	100	118
Dec. 31, 1867	43.0	—	....	—				—	Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		368,581	317,370	51.3	227,394			529,325	230,825	6	100	100
Mar. 31, 1867	50.0	—	....	—				—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—				—	Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,426	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—				—	Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—				—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,650,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	983,890	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—				—	Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	31.0	—				—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	78.0	—				—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	16.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	32
May 31, 1867	—	—	133.0	—				—	*St. Croix and Lake Superior*..Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute..Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	46
Dec. 31, 1866	80.9	—	....	—				—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										100	....
May 31, 1868	80.0	—	—	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—				—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—				—	Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,900	487			(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—				—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)				125,000	—	50	42½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,299,150	97,000	149,218		54.0	143,124			146,840	18,540	—	50	....
Oct. 31, 1867	9.3	29.7	3.2	—				—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,767	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.8	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,900	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,966	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—				—	Shamokin Valley and Pottsville....Penn.	1,569,450	*			869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	22.0	8	8	5	156	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—				—	Shelby and Rush.....Indiana.	187,663				100,000	87,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	60.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	166,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—				—	Somerset and Kennebec.....Maine.	800,000				250,000	550,000				(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—				—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	100.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,784	647,607	3,110,721	436,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,000	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	158	South Shore .....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	62,309	2,200,606	22,926	85,609	27,888	—	100	18½
Dec. 31, 1867	24.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			24.0						—	100	....
Sept. 30, 1867	123.0	7.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	46,200	1,365,000	1,708,900	688,047	22,766	132.5	200,065	1,861,245	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.				*		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0			(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.													1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196,000	150,000			68.0						—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000		660,000	200,000	99,000			(Leased to Cinc., Dayton and Eastern.)					—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*			1,983,141	6,739,000			13.0	56,004	2,626,176		268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700		448,700				201.0		12,861,340		1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383				267,300					(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.									13.2	(Leased to Nashua & Lowell.			17,700	14,118	6	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.															—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0						—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576,400	250,000	35,000		30.6	124,206			1,075,514	431,188	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993		262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485			574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249			607,111	1,550,000	443,171		55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)			3,809,353	1,022,471	—	100	61½
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640					680,000				(Operated by Vt & Mass., & T. & B.)				19,208	7	100	....
Sept. 30 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned by railroads centring in Troy.)				32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)					—		....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000														—		....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				5,000,000	17,600,000									—		....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*			1,000,000	3,200,000									—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*			5,000,000	11,392,000									—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*			831,300										—	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000				693,712				34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,500,000				12.0						—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,169	Vermont Central.....Vermont.	8,402,055	*			2,860,000	550,000	3,172	212,120		(Leased to Vermont Central.)					8	100	100½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*			5,000,000	5,500,000			77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	62
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*			516,164	793,200			184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	175,540	205,698	357,408	1,997,693	882 533	392,872		(Leased to Rutland.)					—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0				488,407	122,367	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	174,231	3,497,791	2,393,382			205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577				1,547,650	511,400			213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget.D. C. & Va.					98,650	85,000	600		18.3				458,606	155,926	7	100	....
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.			(In hands of receiver.)						10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000						7.0						—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945		684.036	962,600	133,966		23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)		8,725,100	5,764,520	561,323	2,902,363	35.4	167,562			375,680	165,260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*				4,972,000			173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000				1,942,000				138.0	700,504			1,273,191	588,729	—	—	—
Dec. 31, 1867	81.0	—	3.5	189.5					Western North Carolina..North Carolina.					750,000	1,200,000			43.0				42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329					2,318,000			45.0				116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	822,450	1,283,600	630,919	84.5						—	100	....
Dec. 31, 1867	87.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	3,155,400	1,334,883	4,182		(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg ¶...New York.			(Under construction.)		1,018,000				181.0	580,588	4,917,350		775,075	128,659	—	50	80
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000				200,000				37.5				278,639	119,287	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154							—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	800,882	134.0						—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234		171.0				224,357	27,441	—	100	....
Nov. 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000				213,000				181.0				463,289	201,369	—	100	....
Dec. 31, 1867	38.0	—	....	—					Winchester and Alabama ¶...Tennessee	950,000	*								(Leased to Nashua and Lowell.)			583,837	118,053	—	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia	600,000	*				1,160,782			38.0					13,845	6½	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626		300,000	203,333				(Leased to Balt. and Ohio.)					—	100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg.Penn	293,230				1,522,500		69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
														317,050	52,000	24,180			(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000			13.6				346,196	216,271	3	100	39
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*			8,229,594				184.5						4	50	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350				1,633,350	800,000			(Leased to Lehigh Nav. Co.)						—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474		10,000,000	531,000			108.0						—	100	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*			2,521,300	(See Cam. & Amb.R.R.)			65.5				871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*			64,000		1,300,985		161.0				120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0					247,603	8	50	58½
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*		68,683	2,200,000	1,049,260	120,553	61,091	101.0						—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*			2,751,765				178.0				449,652	162,972	—	100	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,180,711			4,797,185	7,775,720	489,316	136,275	109.2				262,664	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*			2,002,746	2,611,310	159,506		45.0				1,099,013		6	50	20
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850				2,907,850	3,000,000			67.6				155,872	42,170	—	50	28
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna....Penn.	1,850,000		117,000		1,100,000	750,000			123.0				75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*			800,000	600,000			64.0				211,829	61,218	—	50	....
																						132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	286	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov'67	23.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	100
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,820	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,426	200,000	60,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,685	10	—	62½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	60
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,278	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	0.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	30½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13 016	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	—
30 Sep. '67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	894,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	19.76	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	15.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	8,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,287	14,852	—	100	—
30 Sep. '67	9.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	—
30 Sep. '67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,646	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.00	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	—	390,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep, '67	3.86	—	—	—	—	Greenpoint & Williamsb'rg	141,000	44,390	100,000	3,900	—	—	—	100	—
30 Sep, '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep, '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep, '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,033	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,699	458,945	9,470	—	100	42½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	—
30 Sep. '67	5.38	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50.000	1,184945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	134,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	187	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	59,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	25½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	35
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,595	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	62	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	.....	.....	4,600	2,382	—	100	—
31 Oct. '67	7.08	.....	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	47
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	50	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	205,307	—	—	93,888	23,343	3	50	22½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	47
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain	—	—	—	208,984	84,648	—	50	17
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375.000	100,000	—	281,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,867	15,600	5,000	1,127	8,565	1,819	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Quotation.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	.....
Brook yn and Rockaway					
1st Mortgage	85,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1894	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg]:					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	8,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	90
Harlem Br. Moris'a & Ford'm					
1st Mortgage	134,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	.....
Real Estate	6,000	..	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	80
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	.....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1887	.....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	490,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	.....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	.....
West Philadelphia:					
1st Mortgage	140,000	7	J & J	1880	.....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	65
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	....	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	70
Chicago and Alton, pref.	2,425,400	7	10	146
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	84½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	65
Hannibal and St. Joseph, pref.	5,253,836	....	....	92½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	67½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	25
" " 2d pref.	4,051,744	6	....	10
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	3,050,892	7	....	89½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	63
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	74
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	38
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	36
Mariposa Mining, pref.	5,774,400	7	7	20

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 42 —
Pig, American, No. 1 (good to best)	40 — @ 42 —
Pig, American, No. 2	37 — @ 39 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	90 — @ 95 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined	90 — @ 95 —
Bar, English and American, Common	87 50 @ 90 —
Scroll	130 — @175 —
Ovals and Half-round	125 — @155 —
Band	130 — @ — —
Horse Shoe	130 — @ — —
Rods, ⅜@3-16 inch	105 — @165 —
Hoop	135 — @190 —
Nail Rod per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s (gold)	— 10½@ — 11½
Sheet, Single D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	54 — @ 55 —
Rails, American	76 — @ 79 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 23
English Spring (2d and 1st quality)	— 10 @ — 12½
English Blister (2d and 1st quality)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 23½@ — 24

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 30½@ — 30
Straits (gold).	— 28½@ — 28½
English (gold).	— 27½@ — 27½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 50 @ 8 75	11 50 @ 12 —
I. C. Coke	6 87½@ 8 —	9 50 @ 11 —
Coke Terne	6 — @ 6 25	8 25 @ 8 75
Charcoal Terne	8 — @ 8 25	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— — @ — 18½
Crude, 40 @ 47 gravity (in shipping order)	— 23 @ — 23½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30
Refined, Standard White (in ship'g order)	— — @ — 33
Refined, prime White (in shipping order)	— — @ — 34
Refined, S. W. (in merchantable order)	— — @ — 32
Naptha, Refined, (60 @ 63 gravity)	— 12 @ — —
Residuum per bbl.	— — @ 4 25

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 28 by 40 (3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 (3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 (3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 (3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 6.

	Th. 31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	27
California 7s (gold)	....	....	....	....	....	....
Canton Co. 49	....	49½	....	49½	50½	
Central of N. Jersey 115	....	115½	116	114½	114½	
Chicago & Alton	....	147	....	....	148	
" pref.	....	....	....	....	....	....
" 1 M.	....	....	99½x	....	99½	
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	92	....	
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern 81½	....	82	....	81	82½	
" pref. 83½	....	85	....	83½	84½	
" 1st M. 90	....	....	90½	....	91	
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac. 118	....	118½	119½	117½	119½	
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1906 97½	....	....	....	....	93½x	
Clev., Col., C. and Ind.	....	....	74	75	74½	
Clev. and Pittsburg 83½	....	84½	84½	83½	84½	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	72½	....	
" Con.	....	....	....	....	....	....
Clev. and Toledo 101	....	....	101½	100½	....	
" S. F. 7s	....	....	....	100	100	
Col., Chi., & Ind. C. 41	....	45	43½	....	....	
" 1 M. 74½	....	74½	74½	74½	74½	
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	130	130	130	....	
Del., Lack. & Western	....	....	....	....	119½x	
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway 38½	....	38	38½	39	39	
" pref.	....	63	62	....	62½	
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	93	
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	86½	86½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort. 76	....	76	76	76	76½	
Hudson River 134	....	135½	135	....	....	
" 1 M. 7s, 1869	....	....	....	100½	....	
" 2 M. S. F.	....	....	101½	....	....	
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	142½	141	141½	
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.) 99	....	....	100	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central 116	....	....	114	115	114	
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	112
M. S. and N. I. 87½	....	88½	88½	87½	90½	
" 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul 69	....	69½	....	70	68	
" pref. 87½	....	89½	89	87½	89½	
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	103	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	....	....	87x	....	88	
" H. & St. J. 1as.	....	....	....	....	....	....
Morris and Essex	....	....	....	86	86	
" 1st mort.	....	96½	96½	96½	96½	
" 2d mort.	....	....	92½	92½	....	
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central 159½	....	159½	154½	154½	156	
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	90	90½	90	....	
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	126½	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	100½	....	
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s 63	....	....	62½	64½	62½	
" new 60	....	60½	....	62½	62½	
Ohio and Miss. 34½	....	34½	33	32½	33½	
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co. 118½	....	119½	118½	117½	119½	
Panama	....	....	....	....	....	....
Phila. and Reading 98	....	98	98	....	94½x	
Pitts., Ft. W. & Chicago 113½	....	114	113½	114½	117½	
" 1 M. 103	....	....	99½x	....	....	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	22	22	22½	
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	90	....	
Tennessee 6s	....	....	....	66½x	66½	
" new 69½	....	67½x	....	65½	66½	
Tol., Wab. & Western 59	....	59½	59½	60	61½	
" pref.	....	71	....	74	....	
" 1 M. ex.	....	....	....	....	93	
" 2 M.	....	....	82	82	....	
" Equipment	....	....	73	74	....	
Virginia 6s, ex-coupon	....	....	....	55	....	
" new	....	....	....	57	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 6.

	Th.31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	112	112	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 6s, 10-40s, coup	....	106½	106	105½	106½	
U. S. 5s, 10-40s, reg	102½	....	102½	103	....	
U. S. 6s, 1881, reg	109	....	....	109½	109	109½
U. S. 6s, 1881, coup	....	111½x	111½	111	111	111½
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " 1y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	105½	....	....	106½	....	107
U. S. 6s, 5-20s, c. 1862	110½	....	111½	111½	111	111½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	106½	....
U. S. 6s, 5-20s, c. 1864	107½	....	107½	107½	107½	108½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	108½	108½	108	108½
U. S. 6s, 5-20s, r. n. '65	....	....	....	107	....	107½
U. S. 6s, 5-20s, c. n. '65	110½	....	107x	107½	106½	107½
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	107½
U. S. 6s, 5-20s, c. 1867	111½	....	107½x	107½	106½	107½
U. S. 6s, 5-20s, reg. '68	111½	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	107½x	....	107½	....
U. S. 6s, Pac.R.R.Issue	....	....	....	99½	99½	99½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 6.

	W.30.	Th.31.	F. 1.	Sat. 2.	M. 4.	Tu. 5
Catawissa	....	....	....	....	....	....
" preferred	31½	32	....	....	33	32½
Camden and Amboy	129½	....	....	....	129½	129½
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	89
" 6s, 1883	....	....	....	....	....	88½
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	92	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	28½	....	....	....	28½	29
" 6s, 1884	81½	....	....	81	....	....
" Gold L	88	....	....	88½	88½	88½
" R. R. L	83	....	....	....	....	....
Lehigh Valley R. R.	55½	55½	....	....	....	53½x
" 6s new	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	95½
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	72	....	....	....	72	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	54½	55	....	55	55½	55½
" 1st M.	....	....	....	....	....	....
" 2d M.	....	....	....	....	95½	....
Penn. State, 6s, 1st series	105½	....	....	....	....	....
" 6s, 2d series	106	....	....	....	....	....
" 6s, 3d series	107½	107	....	....	....	....
" 6s, W. L	101½	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	97
" new	100½	100½	....	100½	100½	100½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	49½	49	....	49½	49	48½x
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	25½	....	....	25½	....	....
" 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	19
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	10½	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	47	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 5.

	W.30.	Th.31.	F. 1.	Sat. 2.	M. 4.	Tu. 5
Baltimore City 6s, 1875	....	....	....	....	93½	....
" 1886	....	....	....	....	....	....
" 1890	94	94	....	94	93½	94
" 1893	....	96	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	94	....	....	....	....	....
Marietta & Cin. 1st M.	....	....	....	....	....	....
" 2d M.	....	....	....	....	....	....
Northern Central	48½	48½	....	....	....	....
" bonds, 1885	86	....	....	....	....	83
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	92
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 6.

	Th.31.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6
Boston and Albany	147	....	....	....	146½	147
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	133	....	134½
Boston and Providence	....	....	130½	....	....	132
Boston, Hartford & Erie	26	....	26½	26½	26½	27
" 7s, new	62½	....	62	....	....	62½
Cheshire, pref.	70	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	114	....	....	114	....	115
Fitchburg	....	....	....	131	131	....
Manchester & Lawr'ce	....	....	127½	....	....	127½
Michigan Central	....	....	116	116	115½	116
Northern, N. H.	112	....	112	....	112	111½
Ogdens. & Lake Champ.	....	....	....	66½x	66½	....
" pref.	....	....	....	....	....	....
Old Colony & Newport	....	....	93½	93½	93½	93
Ph., Wil. & Baltimore	....	....	53	52½	....	52½
Portl'd, Saco & Ports.	100	....	100	....	100	....
Vermont & Canada	....	....	....	....	....	100½
Vermont & Mass.	62	....	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	101½	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	99	....	....	100
Metropolitan	62½x	....	62½	62½	63	62½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	14½	....	14½	14½	15	15½
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	7½	....	....	....	....	....
Pittsburg	....	....	....	....	....	11½
Quincy	....	....	....	....	19½	....

London Stock Exchange.

	Closing Prices. Dec. 18.	Dec. 11.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	63 — 68
Do. do., 2d mort., 1881	60 — 65	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	63 — 68
Do. do., 2d mort., 1882	60 — 65	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	41½ — 42½	41½ — 42½
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	27 — 27½	26 — 27
Do. sterig. 6 p. c. convertible bonds	— —	— —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	95½— 96½	96 — 96½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	89 — 91
Philadelphia and Erie 1st mort. 1881	89 — 91	89 — 91
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, January 9, 1869.

Stock Exchange and Money Market.

Money has been unexpectedly active and close all the week, under review. The banks, governed by the requirements of quarter day, have been contracting their business, and have been extending very little help to borrowers even on prime collaterals. Private lenders have been "feeding" the market, very shrewedly, and have been enabled to exact usuriously high prices for such accommodations as they have seen fit to give to the street dealers. Bidding for money at the Boards and in the Long Room has been carried on an extensive scale, partly in the interest of operations, desirous of augmenting the excitement in the loan and discount lines and thus of adversely influencing real values, both financial and commercial. This policy has been formally proscribed under severe penalties, by both the Stock Exchange and the Open Board, in resolutions adopted on Monday and Tuesday, since which commendable action, the Money pinch has been rather less severe, and the pressure for aid somewhat less urgent. During most of the week, to the leading street borrowers the price was full 7 per cent. currency, on the public funds, and, in many instances, the legal rate in coin and a fractional commission on railway and miscellaneous stock collaterals. No considerable movement was reported in the discount line. The nominal rates were 8@12 per cent. per annum, on choice to good grade of mercantile paper. Late on Tuesday, there was a sudden reaction in the market, and the offerings at the legal rate were on the increase. The movement on Wednesday was also more comfortable for borrowers and the prospect is that a return to ease will be the tendency of the market for some time to come. The City Banks, in their last weekly return, show an increase of $2,795,257 in their specie reserve, $196,261 in their legal tender average, and $1,986,693 in their deposit line. The loans have been reduced $2,252,473, and the circulation has been diminished $7,500. The U. S Sub-Treasury has reduced its cash reserve over eleven millions within the week. The January interest and dividend claims, payable on all properties at this centre, have been estimated as approximating $32,862,500 in gold, and about 19½ millions of currency.

The specie reserve of the city banks is now $20,736,122, against $12,724,614 same time last year. The city bank deposits are now $180,490,445, against $187,070,786 week ending Jan. 4, 1868. The legal tender reserve amounts to $48,896,421, against $62,111,201 same time last year. The circulation now stands at $34,379,609, against $34,134,391 same time last year. The loans are now $259,090,057, against $249,741,297 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $117,061,000 a day, against a daily average of $124,885,841 the preceding week, and $101,851,355 the week ending with Dec. 16, 1868. The current week's exchanges average about $125,000,000 a day. The city banks, last week, gained $2,795,257 of specie, $1,986,693 of deposits, and $190,291 of legal tender notes. They reduced their loans, $2,252,473; and their circulation, $7,505.

National Bank notes to the amount of $168,020 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,556,916, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,878,226, leaving, with the existing 1,629 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,678,690. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,016,900; and for the public deposits, $35,391,350—making a total of $377,408,250. The Treasury Department last week redeemed and destroyed $254,300 of worn and mutilated fractional currency, and issued $338,763 of new. The outstanding amount of fractional currency on the 1st of December, was $33,875,268, against $33,413,985 on the 1st of November, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,483,575, average amount of specie $786,608, average amount of deposits $1,588,970.

The U. S. Sub-Treasury receipts, week ending with Jan. 2, were $9,977,025, including $1,139,182 from customs duties; payments, $18,106,434 including $8,100,000 of coin interest; balance

the close of the week, $82,347,376, against $90 476,836, at the close of the preceding week, showing a decrease of $8,129,459. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,907,753 including $297,866 from customs; and payments, $2,684,611, including $1,334,000 of coin interest; on Tuesday, receipts, $1,239,913 including $226,000 from customs, and payments, $1,822,351, including $840,000 of coin interest. The balance at the close of business on Tuesday stood at $78,601,922, against $89,937,195 a week previous; and $91,054,011, on Dec. 16, 1868.

The aggregate receipts of the Sub-Treasury in December were $39,511,114; payments, $37,687,-811; balance at the close $87,901,169, against $86,077,866 at the close of November.

The outstanding amount of coin certificates on the 1st of Dec., was $23,255,840, against $19,716,-840 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $3,139,000, and retired $1,078,181 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached $7,600,980.

A very moderate revenue was derived by the National Treasury, from all sources, last week. The excises, last week, yielded about 2¼ millions; customs at the port of New York, $1,139,182, and at the outports about $400,000 (in coin) more, making the grand total income for the week equal to about $4,327,895 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,-180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 73 millions, according to the latest Washington advices.

Gold has been only moderately active, since our last, and has been more than usually steady in price, the extremes having been 134½@135½, and closing figures on Wednesday 135@135⅛. The export and customs call has been light. The Sub-Treasury has disbursed about ten millions of coin interest, since the 1st inst. The *Russia* on Wednesday took out $60,000. The *Rising Star* from Aspinwall, delivered $589,765 of California treasure. Government received $6,657,573 from customs at this port in December, against $5,448,-244 in December, 1867.

The total imports of specie at this port from Europe, and other foreign ports year ending Jan. 1, 1869, were $7,129,747, against $3,145,592 in 1867. The customs demand for Gold last week, averaged $239,832 a day; thus far, this week, it has been equal to $261,933 a day, or equal to a weekly aggregate of $1,571,598. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $14,290 and from California, $589,765. The total customs revenue of the Government, in coin, at this port, in 1868, was $116,471,894, against $116,958,654 in 1867. At the port of San Francisco, $8,382,-329, against $7,484,475 last year.

The total receipts of California gold at this port, in 1868, were $34,559,131, against $27,677,-556 in 1867, showing an increase in 1868, of $6,-881,575. The exports of specie, from this port, last week, were $222,815, against $2,787,143 same week last year; total, in 1868, $70,841,596, against $51,801,948 in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $8,100,000; in all 1868, $82,896,417, against $61,-871,348 in 1867. The specie exports from San Francisco, from Jan. 1, to Dec. 22, were $34,216,-172, against $40,656,910 same time in 1867.

There has been less activity in foreign exchange, but rates have varied little, closing with rather more firmness for the *Russia* on Wednesday. Bankers' prime sixty day bills on London closed on Wednesday at 109⅜@109⅝, and on Paris to 5.20c.@5.16¼; sight bills on London to 110⅛@110⅜, and on Paris to 5.13¾c. @5.12½. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $1,-926,240, against $2,500,234, same week last year; total, in 1868, $167,511,245, against $186,790,025 in 1867.

Government securities yielded a little in price, through the week, under the money pressure, but found ready buyers for cash at the going rates. As the money movement worked more favorably for street borrowers toward the close, the demand suddenly revived, leading to a sharp rally in values on Wednesday, the market closing strong and buoyant. During December the sum of $6,-760,000 in six per cent. currency bonds was issued to the Pacific Railroad Companies, $4,840,000 being to the Union, and the balance to the Central Pacific.

U. S. sixes of 1881 closed here on Wednesday at 111⅛@111¾; U. S. Five-twenties of 1862, 111⅜@111⅝; U. S. Five twenties of 1864 at 108@108¼; U. S. Five-twenties of 1865 at 108¼@108½; U. S. Five-twenties of 1865, consolidated, 107¼@107½; U. S. Five-twenties of 1867, 107⅝@107⅞; U. S. Five-twenties of 1868, 108@108¼; U. S. Ten-forties at 106@106¼; U. S. Six per cent. currency bonds, 99⅛@99⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 23.	Dec. 30	Jan. 6.
Consols	92½	92⅜	93
U. S. 5-20's of 1862	74¼	74⅝	74⅞
Erie	26¼	26½	26¾
Ill. Central	95¼	95½	95⅝

Railway and miscellaneous stocks have been quite active all through the week, and notwithstanding the severity of the money pinch, prices of all substantial properties have been very well supported, the market closing quite firmly, as a rule, though with some irregularity.

Domestic produce has been more sought after, since our last. Breadstuffs, provisions and cotton have been quoted stronger. Middling upland cotton closed however, less briskly and less buoyantly on Wednesday at 27@27¼ cents per lb. The stock of cotton now here is estimated at about 31,-000 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,-023,000 bales, against 881,000 bales same time last year; exports, same time 529,000 bales, against 473,000 bales same time last year; stock on hand at latest dates, 307,000 bales, against 326,000 bales same date last year. Total crops of 1867-'8, 2,-430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 25,920 pkgs., against 18,801 pkgs., same time last year. From Boston, 8,213 pkgs., against 8,982 pkgs. same time in 1867. At the Live Stock market, this week, Beeves have been in fair demand at from 12@18c. per lb.; week's receipts, 4,089. Veal calves at 9@13c. per lb.; receipts, 574. Sheep and lambs at from 4¾@8½c. per lb.; receipts, 17,307. Swine, active at from 10@10½c. per lb., all live weight; receipts, 5,338. Foreign merchandise has been held with much firmness, as a rule, though the transactions have been on a restricted scale, in most instances. The total imports of foreign dry goods, last week, were $1,054,593 and the total amount marketed $800,519. The value of foreign merchandise imported last week, was $2,130,366—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,184,959, against $3,095,642 same week last year; grand total in 1868, $244,861,863, against $238,535,482 in 1867. Freights have been more active, but rates have been lower and irregular. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. 6d.@3s. by steamer, per bbl.; grain at 6¼d.@6½d. by sail, and 7½d. by steamer, per bushel; cotton at ⅝d.@⅞d. by sail, and ⅞d.@1⅛d. by steamer, per lb.; and heavy goods 20s.@32s. 6d. by sail, and 32s. 6d.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 428.

The New York exports, exclusive of specie, for the week ending Jan. 5, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,500,234	$1,926,240

The imports for the week ending January 2, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$753,265	$1,054,593
Gen. merchandise	2,342,377	2,130,866
Total for the week	$3,095,642	$3,184,959
Previously reported	235,439,840	241,676,904
Since January 1	$238,535,482	$244,861,863

The balance in the Sub-Treasury on Wednesday was $80,638,874 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 7s, Bounty Loan, reg., 107⅝; do., 6s, 1873, 102; Louisiana 6s, 69; do., Levee bonds, 63½; Georgia 6s, 78½; do., 7s, 90; Brooklyn 6s, W. L., 97; St. Louis and Iron Mountain 1st mort., 86½; Chicago and Milwaukee 1st mort., 90; Long Dock bonds, 92; Buffalo, New York and Erie 1st mort., 89; Hannibal and St. Joseph pref., 92½; Chicago and Gt. Eastern, 44¾; Oil Creek and Allegheny River R. R., 80; Boston Water Power Co., 14; Brunswick City Land, 10; Adams' Exp. Co., 48; Merchants' Union Exp., 14½; Wells-Fargo Exp., 23; U. S. Exp., 43; Spring Mt. Coal, 40; Central Coal, 50; American Coal, 48; Mariposa pref., 20; do., Tr. 10s, ctfs., 50; Manhattan Gas, 230; Western Union Telegraph, 84⅛; Bank of Commerce, 119; Am. Ex. Bank, 114; Park Bank, 147; Central National Bank, 105¼; Fourth National Bank, 101; Ninth National Bank, 108; Bankers' and Brokers' Ass., 100; Merchants' Bank, 120; Bank of North

America, 108; Hanover Bank, 108; Phœnix Bank, 104; Bergen Coal and Oil, 0.06; Buchanan Farm Oil, 0.41; Consolidated Gregory gold, 3.75; La Crosse Gold, 0.10; Montana, 0.45; Quartz Hill Gold, 0.73; Smith and Parmalee Gold, 2.70; Walkill Lead, 0.11.

Philadelphia.—West Jersey R. R. 6s, 88; Philadelphia 5s, new, 100⅜; Mórris Canal Boat Loan, 85; Commercial Bank, 57; Manufacturers' Bank, 31; Mechanics' Bank, 31; Farmers' and Mechanics' Bank, 121. The latest quotations are: City 6s, 96@97; do., free of tax, 100@100⅛; State 5s, reg., 100@100½; do., coupon, 95@96; do., 6s, W. L., 101½@101¾; do., 1st series, 101@102; do., 2d series, 102@103; do., 3d series, 103@104; Reading, 46¾@46⅞; do., 7s, 1893, 104½@105; do., 6s, 1880, 91½@92; Camden and Amboy, 129@129¾; do., mort. 6s, 1889, 91@92; do., 1883, 88@88½; Penn. R. R., 54¼@54⅜; do., 1st mort., 98@99½; do., 2d mort., 95½@96; Little Schuylkill R. R., —@44⅞; Morris Canal, 30@30; do., pref., 71@72¼; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 57@58; Sch. Nav., 9@10; do., pref., 19@19½; do., 6s, 1882, 68@70; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@45; do., 7s, 1878, 90@—; do., 5s, 58@65; Lehigh Coal and Navigation, 29⅛@29¼; do., 6s, 1884, 81¼@81¾; do., R. R., Loan, 83@84; do., Gold Loan, 88@88¼; North Pennsylvania, 35@36; do., 6s, 88@88½; do., Chattle 10s, 108½@109; Philadelphia and Erie, 25¼@25½; do., 6s, 85@85½; Minehill, 57@58; Catawissa, 9@11; do., pref., 82½@82⅝; Lehigh Valley, 54@54; do., 6s, new, 90@91; Fifth and Sixth streets, (horse,) 34@37; Second and Third, 48@48½; West Philadelphia, 66@67; Spruce and Pine, 25@—; Green and Coates, 33@36; Chestnut and Walnut, 45@50; Thirteenth and Fifteenth, 16½@17½; Girard College, 25@26¼; Tenth and Eleventh, 75@—; Union, 41@43; Hestonville, 10@10½.

Boston.—Rutland and Burlington 1st mort., 7s, 163; Vermont and Massachusetts 6s, 92; Eastern R. R. 6s, 1874, 96; do., 1885, 95⅞; Old Colony and Newport, 6s, 1876, 95½; Central Pacific 6s, gold, 97⅞; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102; Vermont Central 1st mort., 7s, consol., 78; Cheshire R. R., 6s, 95¼; Summit Branch R. R., 26⅜; Indianapolis and Cincinnati R. R., 18¼; Cincinnati, Sandusky and Cleveland R. R., 21⅛; Rutland pref., 80; Boston Water Power Co., 14⅜; Cary Imp. Co., 7⅝; Locust Dale Coal, 5; Ophir (N. S.) gold, 70c.; Maine 6s, 1889, 99⅛; Connecticut 6s, 1894, 99½; New Hampshire 6s, 1870@1877, 99½; Vermont 6s, 99¾; Massachusetts 6s, 1871, gold, 124¼; do., 1872, gold, 120; do., 5-20s, currency, 101¼; Chicago 7s, sewerage, 99; do., River Imp., 97¾; do., Municipal, 97¾; Portland 6s, Building Loan, 98; do., 6s, Water Works, gold, 99; Boston 6s, 1876, currency, 102; Cincinnati 7 3-10s, 1898, 102¼; Pittsfield 5½s, 1883, 88; Cook Co., Ills., 7s, 96; Roxbury 6s, 1873, 101¼; Augusta 6s, 1887, 93¾; Blackstone National Bank, 132¾; Everett National Bank, 107; Eliot National Bank, 109⅛; Freeman's National Bank, 130; Howard National Bank, 110¾; Hide and Leather National Bank, 94¼; Merchants' National Bank, 115¾; Market National Bank, 109; National Bank of Redemption, 116⅞; New England National Bank, 130¼; National Bank of North America, 106¾; Suffolk National Bank, 119¾; State National Bank, 109; Traders' National Bank, 102½; Third National Bank, 126; Tremont National Bank, 122½.

Baltimore.—Memphis City 6s, 49½; Maryland Defense Loan, 98¼; Virginia 6s, old, reg., 45; do., coupon, 55; do., 6s, 1867, reg., 49; Parkersburg R. R., 25; Orange, Alexandria and Manassas bonds, 76¼; do., 2d mort., 8s, 80; Central Ohio 1st mort., 86; Richmond and Danville bonds, 69¼; Western Maryland 1st mort., unendorsed, 75; do., 2d mort., endorsed, 85; Baltimore Copper, 49; Gardner Hill, 0.40; Marine Bank, 33; Mechanics' Bank, 11; Peoples Bank, 17. The latest quotations are: Balt. and Ohio, 120@120; do., 6s, 1875, —@94; do., 1880, —@94; do., 1885, 94@94½; Northern Central, 48@48¼; do., bonds, 1885, 83@—; do., 1900, 83¾@84½; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@96; do., 2d mort., 90@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@91½; do., 2d mort., 72¾@73; Central Ohio, 31½@32¼; do., 1st mort., 85½@86; Western Md. 6s, 1890, 75@—; do., guar., 91@94; do., 2d mort., guar., 85@—; Richmond and Danville bonds, 69@69½; Baltimore 6s, 1875, 94@94½; do., 1886, 92@93½; do., 1890, 94@94¼; do., 1893, 95@96; do., 5s, 1838–'70, 73@77; City Passenger R. R., 17@18½; George's Creek Coal, 66@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

☞ It is proposed to make an effort to build the Kansas City and Santa Fe Railroad as far as Emporia, to which place (about seventy miles) the road is to run by way of Olathe, Gardner and Ottawa. The Ft. Scott road from Kansas City to Olathe is already built, and is it now proposed to submit to the citizens of Johnson County, Kansas, (in which county Olathe is situated) a proposition to vote $100,000 in bonds in aid of the Santa Fe Road.

☞ The Richmond (Va.) *Examiner* says that the Auditor of Public Accounts reports that the collections made by the Sheriffs of the State have been very satisfactory, and that there is now in the treasury $520,000. The interest on the State bonds held in foreign countries has been provided for and paid.

☞ The Lehigh Valley Railroad Company has given official notice that hereafter all editors, schoolmasters, and ministers of the gospel will be passed free of charge over that road upon showing their certificates of office.

☞ The contract for building the Railroad Bridge over the Missouri River at Leavenworth, Kansas, has been let to L. B. Boomer & Co., of Chicago. The work is to be commenced by the 1st of February, and completed in eight months.

☞ James Tillinghast has been appointed General Superintendent of the New York Central Railroad.

☞ The Dutchess and Columbia Railroad has been leased to the Boston, Hartford and Erie company for ninety-nine years, at $200,000 per year, which is equal to about 7 per cent. interest on the cost of the road.

TO CAPITALISTS AND INVESTORS

The First Mortgage 7 per cent. Bonds
OF THE
Rockford, Rock Island and St. Louis Railroad Co,
PAY BOTH
PRINCIPAL AND INTEREST IN GOLD,
And are free of Government Tax.

This enterprise has long since past the point at which its completion could be considered doubtful. *Nearly half the line is substantially ready for the rails*, and contracts are in progress for large quantities of iron, and an adequate supply of rolling stock. The rails for the division connecting the Company's coal mines with the Chicago and Northwestern Line are all on the ground, and being rapidly laid; so that *the Company will shortly be delivering their coal*, for which they have contracts covering all they can mine this season.

THE CAPITAL STOCK,
FIXED AT
NINE MILLIONS,
is already largely subscribed for, and the remainder is going into the hands of individuals along the route, or being taken by the counties and towns through which the road passes.

THE ENTIRE CAPITAL
will, without doubt, be soon taken, and the subscription closed.

THE BONDS ARE A FIRST AND ONLY LIEN of $21,000 per mile upon 400 miles of railroad, traversing
THE RICHEST AND MOST POPULOUS DISTRICT
of Illinois, upon the Company's franchises, and property of every description, including
20,000 ACRES OF VALUABLE COAL LANDS,
partly owned in fee and partly leased for 50 years, and estimated to contain
ONE HUNDRED MILLION TONS OF COAL

Each bond is for $1,000, or £200 sterling, and is convertible into stock of the Company at the option of the holder. The interest is payable on Feb. 1st and Aug. 1st.

The Trustee for the Bondholders is the Union Trust Company of New York. Arrangements have been perfected by which a considerable part of this Loan is likely to be placed in Europe, and only a small portion of the issue will remain to be disposed of at home.

Parties subscribing at once *will secure the Gold premium on the coupon of Feb. 1st*, which is equal to a reduction of one per cent. on the price of the Bonds.

We are authorized to offer what remains of these Bonds at 97½ and accrued interest in currency; at which price, considering the soundness of the enterprise and the ample security of the Loan, the Bonds must be regarded as the
CHEAPEST AND BEST INVESTMENT ON THE MARKET.

Other approved Securities received in exchange at market rates.

Pamphlets giving full information sent on application.

The Bonds may be had of
H. H. BOODY, TREASURER,
12 WALL STREET,
and of
HENRY CLEWS & CO., BANKERS,
32 WALL ST., N. Y.

Arrivals at New York during 1868.

The following is a statement of the arrivals of vessels at the port of New York during the past year, distinguishing the class and nationality, and comparing it with the arrivals for 1867, from which it will be seen that the number of American vessels has increased 291, while the increase in the total number of arrivals is but 185:

	Steamers.		Ships.		Barks.		Brigs.		Schrs.		Total.	
	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.	1867.	1868.
American	204	204	264	223	844	859	446	535	547	774	1,804	2,095
British	353	355	131	102	875	878	886	771	367	426	2,141	2,032
N. German	91	109	60	49	164	162	53	63	2	6	370	379
Italian			1	3	41	71	18	20	1	3	74	94
Norwegian			8	3	14	9	26	26			67	78
Danish					8	2	7		1	1	41	38
French	28	26	1		7	10	21	15	3	4	40	29
Dutch			1	2	11	8	16	11		1	32	29
Swedish			2	2	7	8	18	4			29	21
Spanish	1			1	2	3	9	3	6		26	9
Portuguese			2	3	9	8	4	9			19	8
Austrian				2	1	2	4	6			15	15
Argentine			1		1						8	2
Brazilian					1		5	6	2	3	8	9
Haytian	1						4	2			5	2
Venezuelan							5	2			5	2
All others				2	10	12	7	3	5	2	22	19
Total	678	694	478	390	1,020	1,055	1,572	1,499	933	1,223	4,676	4,861

From the Washington Chronicle.

Railroads to the National Capital.

The interest now taken by the people of Washington, Georgetown, and Alexandria in respect to railroads to and from the capital induces me to offer some suggestions on the subject. It is proposed to embark the cities of Washington and Georgetown as shareholders in the roads. This is well, providing it can be done in a way that will be certain to yield the cities a good dividend on their stock in addition to the immense advantages that would result in the new creations of property and increase of business. I propose to elucidate how it can be done with good dividends on every dollar invested.

There is one route, among the best natural freight routes in the United States—much better than the New York Central, as that lies on the Erie Canal, and is subjected, for seven months in the year, to the effective competition of that great channel of commerce. The route I allude to is from Washington to Lynchburg, or, in other words, the line of the Orange and Alexandria road. By establishing a freight route on this line it can be made to pay, and pay well. Please turn to the map and observe the great amount of way traffic it would command from agricultural products, lumber, lime, and other fertilizers. It would commence with the Tennessee road as a feeder—further north the road coming in at Charlottsville; and still further, the Manassas Gap and Warrenton Junction, with the extensions of a system of roads from the West, to drain the commerce of a country twice as large as Virginia.

It is needless to say that this vast mineral region, with its manufacturing power combined with agriculture, would afford more tons of freight than pass by rail in Illinois, Indiana, Wisconsin, and Michigan. The freights are there, illimitable in supply, incapable of exhaustion, and are only awaiting development by some agency competent to handle them. Were a double track road established between Washington and Lynchburg, open to free competition in transporting, moving freights at eight miles per hour, with a capacity on this plan for carrying 15,000,000 tons each way, at a cost of sixty-five cents per ton for each hundred miles, my opinion is that it would be made to carry more tons than now pass on the New York Central, Erie, Pennsylvania, and Baltimore and Ohio, all put together. The road would have a power of development somewhat approaching the immense resources that would supply its patronage.

In the plan for a national system of cheap-freight railways it is not contemplated that the company owning the road bed should engage in transportation, but merely to own and keep the road in repair and collect its tolls, like the Erie Canal. Outside parties would put on the equipments or rolling stock, and free competition in carrying would keep freights below the point of extortion; besides, on a freight road, graduated on the cheap-freight plan, such would be the greatness of its patronage that it would be impossible for any one company to attend to and properly take care of the details of transportation.

Baltimore, should that city co-operate by continuing the route through to that point, would be privileged to put on all the rolling stock it pleased, and in all probability would avail itself of its facilities. In such event the writer predicts that Baltimore would reap a better harvest from the suggested freight thoroughfare than she has ever received, or would be capable of receiving from the Baltimore and Ohio road under its present plan of management. But what effect would this have upon Washington? Just this: Whilst Baltimore would be privileged to take all it could receive and handle, Washington would have the same opportunity. In the meantime the proprietorship of the road bed *would be sure to get dividends.*

Another view: Establish this thoroughfare on the cheap-freight plan, and scarcely a ton of freight would cross the road to go to Norfolk or Richmond, unless, peradventure, they put their competing roads on the same plan. In such case they would carry to the coast in that direction all they pleased, and who would be hurt by it? Not the road from Washington to Lynchburg, for their supply of patronage would continue just as boundless as ever, inexhaustible from its very nature.

The State of Virginia has it in her power, by adopting the cheap-freight plan of railways, to get more powerful agencies for developing her resources in three years than any other State now possesses or could ever attain on the old plan of meagre commerce and high charges. The natural wealth of Virginia is untold and incalculable. She wants capital, enterprise, diversified industries, and population. She can have them all at an early day by a considerable effort in the right direction.

The writer will premise that one double-track cheap-freight railway can be made worth more to the agricultural, mining, mechanical, and commercial interests of a State than half a dozen of the feeble, one-horse, rickety concerns where the folly is perpetrated of making travelers, trunks, and bandboxes go three times as fast as the business of the country; besides, with decent charges for freight it can be made about three times as profitable to the road itself. This last proposition the writer proposes to elucidate by a little data of general application.

It is well known to those who have examined into the subject faithfully that the freight traffic over good routes yields nearly the whole net revenue. Take for example the "New York Central" and "Erie" for the year 1866. In the reports to the Legislature, sworn to by the officers of these companies, the accounts stood thus

NEW YORK CENTRAL.

Receipts for freight	$9,671,920
Operating expenses on freight traffic	7,123,355
Net profit on freight traffic	$2,548,565
Receipts on passenger traffic	$4,860,249
Operating expenses on passenger traffic	4,272,318
Net profit on passenger traffic	$87,931

ERIE ROAD.

Receipts for freight on this road	$11,611,023
Operating expenses on freight traffic	9,027,299
Profit on freight traffic	$2,583,724
Operating expenses on passenger traffic	$3,714,889
Receipts from passengers	3,593,966
Loss on passenger traffic	$130,928

It is to be presumed that these sworn reports are approximately correct. If so, both of these roads, by combining freight and passenger traffic at irregular and unequal rates of speed, have failed to utilize more than one-seventh of their commercial capacity. The "baggage-smashing" department of their business, in the aggregate, has proved a loss, while the commerce and producing interests have failed of adequate accommodation, and the profits of production have been eaten out by exorbitant charges on transit. What is true of these roads is approximately true everywhere. There is scarcely an exception to the general rule.

Washington is the political capital of the nation. It congregates more of interest, talent, and intellectual attraction than any other city of equal size on the globe. There is a growing desire plainly manifest for people of wealth and refinement to acquire residences in the city containing the national Capitol; but something else of much greater interest in a material or property point of view must be added. Commerce and trade, manufacturing, the mechanical industries, and a general business must be grown up. This can all be added with a rapidity that would prove astonishing, when the effort is made in the right direction and the people of the old District confer together, affiliate in enterprise, and pull together. We may increase the population in ten years to half a million, and, what is of much more importance, have the permanent foundation laid for feeding and sustaining it. Shall we try?

LORENZO SHERWOOD,
Prest. Nat. Cheap-Freight R. League.

Railroads in Italy.

At the recent opening of the railroad from Genoa to Chiavara, the Italian Minister of the Interior stated that in 1859, the length of the railroads in Italy amounted to 1180.6 miles. In 1869, the railroads will have increased to 3293.3 miles, and in 1870 to 4163.2 miles. The line running round the Gulf of Genoa, it is anticipated, will soon be completed, and form a direct connection between France and Central Italy. The road to the extreme southern point of the peninsula, it is believed, will be completed at the same time that the Mont Cenis tunnel is finished.

☞ The Owensboro and Russellville Railroad Company will, at an early day, put under contract the road as far as Livermore on Green river, and while the bridge over Green river is being built, will press on the road to Greenville, in Muhlenburg county, where it will intersect the Elizabethtown and Paducah road, some forty miles from Owensboro.

☞ The officers of the Morris and Essex Railroad Company for the ensuing year are: President, Theo. F. Randolph; Vice President, Percy R. Pyne; General Manager, John Brisbin; Chief Engineer, John Harris; Auditor, H. W. Millee.

☞ The tunnel under the Chicago river, known as the Washington street tunnel has been completed and opened to the public. The contract price was $328,500. The length of the work is about 1,605 feet; of the retaining walls of the open approach on the west side, about 320 feet, and 275 feet on the east side. The length of the main archway, or covered way, is 932 feet. There are three archways leading through the tunnel; one is for foot passengers, and two for teams and horses.

☞ The Boston and Albany Railroad Company will pay on demand at par the Albany City bonds guaranteed by the Western Railroad corporation not yet due.

Debt of Virginia.

The following is an exhibit of the debt of the State of Virginia, as it stood on the 30th of November, 1868:

OLD REGISTERED DEBT.

Registered debt Oct. 1, 1867, as per report		$22,004,298 38
Increased since:		
Converted into bonds of the State—act March 23, 1860, to date	$83,980 00	
Advertised to be redeemed by sinking fund, and not called for to date, but by act April 1, 1867, directed to be placed to credit of the parties	15,879 00	
Issued to J. Neeson, attorney, &c.	500 00	
		100,359 00
Total Nov. 1, 1868,		$22,104,657 38
Deductions since Oct. 1, 1866:		
Purchased from sale of the Dismal Swamp Canal Company's stock	$24,839 98	
Transferred to Commonwealth by Winchester and Potomac R.R. Co. (5 per cent.) and cancelled	45,000 00	
Surrendered by the Norfolk and Petersburg Railroad in part payment of loan of $300,000	60,500 00	
Surrendered by the Richmond & Danville Railroad Co., under Gen. Stoneman's order in part payment of interest due by said company	16,969 00	
		147,308 98
Balance		$21,957,348 40
The sinking fund was	$1,729,315 46	
Literary fund was	248,000 00	
		1,977,315 46
Outstanding Nov. 1, 1868		$19,980,032 94

OLD COUPON DEBT.

Five per cent. sterling, payable in London, £373,000, estimated at $5 per £		$1,865,000 00
Six per cent. bonds payable in New York	$11,108,000 00	
Lost at sea, steamer *Arctic*	145,000 00	
		10,963,000 00
Total coupon debt		$12,828,000 00
Total old registered and coupon bonds		$32,808,032 94

INTEREST FUNDED.

Dated Jan. 1, 1866:		
Coupons		$1,301,500 00
Registered		1,686,305 77
		$2,987,805 77
Dated Jan. 1, 1867:		
Coupons	$2,144,500 00	
Sterling	466,240 00	
	$2,610,750 00	
Registered	1,194,495 51	
		3,805,245 41
Total Nov. 1, 1868		$6,793,051 18

TO BE FUNDED.

Amount of coupons to be funded		$263,320 00
Registered debt to be funded		615,228 91
		$878,548 91
James River and Kanawha Company guarantees yet to be converted		230,880 00
Total Nov. 1, 1868		$1,109,428 91

BONDS GUARANTEED BY THE STATE.

James River and Kanawha Canal Co	$230,880
Chesapeake and Ohio Canal	500,000
City of Petersburg	823,500
Virginia Central Railroad	100,000
Richmond and Danville Railroad	200,000
City of Wheeling	366,000
Alexandria Canal	15,000
Total Nov. 1, 1868	$1,735,380

East Tennessee and Western North Carolina Railroad.

Let the reader draw a straight line from Louisville or Cincinnati to the nearest point on the Atlantic coast and he will find the eastern terminus of the line to be at or near Wilmington N. C., and the projected road from Johnson's depot, on the East Tennessee and Virginia Railroad, to Morganton, N. C., to constitute an important link in the great chain. Wilmington presents a fine harbor, and with this great line, connecting directly the waters of the Ohio and the Atlantic, completed, would at once become the entrepot of Western commerce and transatlantic importation. A large portion of the West will find its natural and most reliable outlet to the Atlantic by this route. The local benefits of this great enterprise, viewing it simply as a State improvement, are various and important. Aside from the fact that this rail communication will open to us the natural market for our products by a route cheaper and more direct than any other, it will tend more than any existing line to the development of the vast treasures of mineral wealth—iron, copper, lead, manganese, kaolin, steatite, &c., &c., which are known to exist in that part of the great Appalachian chain traversed by this road. Under the magic influence of such a system of improvements these mineral deposits would be developed and become the source of a large revenue both to the road and to the State. The sound of the pick and the sledge in the mines and the humming, whirring, clattering roaring machinery will be heard all along the Doe when this road is done. In all our rambles we have never seen a stream which supplied such abundant power for manufacturing purposes. With such a line completed, with the vast mineral wealth referred to existing in the contiguous mountains, with water power so abundant and so cheap, and yet, with all our vicinage to the cotton growing States, why should we not become to the rest of the South what New England is now to the Union?

The section of fourteen miles on Mr. Simmerly's road was let, we believe, last summer, and three-fourths of the work is already completed. The approaches to the tunnel, through the mountain above Elizabethtown, are finished and a regular day and night force is now engaged on each side of the tunnel. This, it is expected, will be completed and the track laid to this point by the the 1st of June next. The tunnel will be some 275 or 300 feet in length. Cross-ties are being furnished and the whole work is in a state of forwardness highly creditable to the energy an general efficiency of the president and engineers. —*Jonesboro' Flag.*

Memphis and Selma Railroad.

The great trouble in the way of building railroads, as in all other human enterprises, is the want of funds. This difficulty does not seem to embarrass the directors of the Memphis and Selma Railroad. When the gentlemen who have this great project in hand begin to reduce their calculations to a practical basis they will find that the cheapest route is the only feasible one, and that the object of the enterprise is not so much a grand railroad incorporation as to make Memphis the entrepot of the commerce between the East and the West, to give it direct communication with the growing port of Savannah, and to open up to the wealth and prosperous regions of Mississippi and Alabama her advantageous markets.

If these ends are accomplished nobody cares what are the instruments employed—whether the Mobile and Ohio Railroad, and other established roads, are made available or new roads built entire—except in this, that all interested, who are to be taxed or to subscribe stock, will insist that the cheapest and most economical route be determined upon. This common sense route, undoubtedly, is to build a direct road from Memphis to Okolona, or some other available point on the Mobile and Ohio Railroad, making use of that road to Columbus, Miss., and thence continuing connection on to Selma. This plan avails the building, at least for the present, either of far the most costly portion of the road, through hills and over streams, and in a section where the donations to the road can bear no proportionate value to the cost of construction or the absurdity of running a road nearly parallel to the Mobile and Ohio Railroad, intersecting it at Okolona and Columbus, and procuring no extra trade or advantages which would not be reached through the Mobile and Ohio Railroad. No section would be slighted or no interest injured by this plan. Monroe County, Miss., will build a branch road to the Mobile and Ohio, which will be as much of a job as the citizens of that county will care to pay for at one time; hereafter a great road running into the iron regions of Alabama will satisfy and give to Aberdeen the importance that it deserves. So much can be said in favor of this route, the rapidity with which it can be constructed, its advantages to the incorporators of the new road, its assistance to the Mobile and Ohio, the regions unexplored by the locomotive that it will penetrate, that the mere suggestion of the plan should commend it to the favor of all who are interested in this important project.—*Columbus (Miss.) Index.*

☞ The contractors for the construction of the section of the Adirondack railroad required to be completed before January 1, 1869, finished laying the tracks on Christmas day. This extension carries the road a short distance from Warrensburgh.

☞ Regular trains are now running on the Squankum and Freehold Railroad, in New Jersey, between Farmingdale and Freehold. It is operated by the Freehold and Jamesburg R. R. Co.

☞ Track laying on the St. Louis and Iron Mountain Railroad has been completed to a point three miles beyond Farmington in St. Francois county, Mo.

☞ The engineers of the Rockford, Rock Island and St. Louis Railroad have just completed the survey from Coal Valley to Macomb, a distance of 93 miles.

☞ Mr. J. J. Lawrence has been appointed General Superintendent of the Alleghany Valley Railroad.

Portland and Rutland Railroad.

At a meeting of the committee of the corporators of the Portland and Rutland Railroad Company held at Portland on the 24th of December, 1868, among other things, it was

Voted, That the Chairman and Clerk issue certificates in due form for all moneys advanced for preliminary expenses including the surveys of the line.

Voted, That in view of the importance of the Portland and Rutland Railroad to the commerce of Portland, and to the business of the whole State, it may be desirable to obtain further legislation at the next meeting of the Legislature of Maine, and Messrs. Poor, Libby and Farmer were appointed a sub committee to prepare a memorial to the City Government of Portland, asking aid to the Portland and Rutland Railroad Company.

Voted, That said committee prepare a memorial to the Legislature of Maine, asking State aid to said Railroad.

The following votes were also adopted:

Whereas, the construction of the transcontinental railway from the Atlantic to the Pacific Ocean at the widest part of the Continent, connecting Halifax, St. John, Bangor, Portland, Rutland, Buffalo, Detroit, and Chicago by the most direct practicable route, is a measure of paramount importance to the commercial interest of the whole country, shortening the transit between the Eastern nations and Europe, and changing the course of trade from China to London; and

Whereas, lines of railway are built or in progress, over the entire route from the city of Halifax, Nova Scotia, to the Pacific Ocean, with the exception of the links in Maine, New Hampshire and Vermont between Portland and Rutland, for the construction of which charters have been granted by said States, and a portion of the means already provided by individual and Municipal subscriptions; therefore it is hereby

Resolved, That as the sense of this Committee, the general Government should aid the construction of a work of such vast National and International importance as a transcontinental railway by the most direct route across the widest part of the Continent from the Atlantic to the Pacific Ocean.

Voted, That Messrs. Neal, Poor, Adams, Deering and Sweat, be a committee to prepare a Memorial to Congress, setting forth the claims of the "AMERICAN TRANSCONTINENTAL RAILWAY."

Whereas, It is desirable to call the attention of the exporters of Western produce to the advantages of Portland harbor, as the cheapest port upon the Atlantic sea board, for the reception, distribution and exportation of merchandise by its well known harbor accommodations in the shape of piers, wharves and docks, with ample railway tracks alongside sea going vessels; and

Whereas, the construction of an additional line of railroad by the direct route from Portland to the valley of Lake Champlain, will afford cheaper transportation to tide water for produce coming over roads, extending from the basin of Lake Champlain westward, than is now afforded by existing lines to Boston and New York; therefore

Resolved, That a committee be appointed on behalf of the corporators of the Portland and Rutland Railroad to visit Chicago, Detroit, Buffalo, Oswego, Rutland and other places between Chicago and Portland, with a view of concentrating public attention and directing business upon the proposed line. Said committee to have authority to fill vacancies and add to their number at their discretion.

Voted, That said Committee have authority to enter into arrangements with any other railroad company or companies for the purpose of carrying out the building of said line from Portland to Rutland, and of securing such consolidation of interests, and such co-operative action on the part of other railroad companies as to allow the working of the entire line from Rutland to Portland under one management, or in such a manner as to allow the most entire freedom of transit between Portland and the West.

Voted, That the Board of Trade of Portland be respectfully invited to take into consideration at the earliest practicable period, the question of cheap transportation between the Atlantic seaboard and the interior, and that a copy of the foregoing preamble and resolutions be respectfully laid before said Board.

The Chairman laid before the committee a despatch from Jos. A. Wing, Esq., of Montpelier, announcing the unanimous vote of that town in favor of subscribing for stock to the Montpelier and Wells River Railroad. Thereupon,

Voted, That the Chairman be instructed to assure the friends of the Montpelier and Wells River Railroad Company, that the line from Portland to the line of the Boston, Concord and Montreal Railroad will be completed, so that a connection with the Boston, Concord and Montreal Railroad at Wells River Junction will ensure a line from Montpelier to Portland.

Voted, That copies of these proceedings be also sent to the Vermont Central Railroad Company to the Boston, Concord and Montreal Railroad Company, to the New Hampshire Central Railroad Company and to the Ogdensburg and Lake Champlain Railroad Company, inviting co-operative movements so as to form a connected line of railroad between Portland and Ogdensburg by this route, which, with less line to build, has easier grades than any other line from Ogdensburg to the seaboard.

Attest: JOHN NEAL, Clerk.

☞ **The stockholders of the Concord and Manchester and Lawrence railroad companies have voted by a large majority to approve the contract made by the respective boards of directors in relation to the construction of the Suncook Valley Railroad.**

The Public Debt.

The following is a comparative statement of the Public Debt of the United States December 1, 1868, and January 1, 1869:

DEBT BEARING COIN INTEREST.

	Dec. 1, 1868.	Jan. 1, 1869.
Five per cent. bonds	$221,588,400.00	$221,589,300.00
Six per cent. bonds of 1881	283,677,300.00	283,677,400.00
Six per cent. Five-twenty bonds	1,602,570,400.00	1,602,568,650.00
Total	$2,107,836,100.00	$2,107,835,350.00

DEBT BEARING CURRENCY INTEREST.

Six per cent. Pacific R. R. bonds	$44,337,000.00	$50,097,000.00
Three per cent. certificates	58,140,000.00	55,865,000.00
Navy pension 3 p. ct.	14,000,000 00	14,000,000.00
Total	$116,477,000.00	$119,962,000.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$2,478,450.00	$2,174,900.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, Aug. 1, Sept. 1 and 15, and Oct. 1 and 15, 1868	4,224,920 00	3,878 290.00
Bonds (Texas indemnity)	256,000 00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto)	149,361 64	148,561 64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	435,500 00	349,950.00
Treasury notes, March 3, 1863	445,492.00	445,492.00
Temporary loan	243,160.00	197,310.00
Certificates of indebtedness	13,000.00	13,000.00
Total	$8,245,883.64	$7,463,503.64

DEBT BEARING NO INTEREST.

United States notes	$356,021,073.00	$356,021,073.00
Fractional currency	33,875,268.17	34,215,715.64
Gold certificates of deposit	23,255,840.00	27,036,020.00
Total	$413,152,181.17	$417,272,808.64
Total debt	$2 645,711,164.81	$2,652,533,662.28

AMOUNT IN THE TREASURY.

Coin	$88,425,374.54	$98,763,368.91
Currency	18,253,946.13	13,063,092.12
Total	$106,679,320.67	$111,826,461.03
Debt less cash in the Treasury	$2,539,031,844.14	$2,540,707,201.25

By comparing this with the statement of December 1, it is shown that the debt bearing coin interest has decreased $750; the debt bearing currency interest has increased $3,485,000; the matured debt not presented for payment has decreased $782,380; and the debt bearing no interest has increased $4,120,627 47—making the increase in the total debt since December 1, 1868, $6,822,497 47. The amount of coin in the Treasury during the same period has increased $10,337,994 37, and the amount of currency has decreased $5,190,854 01—leaving the amount of debt less cash in the Treasury January 1, $1,675,357 11 more than on December 1.

☞ **J. C. Calhoun, Esq., hitherto Auditor of the Atlantic and Gt. Western Railway, has been appointed Auditor of all the lines of the Erie Railway Co., and will hereafter have his headquarters at the offices of the latter company in this city.**

☞ **A railroad has been projected to run from Quincy, *via* Carthage, to Galesburg, Ills.**

☞ **The last rail was laid on the Albany and Susquehanna Railroad on the 30th of December, 1868. The directors passed over the road on the 31st, making the run from Albany to Binghamton in 5 hours and 57 minutes. The road will be formally opened for through business on the 12th of January, 1869.**

☞ **The Boston, Hartford and Erie Railroad Company is contemplating the construction of a railroad from Woonsocket through Pascoag to Putnam. The distance is about twenty-five miles, six miles of which was graded some years ago by the Air Line road.**

☞ **The Ogdensburg and Lake Champlain Railroad Company will anticipate the payment of a portion of the 1st mortgage bonds of the company which mature July 1, 1869.**

☞ **Surveys and estimates for a bridge across the Ohio River at New Albany, Ind., have been made.**

☞ **The Richmond and York River Railroad is nearly completed to its terminus at West Point, Va.**

Richard Norris & Son,

LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Lands, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

RICHARD NORRIS & SON,
4t **17th st. and Spring Garden st.**
PHILADELPHIA, Dec. 12, 1868.

To all connected with Railroads,

Superintendents, Conductors, Engineers, &c.

DO YOU WANT A TIME-KEEPER?

If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Price Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCHE & KRUGLER, 8 & 10 JOHN ST., N.Y. (up stairs), only wholesale Agents for the Manufacturers.

TEN NEW DUMP CARS,

For Coal, Ore, or Gravel.

Body 11 ÷ 8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,
91 Water st., Boston.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
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GEO. J. BURKHARDT & CO.,
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PHILADELPHIA.
Work shipped to all parts of the United States.

THE UNION PACIFIC RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 20,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about $29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received $22,158,000 of this subsidy, of which $1,280,000 was paid Dec. 6th, and $640,000 Dec. 14th.

Government Aid—Security of the Bonds

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, *and no more*. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been $2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

Dec. 15, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

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STREET CARS FOR SALE.

82 NOT NEW TWO HORSE CARS. Address

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CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

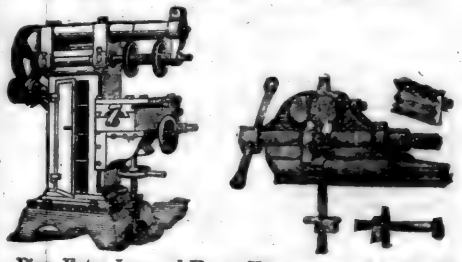
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B. S. MANNING. G. W. NORTON.

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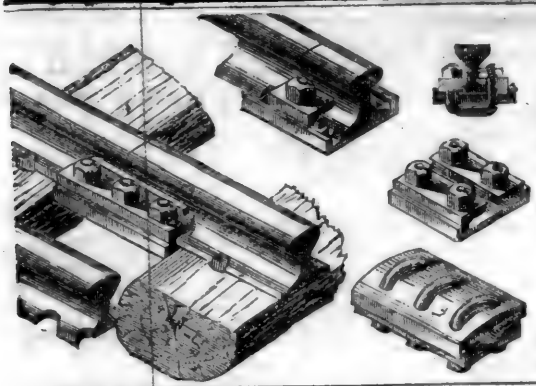
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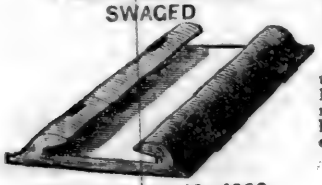
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The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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All the F and E Rails are guaranteed as to abrasion, perfect weld, and

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On 1st, 9th, 16th and 24th,

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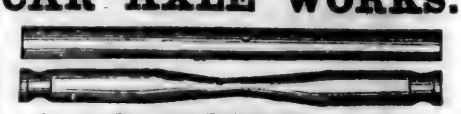
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 3.] SATURDAY, JANUARY 16, 1869. [WHOLE No. 1,709, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 16, 1869.

Columbia, Rocheport, Boonville and Marshall Railroad Company.

This Company design constructing and operating a railroad from Columbia, in Boone county, to Marshall, in Saline county, Missouri, and have named in their Articles of Association, Rocheport and Boonville as intermediate points. It is the wish of this Company to locate this road so as to serve the best interests of the persons subscribing to the capital stock of the company; which has been fixed in the Articles of Association, at One Million Dollars, divided into ten thousand shares of one hundred dollars each. This road is to be located on the most appropriate route from Columbia to Rocheport in Boone county, thence to Boonville, this portion of the road to be located either in Cooper or Howard counties, as the Board of Directors may hereafter determine; from Boonville, in Cooper county, it is designed to locate the road on the most direct route to Marshall. It is believed that the company will secure a large subscription by locating about on the line of the old Pacific Survey, which crosses LaMine river near the mouth of Blackwater, and thereby penetrate the rich bottom lands in that vicinity, and give convenient railroad facilities to the wealthy community at Ridge Prairie. By naming Marshall as the western terminus, and Columbia as their eastern, this company secure a connection with the Boone County Railroad, and the Louisiana Railroad, and at Boonville a connection is formed with Osage Valley and Southern Kansas Railroad, and thereby with the Missouri Pacific Railroad; it becomes the most direct route for the Louisiana Railroad. And should it be thought advisable to form an alliance with other railroad companies in order to facilitate the early completion of this enterprise, these connections enable this company to secure more favorable terms.

The attention of persons interested in this enterprise is called to the importance of immediate action; and it is hoped that prompt efforts will be made to secure the early completion of the organization by subscribing to the Articles of Association.

All communications will be promptly answered, addressed to O. D. Tucker, General Agent C., R. B. and M. R. R. Co., Boonville, Cooper Co., Mo.

Lynchburg and Danville Railroad.

At a meeting of the stockholders in this road held at Lynchburg, Va., on the 7th inst., John S. Barbour, Esq., was elected President of the company. From the report which was presented at the meeting it appears that the subscriptions procured this year are as follows: Sixty thousand cross-ties at twenty-five cents each, (payable in stock,) enough for thirty miles of track, $15,000; six thousand acres of land, payable in stock, $37,000; grain and other produce to be delivered to the contractors, payable in stock, $8,000. Addition to capital stock this year, $60,000. The total assets of the company may be stated as follows: Pittsylvania county bonds, $100,000; private subscriptions procured previous to this year, $120,000; private subscriptions procured during the past year, $60,000; estimated value of rights of way contributed free of cost, $80,000. Total, $360,000. Col. W. W. Blackford was re-elected Chief Engineer of the company, and Maj. E. S. Hutter, Secretary and Treasurer.

☞ The North Pennsylvania Railroad Company have declared a dividend of 5 per cent., clear of taxes, payable in scrip, convertible into 7 per cent. mortgage bonds, in sums of not less than five hundred dollars, on May 1st next. The dividend to be credited to stockholders as they stood on the books on the 9th inst.

Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 11th inst., the following report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company:

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1868, with the Treasurer's general balance sheet, exhibiting the financial condition of the company at that date.

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1867.	Passengers.	1868.	Decrease.	Pr. ct.
Travel	845,970		1,005,647		
	Tons.	Passengers.		$18,041	1.8
Merchandise	1,185,896	380,836	$987,606		
Coal	3,446,826	1,220,596	1,525,551	109,828	7.2
		3,574,874	6,404,878	152,664	2.4
Mail			83,086	8,985	11.9
Miscellaneous			187,885	30,101	21.9
			107,234		
Gross receipts			$9,106,496	$314,559	3.5
Gross expenses			6,266,434	108,923	1.7
			6,162,511		
Net profits			$2,840,062	$210,636	7.4
Gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1867, were 68.81 per cent. of gross receipts.			$2,629,426		
Gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1868, were 70.09 per cent. of gross receipts.					

The receipts and expenses per passenger and per ton have been as follows:

	1867. Cost.	1867. Received.	1868. Cost.	1868. Received.
Per passenger	$1 81.7	$2 91.8	$1 76.8	$2 98.5
Merchandise, per ton	64.8	1 28.6	68.9	1 16.0
Coal, per ton	94.9	1 85.8	91.6	1 74.9

The result of the year's business, as condensed from Transportation and Income Account may be stated thus:

Receipts over cost of working the road		$2,629,426 14
Add balance of account, rents, etc., paid by Schuylkill Navigation Company, 1868		110,948 19
		$2,740,374 33
From which deduct:		
Interest on bonded debt	$375,156 50	
Interest on bonds and mortgages	37,850 51	
Sinking funds	68,600 00	
		$481,607 01
		$2,258,767 32
Cost of new engines and cars	$178,950 43	
Cost of new track and sidings, main line	71,164 03	
Cost of new tracks and sidings, lateral	28,435 49	
Cost of completing Eighth-street bridge at Reading	15,814 33	
Cost of completing bridge at Norristown tunnel	24,570 56	
Cost of city-avenue bridge	10,344 00	
Cost of new bridge at St. Clair	7,766 00	
Cost of new coaling stations at Palo Alto, Reading, Monocacy and Richmond	32,669 25	
Cost of new coal barges	17,225 00	
Cost of new depot at Manayunk	4,440 81	
Cost of new turn-table at Perkiomen junction	4,320 00	
Cost of new turn-table at Norristown	6,151 83	
Cost of new chutes, wharf No. 1	5,985 92	
		409,837 20
Dividend fund, 1868		$1,848,930 12
Amount to credit of reserve fund, 1867		$2,769,255 96
Deduct dividend, Jan., 1868, $1,192,805 07; and U. S. and State taxes, $122,419 47	1,315,224 54	
		1,454,031 42
Total reserve fund, 1868		$3,302,961 54
Out of which has been paid in July, 1868:		
Five per cent dividend on $25,048,909 42	$1,252,445 33	
U. S. and State taxes on ditto	128,540 44	
		1,380,985 76
		$1,921,975 78
There has been declared a dividend, payable in common stock on 25th January, 1869, of 5 per cent. on the preferred and common stock, $26,301,851 74	$1,315,067 58	
U. S. and State taxes on ditto	101,516 99	
		1,416,584 57
Balance of reserve fund		$505,891 21

The prominent feature in the business of the past year was the almost entire cessation of traffic in anthracite coal for about seven weeks in July and August, caused by differences between the proprietors of the collieries and the miners and laborers, relative to the number of hours which should comprise a day's work and the compensation therefor. This long interruption, in the season of business, generally very active, caused a heavy loss of profits, as the usual staff of employes were kept in readiness for the resumption of mining operations on any day. There was partial compensation by an unusually large traffic, at increased charges for the remaining three months, in which the coal tonnage amounted to 1,394,066 tons, showing a capacity for transportation largely in excess of any former period. Notwithstanding this interruption, the aggregate production from the three great mining districts of anthracite coal was 1,161,854 tons in excess of the previous year, thus proving that the consumption is steadily progressing.

The proprietors of lands and others interested in more fully developing the northwestern portion of the second coal field obtained a charter to build a railroad, under the title of the Enterprise Railroad Company, which was offered to this company on the condition that the work should be vigorously prosecuted. The offer was accepted, and a road six miles in length has been constructed, which connects the Minehill and Schuylkill Haven Railroad with the town of Shamokin. A large coal tonnage will be obtained from this district.

A change of ownership of the large tracts of coal lands in the immediate vicinity of Treverton, and of the railroad from that place to the Susquehanna river, formerly known as the Treverton Coal and Railroad Company, now called the Zerbe Valley Railroad, having occurred, the new proprietors tendered a large portion of their production of coal to us for transportation, provided a connection with the works of the company could be made.

Negotiations for these objects were opened, which resulted in the purchase of their railroad, fifteen miles in length, including a bridge across the Susquehanna river, for $400,000, payable in the bonds of this company due in 1893, with semi-annual interest of six per cent. free from taxes. This road has been put in good order to the point of connection with the Northern Central Railroad on the east side of the Susquehanna river, at a cost of $27,512 04.

As a part of this negotiation, a railroad eight miles in length is now being built to form a connection between the Zerbe Valley Railroad at Treverton and the Enterprise Railroad at Shamokin. When this link is completed, this company will operate continuous lines of railway from Philadelphia to the Susquehanna river at Herndon.

An extension of eight miles of the Good Spring Railroad is also being built to form a connection with the Summit Branch Railroad at Williamstown. A railroad extends from the last named place to Millersburg, on the Susquehanna river, twenty-one miles. This connection will give this company direct access to the large body of coal lands in Lyken's Valley which yield a free burning coal, much desired by some for domestic purposes.

Another railroad, called the Lebanon and Pine Grove Railroad, is also being built by this company. It extends from Pine Grove, near the western end of the first anthracite coal field, forty-two miles, to Manheim, on the Reading and Columbia Railroad, fourteen miles from Columbia, on the Susquehanna River, and passes through the flourishing town of Lebanon. The enterprising citizens of these localities, which are rapidly increasing in manufactures and population, have been dependent for their supplies of coal by a very circuitous route. The construction of this road, either under the auspices of this company or other parties, the managers have for many years past regarded as inevitable. They have therefore put the grading under contract, payable one-third in cash and two-thirds in the plain bonds of the company, bearing six per cent. interest, not secured by mortgage.

Aid has also been given to the Colebrookdale Railroad on the terms described in the last annual report as given to the Perkiomen Railroad.

The road leaves the main line at Pottstown and passes northeastwardly fourteen miles along the ore deposits at the foot of the South mountain.

It was stated in the last report that work had been resumed on the portion of the Allentown Railroad between Port Clinton and Topton. In 1860 this company acquired 7,500 shares of the stock of the Allentown Railroad Company, on which $20 per share were unpaid, amounting to $150,000, which has since been paid; with this and similar payments from other stockholders the prosecution of the work has been continued.

The Perkiomen Railroad, to which reference was made in the last report, was opened for traffic in August last, from the junction with the road of this company, twenty-five miles from Philadelphia, to Skippack, ten miles. The results demonstrate the wisdom of extending aid to develop the rich mineral and agricultural resources of the Schuylkill Valley.

The new rolling mill went into operation in April last, since which 8,971 tons of rails have been manufactured, with results, so far as they can be tested from present experience, which warrant the confident belief that all the important advantages anticipated from this investment of capital will be fully realized.

To provide for the payment of the bonds due in 1870, amounting by the last report to $2,656,000, a mortgage dated 1st April, 1868, payable in twenty-five years, with interest at seven per cent. semi-annually, free from taxation, was created, secured by the entire property of the company, subject to other prior mortgage liens. An opportunity was given to October 1st last to the holders of the bonds due in 1870 to exchange them for the new bonds, after the payment of the coupon due 1st of October last, and $2,255,000 were so exchanged, leaving but $401,600 of the bonds due in 1870 to be provided for. For this purpose the balance of the new bonds will be held.

The foregoing explanations of the changes which appear in the general account of the Treasurer, together with the statements in detail of the operations of the transportation and engineer's departments, hereto appended, are, it is believed, all that are required.

For the purposes and objects to which reference has been made, and which by the managers are regarded as of the utmost importance to the future and permanent prosperity of the company, a large portion of the profits have been required. Hence, the July and December dividends were payable in stock.

To some of the stockholders it may be gratifying to be informed that on the completion, during the coming year, of the lateral roads now being built, the coal fields naturally tributary to the works of this company will require no more expensive roads. Many more collieries will be erected, requiring only short and inexpensive branches. It may be supposed by some that a portion of these works have been constructed somewhat in advance of the necessities of the public. But it should be remembered that the land owners were impatient for revenue, enterprising miners were ready to make leases, and if your board of managers had declined to furnish the necessary facilities for transporting the coal to market, other avenues would have been sought, and thus the future prosperity of the company would have been greatly and permanently impaired.

By order of the Board of Managers.

CHARLES E. SMITH, President.

Philadelphia, January 9, 1869.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 11, 1869, the following resolutions were adopted;

1. *Resolved*, That the report of the Board of Managers, this day presented and read, be, and the same is hereby approved, accepted, and adopted.

2. *Resolved*, That the Board of Managers be, and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. *Resolved*, That the powers and authorities

conferred upon and granted to the Board of Managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 11, 1869, the following gentlemen were unanimously elected officers for 1869:

President.—CHARLES E. SMITH.
Managers.—H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, Stephen Colwell.
Treasurer.—SAMUEL BRADFORD.
Secretary.—WILLIAM H. WEBB.

Arrivals at Boston during 1868.

The following statement of foreign arrivals at the port of Boston during the year 1868, is from the Boston *Commercial Bulletin:*

	Stmrs.	Ships.	Barks.	Brigs.	Schs.	Tot.
January.....	3	7	8	14	23	55
February	2	6	26	31	26	91
March.....	7	8	22	49	72	158
April.....	8	4	22	68	114	211
May	9	12	27	73	149	270
June.....	14	4	25	68	228	339
July	10	9	47	75	231	372
August	12	17	33	84	257	403
September....	13	5	30	70	246	364
October.....	9	10	26	68	252	365
November ...	10	6	28	70	160	274
December....	7	6	16	50	101	180
Total, 1868...	104	94	310	715	1,859	3,082
" 1867						2,758
" 1866						3,023
" 1865						3,255
" 1864						3,006

Boston and Lowell Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	$408,199 88	$401,867 91
" freight	551,198 17	534,011 74
" mails & expresses	15,644 42	21,764 39
	$975,041 97	$957,144 04
Expenses, viz:		
Repairs of road	$184,850 55	$128,285 43
" equipment..	157,399 89	125,517 28
" bridges	13,006 71	14,973 95
" structures..	37,041 75	61,279 93
Fuel	94,281 94	93,185 92
Wages.....	158,484 04	160,380 00
Miscellaneous expenses	31,136 60	37,365 75
Advertising, etc.....	8,351 28	5,346 20
Taxes and insurance ..	36,241 77	33,446 88
Gratuities and damages	4,630 49	4,893 38
Oil and waste	13,098 08	12,041 71
Snow and ice.....	5,989 28	2,219 59
Rent.....	3,615 34	2,322 76
Rents to other roads ..	39,316 20	40,746 63
	$737,443 92	$722,005 81
Earnings less expenses.	$237,598 05	$235,138 78

The income of the company from all sources during the years named have been as follows:

	1867.	1868.
Receipts as above.....	$975,041 97	$957,144 04
Rents	1,166 27	1,541 29
Trustee of sinking fund	16,250 96	17,468 21
	$992,459 20	$976,153 54
Expenses.....	$735,278 80	$722,005 81
Interest.....	41,880 96	46,998 60
Dividends.....	147,000 00	155,020 00
Stockholders' taxes....	19,211 11	25,355 93
Carried to Reserve F'nd	49,088 33	27,773 70
	$992,459 20	$976,153 54

The Reserved Fund account at the commencement and close of each year was as follows:

	1867.	1868.
Bal. from previous year.	$558,835 82	$236,874 15
Transportation account	239,763 17	235,138 78
Rents account.....	1,166 27	1,541 29
Accumulation of S. F.	16,250 96	17,468 21
	$811,016 22	$491,022 38
Less dividends, interest and taxes.....	574,142 07	226,374 53
Reserves Sept. 30.....	$236,874 15	$264,647 85
From this amount is to be deducted the dividend declared Dec. 9, 1868.		91,326 32
Leaving a surplus of.....		$173,321 53

The gross income from the working of the road has been $17,897 93 less than in 1867; while the expenses have been $13,273 49 less—so that the profits of transportation have been $4,624 44 less.

The income from rents has been $1,541 29; and from the accumulation of the sinking fund, $17,468 21, which latter sum was added, on the 31st of December, 1867, to the principal of the policies from the Massachusetts Hospital Life Insurance Company, which are held by the Trustee of that fund.

The balance of the interest account ($45,998 60,) the amount of net dividends declared, ($155,020 00,) and of Stockholders' United States and local taxes, ($25,355 93) had been passed to the debit of "Profit and Loss," before that account was balanced.

The net profits of the company, for the year, have amounted to $208,149 63, equal to 10¾ per cent. upon the capital entitled to dividends during the year; of this sum there has been paid to the stockholders $180,375 93, equal to 9.31 per cent., viz:

Cash	$155,020 00
Taxes	25,355 93
	$180,375 93

And $27,773 70, equal to 1.44 per cent. have been added to the Reserves.

The whole debt of the corporation is $756,844 35, viz:

Bonds bearing 6 per cent. interest...	$301,000 00
Scrip bearing 8 per cent. interest....	366,000 00
Balances of accounts.....	4,844 35
Notes payable	85,000 00
	$756,844 35

The whole cost of construction and equipment is, $2,657,500 12, viz:

Balance of cost, Sept. 30, 1867.....	$2,658,599 47
Amounts paid for depots this year,	
Land in Lowell.....	2,700 00
Land in Billerica	200 65
Land in Woburn.....	1,000 00
	$2,657,500 12

The cost of the other assets held by the company is, $532,992 08.

During the past year there has been expended in reclaiming the Flats and filling at East Cambridge, the sum of $27,123 44; so that that property now stands charged at $52,363 20. A small portion of this land is rented at $1,500 00 per annum.

Of the bonds issued in 1853, payable in 1873, which amounted to $440,000 no less than $339,000 have been converted into stock at par, agreeably to the contract on the face of the bonds.

Since the date of the last Annual Report, two dividends have been declared, one of which ($83,536 84) was payable on the 30th of June last, the other ($91,326 32) on the 31st of December.

The financial condition of the company at the close of each year was as follows:

	1867.	1868.
Cost of road.....	$2,460,961 22	$2,464,861 87
Cost of equipment..	192,638 25	192,638 25
Notes receivable....	154 38	154 38
Trustees of S. Fund.	284,678 09	302,146 80
East Cambridge flats	25,239 76	52,363 20
Fuel, materials, etc..	144,968 43	123,903 50
Cash	38,888 92	54,424 70
	$3,147,479 05	$3,190,492 20
Capital stock	$1,891,500 00	$2,169,000 00
Bonds due in 1873..	378,500 00	101,000 00
Scrip due in 1873...	366,000 00	366,000 00
Bonds due in 1879..	200,000 00	200,000 00
Dividends & coupons	2,417 40	2,597 60
Balance of accounts.	2,187 50	2,247 35
Notes payable.....	70,000 00	85,000 00
Reserves.....	236,874 15	264,647 85
	$3,147,479 05	$3,190,492 20

President.—F. B. CROWNINSHIELD.
Directors.—F. B. Crowninshield, George W. Lyman, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford.
Treasurer.—J. THOMAS STEVENSON.
Manager.—GEORGE STARK.
Superintendent.—JOHN B. WINSLOW.

Metropolitan (Mass.) Railroad.

The income of this company for the year ending November 30, 1868, was as follows

From passengers and tickets sold....		$734,246 87
From other roads, as tolls or rent for use of road.....		19,488 78
From other sources.....		12,244 98
Total earnings		$765,980 63
The total expenses were.....		630,696 76
Net earnings.....		$135,283 87
Add surplus of 1867.....		71,090 02
Total.....		$206,373 87
Deduct dividends, January and July.....	$125,000 00	
U. S. int. rev. tax on same	6,578 94	
		131,578 94
Leaving a surplus of.....		$74,794 95

ASSETS.

Road.....	$930,644 78	
Real estate & buildings.	265,995 20	
156 cars.....	148 197 94	
791 horses.....	98,294 69	
Sleighs and coaches....	59,448 35	
General equipment, consisting of engines, machinery, grist mill, tools, snow plows, harnesses, etc.....	46,147 71	
Hay, straw and grain...	10,546 99	
Cash & sundry accounts	20,643 64	
Land on Tremont street, 97,039 feet, valued at 75 cents.....	72,779 25	
		1,647,698 55

LIABILITIES.

Capital stock.....	$1,250,000 00	
Notes payable.....	147,500 00	
Sundry acc'ts payable	15,670 42	
Outstanding tickets...	13,994 02	
		1,427,164 44
Excess over liabilities.....		$220,534 11

The cars and other vehicles of the company have run during the year ending November 30 1868, 299,777 round trips, a total distance of 1,780,621 miles, and have carried in all 12,851,877 passengers, being an average of 4,878 miles run, and 35,210 passengers carried, for each day in the year.

Massachusetts Central Railroad.

The first survey from Northampton Mass., to the New London Northern Railroad, for the projected Massachusetts Central Railroad has been completed by Professor Miller of the Agricultural College. The distance from the Connecticut river to a point on the New London Northern about a mile and a half north of Dwight's station, in almost an air line, is 7.6 miles. Northampton and Amherst people will refuse to patronise the road unless it runs near enough to the latter place to suffice for local travel and trade. A new route is talked of from Northampton through North Hadley, to join the New London Northern, north of Amherst.

Finances of the State of New York.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The following is a condensed statement in relation to the finances and indebtedness of the State.

RECEIPTS AND PAYMENTS.

General Fund.

Deficiency in the revenue on the 30th of September, 1867		$2,860,586 38
Payments of the year		10,208,198 46
		$13,068,784 84
Receipts		10,112,331 30
Deficiency of the revenue on the 30th of September, 1868		$2,956,453 54

NOTE—There was due at the close of the fiscal year from the city of New York, $4,530,014 17, of which $4,000,000 has since been paid making up the above deficiency, and leaving a large surplus.

General and Other Funds.

Receipts of the year on account of all the funds, except the Canal and Free School Fund		$16,003,178 53
Balance due the Treasury on the 30th of Sept., 1867	$350,009 58	
Payments of the year	14,904,647 54	
		15,254,657 12
Balance in Treasury on the 30th of September, 1868		$748,521 41

TAXES.

The State Tax levied in 1868, was 5 4-5 mills, for the following purposes: For Schools, 1¼ mill; for General Purposes, 1¼ mill; for Canals, 1 11-195 mill; for Bounty Debt, 2 1-6 mills, and for the Whitehall and Plattsburgh Railroad, 1-18 mill—total, $10,243,317 01. The State Tax levied in 1867, amounted to $12,647,218 71.

STATE DEBT.

The total funded debt of the State September 30, 1867 and 1868, was as follows:

	1867.	1868.
General fund debt	$5,642,622 22	$4,707,826 40
Contingent	130,000 00	68,000 00
Canal	15,738,060 00	14,249,960 00
Bounty	25,862,000 00	25,943 000 00
	$48,367,682 22	$44,968,786 40

The following statement shows the amount of the State Debt on the 30th September, 1868, after deducting the unapplied balances of the Sinking Fund at that date:

	Balances of the sinking Funds, Sept. 30, 1868.	Balances of debt after applying Sinking Funds.
General fund	*$153,178 54	$4,554,647 86
Contingent	15,517 82	52,482 18
Canal	4,017,232 43	10,232,727 57
Bounty	†1,918,408 87	24,024,591 13
	$6,104,337 66	$38,864,448 74

* Includes $350,000 due Oct. 1, 1868, and since paid.

† Deducting interest accrued to October 1, 1868, payable January 1, 1869.

It appears from this statement that over $6,000,000 balances of sinking funds, have accumulated, applicable to the redemption of the debt, and that the net amount of the State's indebtedness, at the end of the fiscal year was only $38,864,448 74. The sinking funds, which there is no reason to suppose will be diminished, will, at their present rate of application, extinguish the whole debt within nine years.

CANALS.

The following statement will show the condition of the Canal Fund for the fiscal year:

Balance in the Treasury and invested October 1, 1867		$3,840,935 66
Received during the year ending 30th September, 1868		5,681,226 11
		$9,522,161 77
Paid during the year		4,823,239 33
Leaving a balance Sept. 30, 1868, of		$4,698,922 44

Statement of the revenues of the State Canals, and the expenses of collection, and ordinary repairs during the fiscal year ending 30th Sept., 1868:

RECEIPTS.

Tolls		$4,417,559 50
Rent of surplus water		750 00
Interest on current revenues		32,791 69
Miscellaneous receipts		26,444 98
		$4,477,546 17

PAYMENTS.

To Canal Commissioners for ordinary repairs	$241,647 18	
To contractors, for repairs	775,118 74	
To Superintendents, for repairs	291 02	
To Collectors, for salaries, clerk hire, pay of inspectors and expenses of collector's offices	76,761 11	
To Weighmasters	13,347 70	
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments	77,079 29	
		1,184,245 04
"Surplus revenues"		$3,293,301 18

Amounts Set Apart by Article Seven of the Constitution, viz:

To Sinking Fund, under Section 1	$1,700,000 00
To Sinking Fund, under Section 2	350,000 00
To Sinking Fund, under Section 3	1,116,242 66
For the support of Government under Section 3	127,058 48
	$3,293,301 18

Canal Debt Paying Interest 30th Sept., 1868.

	Principal.	Annual interest of
Under Art. 7, Sec. 1, of the Constitution	$2,230,700	$111,535
Under Art. 7, Sec. 3, of the Constitution	10,324,100	619,196
Under Art. 7, Sec. 12, of the Constitution	1,685,000	101,100
	$14,239,800	$831,831

There are also $10,160 of canal debt which sum is past due, and does not now bear interest; this is included in my previous statement of Canal Debt.

The aggregate balance of all the Sinking Funds applicable to the Canal Debt in the Treasury, and temporarily invested on the 30th of September, was $4,017,282 43. These Sinking Funds are pledged for the payment of the interest and the redemption of the principal of the several debts and loans incurred under Sections one, three and twelve, of Article seven, of the Constitution, in the construction and enlargement of the canals. The application of the above balance to the several debts, for the payment of which these funds have been provided and set apart, would reduce the above outstanding indebtedness to the sum of $10,307,921 24, as will more fully appear from the following statement:

	Debt 30th Sept., 1868.	Balance of Sinking Fund 30th Sept. 1868, including temporary investments.	Balance of debt after applying Sinking Funds.
Under Art. 7, Sec. 1, of the Constitution	$2,240,860 00	$2,316,053 67	$.....
Under Art. 7, Sec. 3, of the Constitution	10,324,100 00	1,122,520 12	9,201,579 88
Under Art. 7, Sec. 12, of the Constitution	1,685,000 00	578,658 64	1,106,341 36
	$14,249,960 00	$4,017,232 43	$10,307,921 24

It will be seen from the last statement which is made up by the Canal Department, that the total amount of Canal Debt is $75,193 67 in excess of the amount previously stated by me. The first statement is from the Comptroller's books. The explanation of this discrepancy is as follows:

The Canal Debt, under section 1, of article 7, of the Constitution, is	$2,240,860 00
The Sinking Fund is	2,316,053 67
Excess of Sinking Fund over debt.	$75,193 67

—which the Comptroller has included in the sinking fund applicable to the payment of the residue of the Canal Debt, and which the Auditor does not include.

The amount carried to the Sinking Fund, under section one, is fully sufficient to pay the balance due on the debt originally incurred for the construction of the canals, and known as the Canal Debt of 1846. The extinguishment of this debt makes a further annual appropriation of $1,700,000 no longer necessary, and enables the Legislature to apply the surplus revenues to the immediate payment of the General Fund Debt and Enlargement Loans, in accordance with the provisions of sections two and three of article seven of the Constitution.

The Auditor of the Canal Department reports, that the balance due on the General Fund Debt for the payment of which the canal revenues are chargeable, is $4,554,647 86. The annual appropriation of $1,500,000 hereafter required by said section two, will be sufficient to pay the principal and accruing interest of this debt in less than four years. The debt contracted by virtue of the provisions of said section three, for the enlargement and completion of the canals, amounting, on the 30th of September last, to $10,324,100, matures on an average in less than six years. To supply the sinking fund with the means to pay the interest and redeem the principal of this debt as it falls due, will require an annual appropriation of $2,340,000. Funds have been provided for the payment of all outstanding claims and liabilities against the State, except such as may have arisen during the last year for awards made by the Canal Appraisers for lands appropriated or occupied for public purposes. The amount of business transacted upon the canals, their general condition, management and supervision, compare favorably with any previous season. Their revenues have been nearly half a million in excess of those of 1867, while their current expenses, for care, superintendence, and ordinary repairs, have been over two hundred thousand dollars less than the annual average for the four preceding years.

It affords me great pleasure to congratulate the Legislature and the people of the State upon the fact that the surplus revenues of the canals for the past fiscal year have been sufficient to pay the balance of the canal debt of 1846, satisfy the other requirements of the Constitution, and contribute over a hundred thousand dollars "to defray the necessary expenses of the Government.'

Railroads of the State of Ohio.

A tabular Statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending June 30, 1868.

Compiled from the Annual Reports of the Railroad Companies made to the Hon. GEORGE B. WRIGHT, Commissioner of Railroads and Telegraphs.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of road & equipm't.	Road(1) oper.	Gross Earnings. Passenger.	Freight.	Mail,&c.	Total.	Expenses(2) and Rents.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Atlantic and Gt. Western (3)	29,598,695	30,000,000	963,514	60,562,209	387.50	38.66	109.68	59,723,844	565.66	907,595	3,797,917	268,443	4,973,955	3,071,142	1,902,813	.....	....
Bellefontaine (4)	4,420,000	1,624,000	.....	6,044,000	202.60	.....	9.50	5,679,312	202 60	441,686	913,811	120,403	1,475,900	953,342	522,558	309,400	7
Carrollton and Oneida	101,000	....	2.000	103,000	12.00	.....	0.09	103,500	12.00	1,792	1,631	700	4,123	5,811	1,688 deficit	.....	....
Central Ohio (5)	3,000,000	2,500,000	11,209	5,511,209	137.08	.....	23.23	5,511,209	137.08	310,316	618,173	97,056	1,025,545	1,077,466	51,921 deficit	.....	6
Cincinnati, Hamilton & Dayton	3,500,000	2,082,000	389,568	5,921,568	60.00	.....	116.15	5,271,948	60.00	469,888	694,108	92,096	1,256,087	947,624	308,463	254,723	6a8s
Cincinnati and Indiana (6)	500,000	2,000,000	.....	2,500,000	20.50	6.70	6.16	1,894,478	20.50	95,870	98,543	10,249	204,662	104,964	99,697	50,000	10
Cin., Richmond & Chicago (7)	374,100	560,000	15,258	949,358	36.00	.....	2.55	989,385	42.00	75,900	71,941	10,201	158,042	171,550	13,508 deficit	.....	....
Cin., Sandusky & Cleveland (8)	3,228,150	2,397,000	.....	5,625,150	155.00	16.00	19.72	5,700,000	231.00	214,871	407,234	95,393	717,498	463,708	253 790	.....	....
Cincinnati and Zanesville	1,669,361	1,300,000	.....	2,969,361	132.13	.....	9.00	2,969,361	132.13	109,072	214,304	82,578	355,954	388,278	17,676	.....	....
Cleveland, Columbus & Cin. (9)	6,000,000	400,000	.....	6,400,000	137.88	50.00	60.84	4,888,530	187.88	498,444	1,027,482	250,514	1,776,490	1,265,710	510,780	480,000	8
Cleveland and Mahoning (10)	2,056,750	1,652,100	.....	3,708,850	79.50	.....	10.00	3,320,326	.....	.....	....	.....	....	....	....	.....	8
Cleveland and Pittsburg	5,957,825	4,191,000	.....	10,148,825	167.00	32.00	30.00	10,385,100	225.00	624,760	1,537,283	81,145	2,243,188	1,555,884	687,304	284,838	5
Cleveland and Toledo (11)	6,250,000	3,149,185	.....	9,399,185	112.71	43.86	25.50	8,191,595	.....	....	....	....	....	....	....	437,500	....
Cleveland, Zanesville & Cin. (12)	....	153,000	.....	153,000	60.75	.....	5.00	1,575,081	60.75	60,247	91,302	13,712	165,261	143,262	21,999	.....	7
Columbus, Chicago and Indiana Central (13)	11,100,000	14,469,524	919,444	26,488,968	594.50	.....	59.45	26,488,968	594.50	689,389	1,262,491	84,866	2,036,696	6,329,962	706,734	.....	10
Columbus & Hocking Val. (14)	412,087	262,500	.....	674,587	11.00	.....	.....	511,944	.....	.....	....	.....	....	....	....	.....	....
Columbus and Xenia (15)	1,786,200	248,000	.....	2,034,200	54.69	.....	12.81	1,482,840	.....	.....	....	.....	....	....	....	.....	....
Dayton and Michigan (16)	2,892,761	3,650,500	382,500	6,425,761	142.00	.....	17.00	6,250,492	142.00	333,560	583,705	70,627	987,692	1,022,091	34,399 deficit	.....	4s
Dayton and Union	76,000	527,445	12,769	616,214	01.81	.....	1.90	599,684	31.81	52,156	58,520	7,744	118,420	100,941	17,479	.....	....
Dayton and Western (17)	....	738,000	.....	738,000	42.00	.....	2.14	1,087,779	.....	.....	....	.....	....	....	....	.....	....
Dayton, Xenia and Belpre (18)	....	....	.....	....	15.26	.....	1.42	412,580	.....	.....	....	.....	....	....	....	.....	....
Iron	132,411	35,000	26,400	193,811	13.00	.....	1.00	314,879	13.00	9,526	55,085	.....	64,611	55,666	8,945	.....	....
Junction (Cin. & Indianapolis)	1,726,750	3,526,700	370,635	5,624,085	98.00	25.00	6.00	5,624,085	123.00	72,057	69,212	15,107	156,376	156,318	58	.....	....
Lake Erie and Louisville (19)	1,211,700	500,000	9,000	1,720,700	37.00	.....	2.00	1,720,700	37.00	18,510	22,720	4,855	46,085	45,009	1,076	.....	....
Lake Shore (C., P. & Ash.) (20)	8,750,000	2,500,000	.....	11,250,000	95.52	.....	46.49	9,744,874	252.10	1,721,997	2,901,371	380,250	5,003,618	3,463,316	1,540,302	612,500	7
Little Miami (21)	3,572,400	1,589,000	.....	5,161,400	84.00	.....	46.00	3,775,757	.....	....	....	.....	....	....	....	.....	4s4s
Little Miami & Col. & Xenia (21)	....	....	.....	....	.....	.....	.....	951,515	195.95	782,501	929,902	186,411	1,898,814	1,637,781	260,833	201,901	....
Marietta and Cincinnati	14,620,866	6,306,000	488,970	21,410,836	190.80	86.00	22.00	19,303,112	276.80	390,801	839,970	75,204	1,305,475	1,110,306	195,169	.....	....
Michigan South'n & N. Indiana.	11,812,600	9,038,640	.....	20,851,240	512.38	.....	64.58	18,812,666	512.38	1,676,058	2,868,028	318,135	4,862,221	2,875,657	1,986,564	.....	10s
New Lisbon	393,958	300 000	.....	693,958	13.00	.....	.....	693,958	13.00	4,142	8,097	804	12,543	9,813	2,729	.....	....
Ohio and Mississippi	23,500,000	3,888,000	.....	27,388,000	340.00	.....	59.50	27,388,000	340.00	8m.849,346	1,037,682	109,170	1,996,198	1,632,414	363,784	.....	....
Pittsburg, Cin. & St. Louis (22)	5,000,000	4,008,000	4,750,000	13,758,000	193.00	7.50	12.40	13,758,000	200.50	604,850	1,483,454	250,227	2,338,531	1,692,066	646,465	.....	....
Pittsburg, Ft. Wayne & Chicago.	11,500,000	12,563,000	158,200	24,221,200	468.30	.....	135.00	22,999,736	500.50	2,480,549	4,846,234	394,268	7,721,301	4,819,625	2,901,676	1,170,616	10
Sandusky, Mansfield & Newark	900,235	2,150,000	.....	3,050,235	116.25	.....	10.00	3,050,235	116.25	161,029	208,458	47,429	416.916	310,864	106,052	.....	....
Springfield & Columbus (23)	100,000	....	.....	100,000	20.00	.....	1.00	346,000	20.00	....	....	.....	13,608	9,672	3,936	.....	....
Toledo, Wabash & Western (24)	6,700,000	14,449,000	.....	21,149,000	475.00	46.00	60.00	21,149,000	521.00	1,205,377	2,852,605	224,928	3,782,910	2,746,198	1,036,712	.....	....

REFERENCES TO THE FOREGOING TABLES.

(1) Road operated including leased roads. (2) Expenses, including taxes. (3) Operated by receiver. (4) Consolidated April 10, 1868, with Cleveland, Columbus and Cincinnati Railroad, taking the name of Cleveland, Columbus, Cincinnati and Indianapolis Railway; (5) Leased to Baltimore and Ohio Railroad Company for 20 years from December 1, 1866, subject to termination at the end of five years at option of either party on notice; (6) Leased in perpetuity to Indianapolis, Cincinnati and Lafayette Railroad Company from May 1, 1866, the lessee paying all expenses, interest on bonds and 10 per cent. annually on stock; the earnings and expenses are estimated; (7) Operated under the control and management of the Cincinnati, Hamilton and Dayton Railroad Company; (8) Leased to Sandusky, Dayton and Eastern Railroad Company from Oct. 18, 1866, to Jan. 9, 1868, when the name of "Sandusky and Cincinnati" was changed to present title; (9) Consolidated April 10, 1868, with Bellefontaine Railway, taking the name of Cleveland, Columbus, Cincinnati and Indianapolis Railway; (10) Leased to and operated by Atlantic and Great Western Railway Company since October 1, 1863, at a monthly rental of $22,889 33; (11) Leased Oct. 8, 1868, to Cleveland, Painesville and Ashtabula (now Lake Shore) Company for 99 years, the stock of both roads to receive identical dividends; (12) Sold Nov. 2, 1864, to trustees and by them conveyed July 1, 1865, to Pittsburg, Ft. Wayne and Chicago Railway Company, the present owners; (13) Consolidation of Columbus and Indianapolis and Indiana Central into Columbus and Indianapolis Central Railway Oct. 17, 1864; this company further consolidated Sept. 11, 1867, with Union and Logansport, and Toledo, Logansport and Burlington Companies under the title of Columbus and Indiana Central Railway; and again, Feb. 12, 1868, with the Chicago and Great Eastern Company under the present title of Columbus, Chicago and Indiana Central Railway Company; (14) not open for business, when completed from Columbus to Athens its length will be 75 miles; (15) Stocked and operated by Little Miami and Columbus and Xenia Railroad Company; (16) Operated under the control and management of the Cincinnati, Hamilton and Dayton Railroad Company; (17) Leased January, 1866, to Little Miami and Columbus and Xenia Railroad Company; (18) Purchased February 1865 by Little Miami and Columbus and Xenia Railroad Company; (19) Consolidation, Feb. 4, 1865, of Fremont, Lima and Union with Lake Erie and Pacific Company, extending from Fremont to Rushville 175 miles, of which only 87 miles are open; (20) formerly Cleveland, Painesville and Ashtabula, name changed June 17, 1868, and became lessor of Cleveland and Toledo Railroad Oct. 8, 1868; (21) Little Miami and Columbus and Xenia Railroad Company is formed by the Companies so called for the purpose of consolidated operations, and operated as lessees the Dayton and Western, and as owners the Dayton, Xenia and Belpre Railroads, the latter having been purchased by them in February, 1865; (22) Consolidation May 1, 1868, of Pittsburg, Columbus and Cincinnati (formerly Steubenville and Indiana) with Pan Handle Railroad of Pennsylvania and Holliday's Cove Railroad of West Virginia, that portion of the road between Columbus and Newark, 33 miles, being owned undivided, half and half, by the Central Ohio and this company; (23) Sold under decree of U. S. District Court in May, 1868, and purchased by Jacob W. Pierce of Boston for $100,000; it is proposed to extend the road to Columbus; at present it is operated under agreement by the Cincinnati, Sandusky and Cleveland Railroad Company; (24) Consolidation July 1, 1865 of Toledo and Wabash Railway, with Great Western of Illinois, Quincy and Toledo, and Illinois and Southern Iowa Railroads.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,660,000	A. & O.	Oct. 68 5
Baltimore City Passenger....	670,000	----------	----------
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jan.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,900	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. 68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J A J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '68 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,110	----------	Jan.'69 4
Central of Georgia.....100	4,666,300	J & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J. A J&O	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref..... 100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	----------	Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 3
" " pref...100	2,425,676	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	Sep. '68 5
Chicago, Iowa & Nebras*.100	2,000,000	----------	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,566,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton 100	3,521,664	Sept.	Sep.'68 5½
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2½
Cincinnati and Zanesville. 50	1,676,346	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4½
Concord..... 50	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 2½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl.'68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,200	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,613,641	Annual.	Jan. '69 4
Do. do. pref.100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,100	J. & J.	Jan. '69 4
Eastern (N. H.).....100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	644,600	----------	----------
East Tenn. and Georgia...100	2,389,730	----------	----------
East Tenn. and Virginia...100	667,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	----------	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	1,143,445	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Sept.'68—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb.... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J. A J&O	Jan.'69 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	J. & J.	July'68 3
Little Miami.....50	3,572,400	J. & D.	D'c.'67 4
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	96,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J	Jul.'68 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	July'68 3
Louisville and Nashville..100	7,869,186	F. & A.	A'g. '68 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	----------	Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,916	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan. '69 5
Mich. So. & North. Ind. ...100	10,059,400	August.	Aug.'68 4
" " guaranteed.100	586,800	F. & A.	Feb.'66 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	2,986,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	----------
" " " pref.....100	3,050,892	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,380	----------	Dec'68 7½
Mt. Carbon & Pt. Carbon* 50	282,350	J & J.	Jan. '69 3
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Aug.'68 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July'68 3
Ninth Avenue 100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Nov. '68 2
North Eastern (S.C.) pref.100	156,000	----------	May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	Dec. '68 4
Northern of N. Jersey 100	159,100	----------	----------
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Alleghery R. 50	4,259,000	J.A J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.AJ&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson River100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,998,700	----------	Jan.'68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....1 0	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A J&O	Jan.'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec...100	679,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,00,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,300	----------	----------
Rockport 100	88,400	----------	Nov.'67 3
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,241	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'68 3
Shore Line.....100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	3,819,275	----------	----------
South Shore.....100	259,585	----------	Jul. 68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,180	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,923	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jul. '68 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,800,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	634,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,400,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 3
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central 100	3,353,675	----------	----------
Virginia and Tennessee....100	3,497,791	----------	----------
Western Union 100	2,707,293	----------	----------
West Jersey 100	804,150	----------	Aug.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren.....100	1,547,550	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	3,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	3,739,300	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 3
" " (pref.). 50	2,888,306	F. & A.	Feb.'67 3
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.....	----------	J. & J.	Jul. '68 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal.....	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '68 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jun. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express.....500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,406	401,103	357,223	353,344	328,826	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,385
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,862	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	369,184	343,325	413,484	480,430	464,376	454,081	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,808	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	428,752	259,102	330,169	3,892,861
1868	259,539	296,496	261,509	270,386	341,181	373,461	405,616	570,353	488,155	480,212	404,002	389,074	4,544,124
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,800	324,965	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	289,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,486,922
1867	292,047	224,621	272,454	268,369	297,626	276,681	297,513	444,024	568,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,900	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,680	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1863	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,148	105,767	1,224,058
1864	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,718
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,006
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	287,126	315,258	278,891	358,882	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,284	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,806
1869	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,958	322,360	307,474	366,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,458	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,660	4,260,114
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,706	9,603,244
1863	920,272	790,167	867,590	911,597	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,089,858
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,678	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,337
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,686	10,032,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,251	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,988	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	606,641	625,547	675,360	701,362	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,362	590,904	8 489,002
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,928	757,441	679,935	555,228	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,026	780,276	8,022,121
St. Louis, Alton and Terre Haute:													
1863	109,806	110,603	120,310	123,115	113,798	123,949	118,077	130,378	158,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,786	202,966	204,728	2,084,076
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	196,884	244,834	212,227	177,364	2,259,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,590	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	205,164	2,060,322
1865	144,084	139,171	155,763	144,001	138,738	194,525	271,799	374,024	377,981	375,504	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,091	304,917	396,248	340,117	436,065	354,831	287,150	3,717,886
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	384,724	382,906	406,703	351,759	333,439	3,809,358
1868	278,712	266,798	283,259	292,285	280,529	293,344	283,833	484,206	450,203	429,893	323,274	320,756	3,945,894
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	699,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,482	100,312	75,248	54,408	814,028
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,248	79,431	44,719	774,9 6
1868	45,415	40,708	39,196	49,231	70,108	77,339	60,763	84,607	97,338	97,630	67,145	45,470	764,9

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1869.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	112
" " " coupon		5	" "	1874	116
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	126
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111
" " " coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,240,400	6	Jan. & July.	1881	111
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	1,602,568,650	6	May & Nov.	1882	108½
" " " (5-20s) coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108½
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108½
" " " (5-20s) coupon		6	" "	1885	109½
" " 2d series (5-20s) registered		6	Jan. & July.	1886	107½
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	108½
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	194,567,300	5	Mar. & Sept.	1904	104½
" " " (10-40s) coupon		5	" "	1904	107½
Pacific R. R. Bonds (currency)	50,097,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	7 207,503	---	presentation.	------	----
Gold Certificates of Deposit	27,038,020	---	presentation.	------	----
Compound Interest Notes 1864 '65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	55,865 000	---	------	------	----
Fractional currency	34,215,715	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	53
" — " " (extended) "	1,941,000	5	" "	1888	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	548,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	126
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	100
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	99½
" — " " May, 1865 (free)	2,000,000	6	" "	1885	100
Florida—State Bonds coupon	370,617	6	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	90½
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	----
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	78½
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds "	945,200	6	" "	1879	99½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	98½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,988	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	73
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	67½
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" " " 1863 "	825,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	96½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,338	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " Ches. & Ohio Can.).	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	96½
" — " " (Bounty)	501,000	6	"	abt.'74	96½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " " "	21,000	5	" "	1870	----
" —General Stattutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1873	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	126
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	588,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1886	116
" — " " "	4,379,500	5	May & Nov.	1894	116
" — " " " sterling	2,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'69-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	110½
" — " " " (stg.)	554,180	5	" "	'89-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	'1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	------	'61-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	322,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'88-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	602,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,300	6	Jan. & July.	'67-'84	100½
" — " " 1863 (")	1,002,900	6	" "	'86-'90	----
" — " " 1864	793,400	6	" "	'97-'02	108
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107½
" " " " registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	8,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	102
" — " " "	1,400,000	6	" "	'75-'77	101½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	102
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1876	99½
" — " " "	300,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	61
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	8,500,000	6	Jan. & July.	1900	62½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	100½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	96½
" — " " registered	5,083,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102
" — " " 2d series	7,909,520	6	" "	1882	103
" — " " 3d series	9,370,017	6	" "	1892	104½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1864	776,000	6	Jan. & July.	1893	100
South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894	100
" —State Bonds (various)	798,896	5	J. A. J. & O.	'68-'70	----
" " " (new)	2,275,000	6	Jan. & July.	'71-'90	----
Tennessee—State Bonds	1,210,803	6	" "	1887	----
" — " "	239,187	5	April & Oct.	1868	60½
" — " "	1,706,000	6	" "	1868	60
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1893	66½
Vermont—State War Bonds	1,567,500	6	June & Dec.	71-'73	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,589,598	6	" "	long.	46½
" — " " (new) registered	10,900,000	6	" "	long.	56
" — " " (") coupon	1,379,500	6	"	1876	57
" — " " (")	489,300	6	"	1886	----
Wisconsin—State Bond	29,000	6	"	1890	----
	405,100	6	Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	699,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92
Loan of 1850	602,000	6	" "	"	1880	93½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	63
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £330,550	1,541,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	358,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	95
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	480,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1887	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1862	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1918	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	88
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	93
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	104
Convertible bonds	1,500,000	7*	" "	" "	1883	109½
National Loan	15,000,000	6	" "	" "	1895	99½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1863	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	98½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1882	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	April & Oct.	New York.	1865	70½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	99
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1863	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	92½
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	82½
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1863	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	99
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1886	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	6,692,000	7	" "	" "	1896	98½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1896	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1906	93
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1868	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'80	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98½
3d Mortgage (or 2d Extension)	1,608,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	74½
Consol. & F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	96

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1883	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	128,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1883	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	79½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1883	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	93½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1883	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	928,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1883	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1868	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	87
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	87½
State Loan of 1855	1,500,000	6	" "	" "	1885	110½
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '80	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1896	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	800,000	7	Jan. & July.	New York.	1905	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	90
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	95½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	90
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	6	" "	" "	1882	115½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,698,000	7	" "	" "	1877	92
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$800,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Morigage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'92	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1879	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	[illegible],000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	270,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	106
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145.000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	82½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	108
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	84½
Northern New Hampshire:						
Company Bonds	145.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	200,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	1873	92
2d Mortgage (B. & O. R. R. Co.)	498,000	6	Jan. & July.	"	1873	90½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	85
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	96½
Company Bonds	82,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	76½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95
2d M. stg.	2,283,340	6	" "	London.	1875	....
General Mortgage	59,000	6	— & —	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	— & —	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85
2d Mortgage	4,000,000	7	" "	"	1901	79
3d Mortgage for $3,000,000	609,000	6	" "	"	1885	....
Philadelphia, Germant & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-45 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	250,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	250,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	99½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'73	....
Sinking Fund (Watert. & Rome)	731,800	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	150
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	91½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	70½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1873	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1899	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	71
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	97
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	99½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1906	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	"	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,987,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1853	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	88
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	70
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1862	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	73
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	65
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C. R. R. Co., N. J.	2,000,000	7	Jan. & July.	New York.	1886	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna †...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,649	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—					Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	.....	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf †.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †.N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N.Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	....	....	—	243	130	32	3,549	Baltimore and Ohio †.....Md. & W. Va.	21,450,651	3,621,765	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—					Washington Branch †.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—					Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—				80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated	5½ months only.)	.....	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—					Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	105,510,449	6,029,210	2,031,717	10	100	147
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie †.M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	869,577	50,770	—	100	27¾
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	135
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	132
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,209,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—					Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated	by Grand Trunk)	.....	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0					Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	18	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14¾
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—					Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated	by West Jersey.)	.....	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	—	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)	.....	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)	.....	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—					*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	128
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	966,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	115
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)	.....	888,080	.....	—	100	30
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* †.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—					Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,482	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—					Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)	.....	.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,962	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	150
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,251,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
ec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,600	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—					Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)	.....	.....	.....	10	100	....
May 31, 1868	900.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,962	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	83½
M 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	127½
Jun. 30, 1867		Less	ees	of S	an.	&	Cin.		Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	909,198	1,364,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.	.....	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)	.....	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	2,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,168	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	300,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.	.....	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	518,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated	by Cin., H. and D.)	.....	183,395	37,743	—	100	....
Dec. 21, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,090	11,664	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,336,109	382,067	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,502	843,350	1,477,513	452,584	6,000,000	425,000	—	396,957	187.8	1,123,750	18,477,257	51,231,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	75
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....		(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash..Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	101
Nov. 30, 1867	101.0	102.5	57.0	—	68	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	85½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	104½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	49
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846		(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	360,024	.....	.....	941,321	146,888	8	50	75
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	126
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....		(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....		(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	119½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissoge....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....		(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	94
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....		(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	116
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....		(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....		(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	.....	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273,910	138,944	2,389,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....		(Leased	to Northe	rn Central.)	.....	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....		(Leased	to Northe	rn Central.)	.....	165,000	5	50	60
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	38½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	....	....	....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	133
Nov. 30, 1867	18.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	86	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,186,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶...S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	463,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	100
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000		(Leased	to Pennsy	lvania.)	.....	133,284	7	50	111½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,037	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	247,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,506,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,596,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	137½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.6	....	—	167	94	39	3,714	*Illinois Central* .....Illinois.	31,328,473	*	8,458,199	1,775,608	23,416,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	143½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	33
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
" 21, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Nov. 21, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	496,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,900,000	3,189,000	220,825	788,950	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....		(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....		(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....		13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	3	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1867	31.0	—	....	94.0	4	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	63,880	.....	80.0	505,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. J	an. 1, '68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & oper. by L. C & N. Co.			.....	.....	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	109
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated by Louisv., Cinc. and Lex.)			.....	45,700	6	100	....
Nov. 30, 1867	34.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,936	282,550	.....	(Operated in connection with Col. & Xenia.)			.....	.....	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	4	50	87½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Louisv., Cinc. and Lex.)			103,858	.....	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	.....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	.....	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,457	—	108	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)			.....	97,925	9	100	127½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,655	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,974	344,906	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	116
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,302,623	110,163,611	4,747,219	1,710,007	—	100	90½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	—	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,633,608	2,017,923	—	100	74½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	8	50	111
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and Eufala.....Alabama.	641,785	73,900	6,633	44,459	884,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	96.0	827,530	.....	.....	1,382,840	264,547	3½	50	86½
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,106,329	19,674,245	1,124,421	311,578	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern ¶..Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg. F.W.&C.)			178,509	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	Newcastle and Frenchtown.....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New Jersey.....New Jersey.	4,077,496	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	132
Nov. 30, 1867	206.0	—	....	—	25	26	11	448	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	81	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,925	620,153	—	100	54
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,423	1,882,000	642,107	.....	80.2	137,698	2,999,132	.....	378,196	118,328	—	100	46
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,320	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	156½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North..N.Y. & Conn.	216,680	.....	.....	.....	193,380	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	62.8	—	63.8	—	37	77	24	450	New York and Harlem.....New York.	10,491,688	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	153½
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	New York and New Haven..N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,005,092	6,279,840	2,218,500	864,878	10	100	138½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	.....	486,140	111,835	2½	100	85
Sept. 30, 1867	81.0	....	....	—	7	5	2	91	Niagara Bridge and Canandaigua..N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	60,080	6	100	...
May 31, 1868	223.0	....	....	—	26	30	—	204	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,800	622,350	.....	.....	81.0	120,138	1,217,813	3,430,361	208,635	47,231	—	100	30
									North Carolina ¶.....North Carolina.	4,950,696	*	300,100	62,264	4,000,000	443,000	147,135	732,535	223.0	359,960	.....	.....	537,949	299,167	6a	100	...

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Feb. 29,	1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*	Ala.										(Leased to Selma and Meridian.)					12,560	—	100	....
Feb. 26,	1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*	28,362	27,648	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29,	1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶	Missouri.																				
Oct. 31,	1867	56.3	12.0	20.0	—	23	26	14	309	North Pennsylvania	Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	348,023	12,188,701	13,691,447	892,057	377,206	5s	50	69½
Dec. 31,	1867	94.3	3.0	....	—	18	20	3	349	Northern	Canada.									97.3				561,370		—	100	....
Dec. 31,	1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶	Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,060	94,836,528	3,690,868	917,016	8	50	97
Mar. 31,	1868	69.0	18.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
Sept. 30,	1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey	N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30,	1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,258	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	3	100	91
Jun. 30,	1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶	Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31,	1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain	N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,982	5,009,432	26,654,145	898,981	301,742	3	100	66
Dec. 31,	1867	340.0	—	....	—	79	36	20	1,218	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,386	23,500,000	3,888,000	398,693	122,225	340.0				4,459,319	1,063,529	—	100	33⅓
Oct. 31,	1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River	Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	80
Nov. 30,	1867	130.5	19.5	32.3	—	34	56	18	450	Old Colony and Newport	Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	98
Sept. 30,	1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶	Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31,	1867	9.1	—	....	—	—	—	—	—	Orange and Newark	New Jersey.									9.6				136,096	23,634	—	100	....
Sept. 30,	1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30,	1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse	New York.	1,160,940	139,634		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29,	1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶	Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30,	1867	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	42½
Dec. 31,	1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased to Erie.)			53,400	8	100	....
Dec. 31,	1867	6.1	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.															—	100	....
Dec. 31,	1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased to Erie.)			26,500	5	100	....
Dec. 31,	1867	—	—	—	109.0	—	—	—	—	Peninsular	Mich. Ind. and Ill.					400,000										—	100	....
Dec. 31,	1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania	Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	112
Oct. 31,	1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31,	1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,891	471,590	1,376,592	1,646,300	174,515	516,385	165.0	138,864	1,487,643		295,606	157,371	—	100	....
Dec. 31,	1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)			125,000	8	100	....
Dec. 31,	1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville	Illinois.	1,100,000				550,000	550,000			71.0						—	100	....
Dec. 31,	1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶	Virginia.	1,411,762	*	112,790	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31,	1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	28,423	—	50	....
Dec. 31,	1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶	Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	62½
Sept. 30,	1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown	Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	133⅓
Nov. 30,	1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading	Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	95⅝
Oct. 31,	1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	128
Oct. 31,	1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore	Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	106
Jun. 30,	1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati	Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31,	1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶	Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31,	1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	126⅞
Dec. 31,	1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville	Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30,	1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*								50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30,	1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			6,322	782	450,000			782							—	100	....
Dec. 31,	1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec	Maine.	3,000,000	*							23.0				48,776	4,240	—	100	....
May 31,	1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth	Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	109.0	307,443	6,630,284		579,475	132,693	—	100	....
Mar. 31,	1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000				51.3	227,394			529,325	230,825	6	100	100
Mar. 31,	1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased to Concord.)				24,500	7	100	....
Nov. 30,	1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	434,942	49,787	6,500		437,917	150,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30,	1867	43.4	1.8	20.4	—	19	17	4	658	Providence and Worcester	R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	14.5	42,600			92,930	34,259	—	100	....
Dec. 31,	1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.									44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31,	1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31,	1867	39.5	8.5	2.3	—	7	7	1	38	Reading and Columbia	Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30,	1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga	N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30,	1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶	Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30,	1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶	Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30,	1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶	Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30,	1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30,	1867	22.0	—	—	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31,	1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.									12.0						—	100	....
Dec. 31,	1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg	N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31,	1867	119.6	—	28.0	—	35	27	9	709	Rutland	Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	32
May 31,	1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*	Minn. & Wis.															—	100	....
Dec. 31,	1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute	Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	39½
Dec. 31,	1866	80.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31,	1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa	Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31,	1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶	Missouri.															—	100	....
Dec. 31,	1867	150.0	—	....	148.0	15	8	—	—	St. Louis, Jacksonville and Chicago	Ill.						1,500,000									—	100	....
May 31,	1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30,	1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31,	1867	16.9	—	—	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31,	1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati	Ohio.	3,897,479	*			2,834,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000	—	50	44½
Dec. 31,	1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark	Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31,	1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,696	*			1,269,150	97,000	149,216		54.0	143,124			146,840	18,546	—	50	....
Oct. 31,	1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					4	50	....
Feb. 28,	1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29,	1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31,	1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,000	363,684		—	100	....
Oct. 31,	1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31,	1867	20.0	—	....	23.0	3	3	6	15	Sheboygan and Fond du Lac	Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31,	1867	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31,	1867	50.0	—	4.1	—	10	19	11	40	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31,	1867	71.0	—	....	2.0	—	—	—	—	*Sioux City and Pacific*	Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31,	1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)			36,000		—	100	....
Dec. 31,	1867	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31,	1867	137.0	106.0	29.1	—	43	38	—	343	South Carolina ¶	South Carolina.	6,999,734	647,607	3,110,721	485,388	5,819,275	3,767,944	656,801	903,430	243.0	609,871			1,316,006	613,779	—	100	....
Nov. 30,	1867	11.5	—	1.9	—	3	12	3	15	South Shore	Massachusetts.	462,067	89,486			1,158,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	18½
Dec. 31,	1867	24.0	—	....	21.0	8	17	5	18	South Side (L. I.)	New York.	1,300,000	*			450,000	750,000			24.0						—	100	....
Sept. 30,	1867	128.6	2.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,726,590	*	12,924	40,208	1,365,000	1,766,900	663,047	22,766	182.5	209,058	1,861,845	5,229,232	330,090	67,921	—	100	....
Dec. 31,	1867	30.5	—	....	46.5	8	2	1	76	Southern Minnesota	Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.				*		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.									68.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000				196,000	150,000										100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....		(Leased	to Cinc., Dayton and	Eastern.)				100	....
Jun. 30, 1867	160.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	13.0	66,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	.....	—	(Leased	to Housatonic.)	.....	.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.									13.2	(Leased	to Nashua & Lowell.		17,700	14,118	5	100	....
Sept. 30, 1867	91.0	—	8.0	—	12	10	8	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.																50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000		1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	364,360	6,517,655	3,505,861	509,582	188,393	—	100	63
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908				274,400					(Leased	to Hudson River.)			19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....		(Operated	by Vt & Mass., & T. & B.)		.....	32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....		(Owned	by railroads centring in Troy.)		.....	.....	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....		(Leased	to Pennsylvania.)		.....	.....	—	100	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....							—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....							—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....							—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	64	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....							—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased | to Vermont Central.)		199,126	3,837,794	3,281,428	8	100	101
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,225,098	14,537,172	41,455,549	461,424	62,595	1½	100	68
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....		(Leased	to Rutland.)		1,783,991	893,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	182	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.8	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	10.3	(Operated	by Erie.)		51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.			(In hands of receiver.)						7.0							100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									23 0	(Opened	Nov. 20, 1867.)					100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,620	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	6	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.						2,318,000			84.5							100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....		(Leased	to Pennsylvania.)		.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	180	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Under construction.)		200,000											100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	—	—	—	—		(Leased | to Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,068,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,063	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	—	213,000	—	—	—		(Leased | to Nashua and Lowell.)					—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	203,333	.....	.....		(Leased	to Balt. and Ohio.)			27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,852,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	293,230	—	.....	.....	317,050	52,000	24,180	.....		(Leased	to Northern Central.)					50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,096	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	89
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						4	50	100
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,164,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	132
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	571,072	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	—	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,804,297	1,783,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	56
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	—	—	—	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	28
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed—equivalt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	P c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	87
30 Nov.'67	6.84	—	255	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	100
30 Nov.'67	3.92	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
0 Nov.'67	3.00	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	—	62½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,589	79,694	188,085	10,087	—	—	59
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	0.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,548	—	100	—
30 Sep.'67	19.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	5½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,313	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	—
30 Sep.'67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	498,100	498,810	47,308	192,290	9,470	—	100	—
30 Sep.'67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,456	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	88,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.86	—	—	—	—	Greenpoint & Williamsb'rg	144,006	44,390	100,600	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,900	124,600	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.38	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50.000	1,184945	222,222	12	100	150
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,338	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	80,000	—	2,000	.....	.....	—	—	—
31 Dec.'62	5.05	2.50	—	6	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	—	—
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	—	6	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	20
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	25½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	35
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	69,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	63,011	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	260,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	22½
31 Oct.'67	3.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct.'67	3.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	439	72	4	Second & Third st. (Phila.)	487,938	339,007	114,200	68,088	408,156	105,448	18½	50	47
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	17
31 Oct.'67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	65½
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market quotation.
	$	per c.	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1894	.....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	.....
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	.....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown: 1st Mortgage	300,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	99
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg] 1st Mortgage	50,200	7	J. & J.	1870	.....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1878	.....
Delaware County: 1st Mortgage	6,500	7	.....	.....	.....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue. 1st Mortgage	100,000	7	J. & J.	.....	.....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	.....
Real Estate	124,500	7	J. & J.	.....	.....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	.....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Morris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount: 1st Mortgage	183,000	7	J. & J.	1869	.....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston: 1st Mortgage [road]	80,000	6	J. & J.	71–72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex: 1st Mortgage	38,000	..	.....	.....	.....
Malden & Melrose bonds	66,971	..	.....	.....	.....
Real Estate	6,000	..	.....	.....	.....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia: 1st Mortgage	100,000	7	.....	1880	.....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City: 1st Mortgage	160,000	6	J. & J.	1870	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1880	.....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1872	.....
Pittsburg & Birmingham: 1st Mortgage	10,800	7	J. & J.	1870	.....
Pittsburg & East Liberty: 1st Mortgage	57,000	7	J. & J	1871	.....
Quincy. Plain bonds	58,400	..	M. & S.	1886	.....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1863	99
2d Mortgage	114,200	7	J. & J.	1860	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	..	.....	.....	.....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	.....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	.....
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	.....
West Philadelphia: 1st Mortgage	100,000	7	J. & J	1880	.....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	66½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	....	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	69
Chicago and Alton, pref.	2,425,400	7	10	148
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	87½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	64
Hannibal and St. Joseph, pref.	5,253,836	....	....	104½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	67½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	25
" " 2d pref.	4,051,744	6	....	10
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	95½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	64½
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	73½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	38½
Mariposa Mining, pref.	5,774,400	7	7	20½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 — @	41 —
Pig, American, No. 1 (good to best)		38 — @	40 —
Pig, American, No. 2		37 — @	38 —
Pig, American, Forge		35 — @	36 —
Bar, Refined, English and American		90 — @	95 —
Bar, Swedes, assorted sizes	(gold).	82 50 @	87 50
		Store Prices.	
Bar, Swedes, ordinary sizes		— —	@155 —
Bar, English and American, Refined		90 — @	95 —
Bar, English and American, Common		87 50 @	90 —
Scroll		130 —	@175 —
Ovals and Half-round		125 —	@155 —
Band		130 —	@ — —
Horse Shoe		130 —	@ — —
Rods, ⅜@3-16 inch		105 —	@165 —
Hoop		135 —	@190 —
Nail Rod	per lb.	— 9½	@ — 10½
Sheet, Russia, assorted No.'s	(gold)	— 10	@ — 11½
Sheet, Single D. and T. Common		— 5	@ — 7
Rails, English	(gold). per ton.	54 — @	56 —
Rails, American		75 — @	77 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 23
English Spring (2d and 1st quality)		— 10	@ — 12½
English Blister (2d and 1st quality)		— 11½	@ — 20
English Machinery		— 13½	@ — 16
English German (2d and 1st quality)		— 14	@ — 16
American Blister "Black Diamond"		— 10½	@ — 16
American, Cast, Tool, do.		— 10	@ — —
American, Spring, do.		— 10	@ — 13
American Machinery do.		— —	@ — 13
American German do.		— 10	@ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— 33	@ — —
Braziers'		— 33	@ — —
Nails		— —	@ — 42
Sheathing, &c., Old		— 20	@ — 21
Sheathing, Yellow Metal		— 26	@ — —
Bolts, Yellow Metal		— —	@ — 26
American Ingot		— 23½	@ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 30	@ — 30½
Straits	(gold).	— 28½	@ — 28½
English	(gold).	— —	@ — 28

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 62½@ 8 75	11 50 @ 12 —
I. C. Coke	6 87½@ 8 —	9 50 @ 11 —
Coke Terne	6 — @ 6 25	8 25 @ 8 75
Charcoal Terne	8 — @ 8 25	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 19	@ — 19½
Crude, 40 @ 47 gravity (in shipping order)		— 23½	@ — 24
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 32½
Refined, Standard White (in ship'g order)		— —	@ — 34
Refined, prime White (in shipping order)		— —	@ — 34
Refined, S. W. (in merchantable order)		— —	@ — 33½
Naptha, Refined, (60 @ 63 gravity)		— 9½	@ — 10
Residuum	per bbl.	4 —	@ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 5 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie 2s	27½	....	....	....	....	....
California 7s (gold)	125	....	126	....	....	....
Canton Co.	51½	....	52½	54½	53½	55½
Central of N. Jersey	114	....	115	114½	114½	....
Chicago & Alton	148	148½	....	148½	149	149
" pref.	....	....	....	148	....	....
" 1 M.	....	100	100	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	190	....	....
" 8s, 1883	109	....	....	110	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	83½	84½	81½	82½	83½
" pref.	84½	85½	87½	85½	86½	87½
" 1st M.	....	....	91½	....	92½	92½
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	92½	92½	....
Chic., Rock Isl. & Pac.	119½	122½	123½	125½	126½	127
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	98	98	98	....	98½
Clev., Col., C. and Ind.	74½	....	74½	74½	75½	75
Clev. and Pittsburg	86½	89	89	84	84	84½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	74½	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	102½	101½	104½	104	103½	104
" S. F. 7s	100	....	....	....	....	....
Col., Chi., & Ind. C.	44½	46	46	....	49	49
" 1 M.	74½	74½	75½	77½	79½	80
Cumberland Coal pref.	....	38	39	....	38½	38½
Del. & Hudson Canal	....	132	132	130½	132	132
Del., Lack. & Western	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	39½	40½	....	39½	38½	38½
" pref.	64	....	....	....	....	....
" 1 M. 7s, 1867	102	102½	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	92	....	....	92
" 4 M. 7s, 1880	....	88	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	77	....	....	....	....	78
Hudson River	134	135	....	137½	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	142	142½	143½	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	99	....	101	101½	....	101
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	115	115	115½	115½	115½	115½
" S. F. 8s, 1882	....	....	....	....	115½	....
" conv. 8s, '69	112	....	....	....	....	....
M. S. and N. L.	90½	90½	91½	90	90½	91
" 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	71½	72½	72½	72½	71	73½
" pref.	90½	91½	91½	90½	90	93½
" 1st mort.	....	....	....	....	91	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	103½	....	....	104
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87½	....	87½	87½	87	87½
" H. & St. J. iss.	87½	87	....	87½	87	88
Morris and Essex	86	....	....	....	86	86
" 1st mort.	98½	96½	96½	98	96½	98½
" 2d mort.	....	93	94	....	95½	95
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	156½	157½	158	156½	....	156½
" 7s, S.F. 1876	....	....	....	105	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90½	90½	....	....	90½	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	128	128	132	133½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	100½	....	....
N. Y. and N. Haven	....	....	....	139	139	....
N. Carolina 6s	65	65	64½	64½	65	65
" new	62½	62	62	62½	62½	63
Ohio and Miss.	34	34½	34½	33½	33½	33½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	93	....	....	....
Pacific Mail S. S. Co.	120	121	122½	122½	123½	123½
Panama	....	348	....	....	....	342½
Phila. and Reading	94½	94½	95	94½	93½	95½
Pitts., Ft. W. & Chicago	118½	119½	119½	119	119½	120½
" 1 M.	100	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	23	....	22½	23	....
St. L., Alton & T. H.	....	....	39½	....	....	....
" pref.	63	64½	....	64½	64	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	83½	83½	....
" Income bds	78	....	....	....	....	....
Tennessee 6s	66½	66½	65½	....	....	....
" new	66½	66½	67½	69½	68½	68
Tol., Wab. & Western	61½	62½	62½	61½	62½	63
" pref.	73	....	75	....	....	73½
" 1 M. ex.	....	....	....	....	....	93½
" 2 M.	....	....	....	83	83½	....
" Equipment. 7s	75	....	....	....	....	....
Virginia 6s, ex-coupon	56	54	55½	55½	56½	....
" new	57	57	57	57½	58½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	116	....	....	....	....	....
U. S. 5s, 10-40s, coup	106⅜	106⅜	106⅛	106⅛	106⅛	107⅛
U. S. 5s, 10-40s, reg	....	....	....	103⅛	103⅛	104⅛
U. S. 6s, 1881, reg	110⅛	110⅛	....	110⅛	....	110⅛
U. S. 6s, 1881, coup	111⅛	111⅛	112⅛	112	111⅛	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " ⅛ y	....	....	....	109	....	....
U. S. 6s, 5-20s, reg. '62	107⅛	107⅛	108⅛	....	....	....
U. S. 6s, 5-20s, c. 1862	112⅛	112⅛	112⅛	112⅛	112⅛	112⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	108⅛	....	108⅛
U. S. 6s, 5-20s, c. 1864	109	....	109⅛	109⅛	108⅛	108⅛
U. S. 6s, 5-20s, reg. '65	....	....	108⅛	....	....	....
U. S. 6s, 5-20s, c. 1865	109⅛	109⅛	109⅛	109⅛	109⅛	109⅛
U. S. 6s, 5-20s, r. n. '65	108	....	108⅛	....	....	107⅛
U. S. 6s, 5-20s, c. n. '65	108⅛	108	108⅛	108	108	108⅛
U. S. 6s, 5-20s, reg. '67	....	108⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1867	108⅛	108⅛	108⅛	108⅛	108⅛	108⅛
U. S. 6s, 5-20s, reg. '68	....	108⅛	108⅛	....	....	....
U. S. 6s, 5-20s, c. '68	108⅛	108⅛	109	108⅛	108⅛	108⅛
U. S. 6s, Pac.R.R.issue	99⅛	100⅛	100⅛	100⅛	100⅛	100⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	....	....	....	....	....	....
" preferred	32⅛	32⅛	32⅛	32⅛	33⅛	33⅛
Camden and Amboy	129⅛	129⅛	129⅛	129	129	
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	90	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	93	93⅛	93	....
Elmira & Williamsport	....	....	....	30	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	29⅛	29⅛	....	29	....	29
" 6s, 1884	....	....	82⅛	....	....	....
" Gold L	88⅛	88⅛	88⅛	88⅛	88⅛	88⅛
" R. R. L	....	....	....	....	....	....
Lehigh Valley R. R	55⅛	54⅛	54⅛	54⅛	54⅛	54⅛
" 6s new	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	43⅛	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	54	55⅛	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	34⅛	....	....	....	....	....
" 6s, 1890	....	....	....	....	89	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	48⅛	....	....	48⅛	....	....
Pennsylvania R. R	55⅛	55⅛	55⅛	56	56⅛	56
" 1st M	....	....	....	....	....	....
" 2d M	....	....	95⅛	95⅛	....	95
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	104⅛x	....	....	....
" 6s, W. L	101⅛	....	....	....	....	....
Philadelphia City, 6s	....	....	....	99⅛	....	....
" new	100	100⅛	100⅛	100⅛	100⅛	100⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	46⅛	47⅛	47⅛	47⅛	47⅛	46⅞
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	25⅛	26	26	26⅛	26⅛	....
" 6s	85	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	....	68⅛	....	....	68⅛	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	11
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	17	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	94⅛	94⅛	94⅛	....	....	95
" 1886	....	....	....	....	....	....
" 1890	94	94	94⅛	94⅛	93⅛	94⅛
" 1893	....	....	....	....	....	96
Balt and Ohio	120	....	....	....	120⅛	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	94⅛	....	93⅛	....	....	94⅛
Marietta & Cin. 1st M	91⅛	91⅛	91⅛	92	90	....
" 2d M	73	....	73	....	....	....
Northern Central	48⅛	....	48⅛	....	....	48⅛
" bonds, 1885	83⅛	83⅛	....	....	....	83⅛
" " 1900	84	....	....	....	84⅛	....
N. W. Va. 1st mort	92	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany	146⅛	147	147	147	147	147
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	135⅛	135⅛	135⅛	135
Boston and Providence	....	....	135	135	135	135
Boston, Hartford & Erie	27⅛	28⅛	28⅛	28⅛	28	27⅛
" 7s, new	62	....	63	....	....	....
Cheshire, pref	....	....	....	70	69	....
Concord	....	....	....	....	....	73
Connecticut River	....	....	....	....	....	....
Eastern	....	....	....	....	116	116
Fitchburg	133	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	132⅛
Michigan Central	115	....	116	116	115⅞	116
Northern, N. H	112	....	112	112	....	....
Ogdens. & Lake Champ	66⅛	....	66	66⅛	....	66
" pref	103⅛	....	....	....	104⅛	....
Old Colony & Newport	94	....	....	96	....	....
Ph., Wil. & Baltimore	52⅛	52	52⅛	....	53	53
Portl'd, Saco & Ports	....	....	....	....	100	....
Vermont & Canada	101	....	101	....	....	....
Vermont & Mass	....	....	....	63⅛	....	63
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	103
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	100	....
Metropolitan	62⅛	....	....	62	62⅛	....
Middlesex	....	....	....	....	59	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	16	16⅛	16	....	....	16
Franklin	14⅛	15	15	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	8	8	8	8	8	8
Pittsburg	....	....	....	13	....	....
Quincy	22	22⅛	....	....	22	....

London Stock Exchange.

	Closing Prices. Dec. 18.	Dec. 24.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 68
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	41⅛ — 42⅛	42 — 42⅛
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	27 — 27⅛	26 — 26⅛
Do. sterlg. 6 p. c. convertible bonds	— —	— —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	95⅛— 96⅛	95 — 95⅛
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	89 — 91	88 — 90
Philadelphia and Erie 1st mort. 1881	89 — 91	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, January 16, 1869.

Stock Exchange and Money Market.

During the earlier part of the week, under review, money worked steadily in favor of the borrowing interest, on an augmenting supply both at bank and in private hands. The publication of the highly favorable bank statement on Saturday served to confirm this tendency of the market, the exhibit indicating a gain of $7,500,000 of deposits, nearly $6,750,000 of specie, and $2,250,000 of legal tender notes, with a reduction of nearly $300,000 in the loan averages, as compared with the footing of the preceding weekly return. Monday's opening dealings in money were on the basis of the legal rate on call, in currency, to responsible street houses. Late in the day, however, there was a sudden and inexplicable renewal of the pressure for accommodation, as well as of firmness in rates, which continued through the active business hours of Tuesday, and the prevailing price to even the best street borrowers was full 7 per cent. on call. Equal to 8½@10 per cent. in currency was said to have been exacted from some needy borrowers, on miscellaneous collaterals. The market was made thus stringent, chiefly by speculative manipulations, in the interest of the *bears* in bonds and stocks. A Government firm in Wall street, was represented as having called in several loans on Tuesday, in furtherance of its temporarily bear views. During the afternoon of that day, there was an unexpected relaxation in the market, with a notable increase of the offerings of capital at generally 7 per cent. on call, with exceptional instances reported of advances having been made to leading dealers in the public funds as low as 6 per cent. On Wednesday, the business was fairly active, and the governing call loan price was the legal rate in currency. In partial explanation of the recent frequent and unusual fluctuations in the price of money, street operators have emphasized the reduced greenback basis at bank, as compared with this time last year; the much higher prices for stocks, especially the railways; the wants of the Pacific Railroads for temporary accommodation in advance of the regular sales of their own mortgages, and the local speculation, for New York and Southern account, in cotton. And attention has been called to the singular strength of the market in nearly all departments of the Stock Exchange, the Gold Room and the Produce Exchange, (including cotton,) in the face of the extraordinary animation in the money line. Mercantile borrowers have been meeting with more encouragement from both banks and private lenders. Prime to good commercial paper has been, as a rule, in more request at from 8@10 per cent. per annum. The U. S. Sub-Treasury has gained a few millions in the way of cash balances, since the 6th inst. The Treasury Department entered the New Year with a cash reserve of of $111,826,461, (including $98,763,369 of coin, and $13,063,092 of currency,) of which there were $87,901,169 in the Sub-Treasury at this port. A year ago, the department held cash balances of $106,679,321.

The specie reserve of the city banks is now $27,384,730, against $19,222,856 same time last year. The city bank deposits are now $187,908,539, against $194,835,525 week ending Jan. 11, 1868. The legal tender reserve amounts to $51,141,128, against $63,753,116 same time last year. The circulation now stands at $34,344,156, against $24,094,137 same time last year. The loans are now $258,792,562, against $253,170,723 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $117,962,008 a day, against a daily average of $117,061,000 the preceding week, and $124,385,841 the week ending with Dec. 23, 1868. The current week's exchanges average about $125,981,000 a day. The city banks, last week, gained $6,648,608 of specie, $7,418,094 of deposits, and $2,244,707 of legal tender notes. They reduced their loans, $297,495; and their circulation, $35,453.

National Bank notes to the amount of $121,010 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,677,926, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,851,747, leaving, with the existing 1,629 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,826,179. The United States bonds held by Treasurer Spinner in trust for National Banks as

security for circulating notes amount to $342,136,400; and for the public deposits, $35,391,350—making a total of $377,527,750. The Treasury Department last week redeemed and destroyed $624,000 of worn and mutilated fractional currency, and issued $144,315 of new. The outstanding amount of fractional currency on the 1st of January, 1869, was $34,215,716, against $33,875,268 on the 1st of December, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,471,083, average amount of specie $1,214,818, average amount of deposits $1,838,523.

The U. S. Sub-Treasury receipts, week ending with Jan. 9, were $10,396,480, including $1,954,193 from customs duties; payments, $11,375,788, including $3,682,000 of coin interest; balance of the close of the week, $81,368,068, against $82,347,376, at the close of the preceding week, showing a decrease of $979,308. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,815,850 including $358,981 from customs; and payments, $1,982,927, including $634,332 of coin interest; on Tuesday, receipts, $1,136,058 including $491,000 from customs, and payments, $1,093,280, including $799,925 of coin interest. The balance at the close of business on Tuesday stood at $81,243,729, against $78,601,922 a week previous; and $89,937,195, on Dec. 23, 1868.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was $27,036,020, against 23,255,840 on the 1st of Dec., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $3,337,000, and retired $1,862,195 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during December, reached $7,600,980.

Government revenues have been on a more liberal scale, since our last. The excises, last week, yielded about 3½ millions; customs at the port of New York, $1,954,193, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $7,015,650 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 76 millions, according to the latest Washington advices.

Gold has been rather more active, since our last, and quoted firmer in price. The warlike tenor of the recent foreign advices have tended to strengthen the speculative interest. There has been a little more call from shippers and importers, from the latter for Custom House purposes. Nearly two millions were derived by the Treasury Department from the Customs of the port, last week, and the promise is of a larger yield during the current week. Nearly three-fourths of a million were exported during the past week. The prices of the week ranged from 134⅝@135⅞. The closing figures on Wednesday were 135⅞. The exports of specie on Tuesday were $43,000, on Wednesday, $50,000. Late on Wednesday, the California steamer delivered $214,180 in gold. The Treasury Department held on the 1st inst., a coin reserve of $98,763,369, of which $71,727,349 belonged to the department, but out of this amount in the ownership of the Government, provision has had to be made for the January coin interest disbursements, amounting to about 33 millions all told. There were $27,036,020 on deposit in the department, on private account.

The customs demand for Gold last week, averaged $325,699 a day; thus far, this week, it has been equal to $424,990 a day, or equal to a weekly aggregate of $2,549,940. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $41,078 and from California, $214,180. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $62,016,536, against $58,928,133 same time in the preceding fiscal year. At the port of San Francisco, $8,382,329, against $7,484,475 last year.

The total receipts of California gold at this port, since July 1, 1868, have been $12,703,511, against $16,454,402 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $3,750,891. The exports of specie, from this port, last week, were $645,628, against $2,940,752 same week last year; total, since July 1, 1868, $22,835,424, against $32,934,186 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $3,682,000; since July 1, 1868, $53,678,049, against $42,069,019 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Dec. 22, 1868, were $34,216,172, against $40,656,910 same time in 1867.

More firmness has been developed in the market for foreign exchange, on a less extensive offering of prime bills, both bankers' and merchants'. The demand, however, has not been particularly brisk, and drawers have experienced much difficulty in realizing asking prices, even on the best drafts. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109¾, and on Paris to 5.18¾c.@5.15; sight bills on London to 110¼@110½, and on Paris to 5.13¼c. @5.11¾. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,376,680, against $3,912,546, same week last year; total, since July 1, 1868, $84,929,924, against $97,555,165 same time in preceding fiscal year of 1867–'68.

Government securities have been in better request and decidedly stronger in price, most of the week. On Monday and Tuesday there was temporary reaction, caused in part by the sudden tightening of money, and in part by the circulation of an utterly false report to the effect that the Treasury Department was about to market a few millions of new bonds. This report was believed to have originated with parties who were represented as *short* of bonds, and desirous of depressing values, in order to protect their outstanding contracts to deliver. Such reports, false though they be, gain temporary currency from the known or assumed power of the Treasury Department to make such further issues, even though the power be of a very limited nature. And such rumors will continue to be put in circulation and to be traded upon, as long as the Secretary of the Treasury is left even a vestige of authority to enlarge the volume of the six per cent. coin bearing obligations. This source of mischief can be disposed of by a positive and definite enactment of Congress, explicitly closing up all old authorizations of additional six per cent. gold bond issues, and as plainly prohibiting any augmentation of this form of the national securities, under any pretence whatsoever. Late on Tuesday, the market became quite brisk and buoyant again, and closed generally strong on Wednesday.

U. S. sixes of 1881 closed here on Wednesday at 112@112¼; U. S. Five-twenties of 1862, 112⅜@112½; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 109¾@109½; U. S. Five-twenties of 1865, consolidated, 108@108⅛; U. S. Five-twenties of 1867, 108¼@108⅜; U. S. Five-twenties of 1868, 108⅝@108¾; U. S. Ten-forties at 107½@107⅝; U. S. Six per cent. currency bonds, 100¾@100⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 30	Jan. 6.	Jan. 18.
Consols	92⅜	93	92⅞
U. S. 5-20's of 1862...	74⅝	74⅞	75⅛
Erie....	26½	25¾	26
Ill. Central....	95½	95⅝	96¼

Railway and miscellaneous stocks have been in quite extensive demand through the week, opening at buoyant prices, but closing irregularly under the fluctuations in the Money line. On the whole, real values show intrinsic strength; and with assured ease in Money, must develop unusual buoyancy.

Business in Cotton has been active and excited since our last; while in most other kinds of domestic produce there has been less movement, and prices have been less buoyant, especially for Breadstuffs. Middling upland cotton closed quite briskly on Wednesday at 29½@29¾ cents per lb. The stock of cotton now here is estimated at about 34,500 bales. The receipts at the port this week, have averaged about 4,400 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,181,000 bales, against 1,015,000 bales same time in 1867–'8; exports, same time 579,000 bales, against 530,000 bales same time in 1867–'8; stock on hand at latest dates, 295,000 bales, against 335,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,915 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 88 pkgs., against 25 pkgs., same time last year. From Boston, 696 pkgs., against 1,708 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand and heavy at from 10@16½c. per lb.; week's receipts, 5,419. Veal calves have been quiet at 9½@12½c. per lb.; receipts, 435. Sheep and lambs less sought after at from 4¾@8c. per lb.; receipts, 22,753. Swine, scarce and wanted at from 10@10½c. per lb., all live weight; receipts, 5,022. Foreign merchandise has been generally in moderate demand without any very notable fluctuation in prices. Dry Goods have attracted more attention, and a good spring business is generally looked for, at paying rates. Groceries have been less firm, particularly raw sugars, which have been offered more freely. The total imports of foreign dry goods, last week, were $1,037,193 and the total amount marketed $1,033,218. The value of foreign merchandise imported last week, was $2,500,820—making the

grand total specie value of last week's imports of dry goods and merchandise, equal to $3,537,518, against $3,456,063 same week last year; total since July 1, 1868, $127,067,444, against $120,878,454 in 1867-'8. Freights have been rather firmer, as to rates, but the actual business transacted has been on a moderate scale. For Liverpool we quote flour at 2s.@2s. 3d. by sail, and 2s. 6d.@3s. by steamer, per bbl.; grain at 7d.@7¼d. by sail, and 8d.@8½d. by steamer, per bushel; cotton at ¼d.@$\frac{5}{16}$d. by sail, and $\frac{5}{16}$d.@⅜d. by steamer, per lb.; and heavy goods 22s. 6d.@35s. by sail, and 35s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 523.

The New York exports, exclusive of specie, for the week ending Jan. 12, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$3,912,546	$3,876,680
Prev. reported.....	2,500,234	1,926,240
Since January 1.....	$6,412,780	$5,802,920

The imports for the week ending January 9, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$974,688	$1,037,193
Gen. merchandise.....	2,481,375	2,500,320
Total for the week.....	$3,456,063	$3,537,513
Previously reported....	....	....
Since January 1.....	$3,456,063	$3,537,513

The balance in the Sub-Treasury on Wednesday was $80,813,084.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 73; do., Levee bonds, 67⅝; Alabama 5s, 53; do., 8s, 87; New York State 7s, Bounty Loan, reg., 108; Indiana 5s, 98¼; Georgia 7s, 90½; do., 6s, 78½; Brooklyn 6s, Park Loan, 93; do., W. L., 96¼; Buffalo, New York and Erie 1st mort., 89; Dubuque and Sioux City R. R., 94; do., 1st mort., 92½; Ohio and Miss. Con. bonds, 85; Buffalo and Erie R. R. bonds, new, 100; Toledo, Peoria and Warsaw 1st mort., W. D., 85; St. Louis and Iron Mountain 1st mort., 87; Chicago and Milwaukee 1st mort., 89; Detroit, Monroe and Toledo bonds, 91; Hannibal and St. Joseph R. R., 100; do., pref., 104½; Chicago and Gt. Eastern, 48; Oil Creek and Allegheny River R. R., 80; Boston Water Power Co., 14⅛; Adams' Exp. Co., 49; Wells-Fargo Exp., 26; Merchants' Union Exp., 13; U.S. Exp., 43½; American Exp., 38½; Central Coal, 52; Penna. Coal, 215; Mariposa, 6; do., pref., 20½; do., Tr. 10s, ctfs., 50; Western Union Telegraph, 83⅞; Continental Bank, 98½; Bank State of New York, 112; Central National Bank, 105; Tenth National Bank, 96; Ninth National Bank, 109; Shoe and Leather Bank, 126; Am. Ex. Bank, 115; Importers' and Traders Bank, 127; Park Bank, 150; Fourth National Bank, 102½; Bank of North America, 108; Bank of Commerce, 120; Bankers and Brokers' Ass., 100; Bennehoff Run Oil, 0.40; Bergen Coal and Oil, 0.08; Consolidated Gregory gold, 3.50; Northern Light Oil, 0.30; New York Gold, 1.00; Owyhee Mining, 22.00; Quartz Hill Gold, 0.73; Smith and Parmalee Gold, 2.65; Walkill Lead, 0.13.

Philadelphia.—Steubenville and Indiana 1st mort., 70⅛; North Penna. R. R. 7s, 87; Warren and Franklin 7s, 85; Sunbury and Erie 7s, 99½; Phila. and Erie 7s, 79; Harrisburg and Lancaster R. R. 6s, 90; Oil Creek and Allegheny River R. R., 80; Phila. and Trenton R. R., 128; New Jersey 6s, 100½; Delaware Division Canal, 50; Fifth and Sixth streets R. R., 35; Big Mt. Coal, 6; Shamokin Coal, 6; Clinton Coal, ¾; Mechanics' Bank, 31; Farmers' and Mechanics' Bank, 122; Corn Ex. Bank, 69¼. The latest quotations are: City 6s, 96@97; do., free of tax, 100¼@100⅜; State 5s, reg., 100@100; do., coupon, 95@96½; do., 6s, W. L., 101½@102; do., 1st series, 102@103; do., 2d series, 103@103½; do., 3d series, 104@105; Reading, 45⅝@47¾; do., 7s, 1893, 105@105¼; do., 6s, 1880, —@90; Camden and Amboy, 128¾@129; do., mort. 6s, 1889, 92¾@93¼; do., 1883, 88@89; Penn. R. R., 55⅞@56; do., 1st mort., 98@99; do., 2d mort., 95¼@96; Little Schuylkill R. R., 43½@44; Morris Canal, 27@32; do., pref., 73@75; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@58; Sch. Nav., 10@10½; do., pref., 19¾@20; do., 6s, 1882, 68¼@70; Delaware Div. Canal, 47@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@44; do., 7s, 1873, 90@—; do., 5s, 57@65; Lehigh Coal and Navigation, 28⅞@29; do., 6s, 1884, 82@82½; do., R. R., Loan, 83@84; do., Gold Loan, 88¼@88⅛; North Pennsylvania, 32@33; do., 6s, 88½@89½; do., Chattle 10s, 108@109; Philadelphia and Erie, 26¼@26½; do., 6s, 85@85½; Minehill, 55@56; Catawissa, 9@11; do., pref., 33⅜@33½; Lehigh Valley, 54¼@54½; do., 6s, new, 90@91; Fifth and Sixth streets, (horse,) 35@35; Second and Third, 47@47½; West Philadelphia, 66@67; Spruce and Pine, 25@—; Green and Coates, 36@41; Chestnut and Walnut, 45@49; Thirteenth and Fifteenth, 17@17¼; Girard College, 25@26¼; Tenth and Eleventh, 65@—; Union, 41@42; Hestonville, 11@11¼.

Boston.—Vermont Central 1st mort., 7s, consol., 77¾; Central Pacific R. R. 6s, 1896, gold, 99; do., 7s, 1883, gold, 109⅛; Eastern R. R. 6s, 1874, 96; Stanstead, Shefford and Chambly 7s, 78¼; Connecticut River R. R. 6s, 1878, 98; Cheshire 6s, 1880, 92¾; Ogdensburg and Lake Champlain 8s, 1878, 102½; Cedar Rapids and Missouri River 7s, 1916, 93; Atlantic and Pacific 6s, 1888, gold, 88; Rutland and Burlington 1st mort. 7s, 150; Union Pacific R. R. 6s, gold, 97; Burlington and Missouri River R. R. 7s, 88½; Summit Branch R. R., 26; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 75¾; Indianapolis and Cincinnati R. R., 16⅛; Conn. and Passumpsic Rivers R. R. pref., 91¾; do., 6s, 1876, 90; New York and New Haven R. R., 138½; Boston Water Power Co., 14¼; Waverly Land Co., 1⅝; Cary Imp. 7⅛; Short Mt. Coal, 17; Harleigh Coal, 16⅛; Massachusetts 6s, 1872, gold, 120; do., 5-20s, currency, 101⅛: New Hampshire 6s, 1877, 99⅛; Maine 6s, 1871@1889, 99¼; Vermont 6s, 1876, 100; Connecticut 6s, 1881@1893, 99; Cook Co., Ills., 7s, 1885, 96; Boston 5s, 1884, gold, 107½; do., 6s, 1874@1876, currency, 101¾; Cambridge 6s, 1883, 99½; Albany 6s, 1883, Municipal, 95¼; Salem 6s, 1893, W. L., 99¾; Portland 6s, 1887, Building Loan, 96¾; Cincinnati 7 3-10s, 1898, 102⅜; St. Louis 6s, 1887, Municipal 83¼; do., 6s, gold, 101; Chicago 7s, 1892, Water Loan, 98½; do., 1888, Municipal, 98⅜; Charlestown 6s, 1874, Mun., 100; Atlantic National Bank, 130¼; Columbian National Bank, 118; Eliot National Bank, 111; Everett National Bank, 107¾; Hide and Leather National Bank, 96¼; Howard National Bank, 110; New England National Bank, 130; North National Bank, 114½; Pawners' National Bank, 90; State National Bank, 110¼; Shoe and Leather National Bank, 130¾; Traders' National Bank, 102¾; Tremont National Bank, 125; Webster National Bank, 110; Allouez Mining Co., 6⅝; Concord, 1⅞; Hancock, 3⅝; Humboldt, 50c.; Native, 50c.; Mesnard, 50c.; Manhattan, 37½c.; Rockland, 1½; Superior, 37½c.

Baltimore.—Maryland Defense Loan, 98; Virginia 6s, old, reg., 46¾; Memphis City 6s, 49¾; Western Maryland 2d mort., pref., 52; Richmond and Danville bonds, 69⅞; Orange, Alexandria and Manassas R. R. bonds, 76⅛; Virginia and Tennessee 2d mort., 64⅞; Central Ohio R. R., 30; Baltimore Copper, 49; Gardner Hill, 0.41; Atlantic Coal, 2.65; Farmers' and Planters' Bank, 32; Union Bank, 57; National Exchange Bank, 97; Farmers' and Merchants' Bank, 57; Mechanics' Bank, 11; Bank of Baltimore, 112. The latest quotations are: Balt. and Ohio, 120@121; do., 6s, 1875, 92¼@93; do., 1880, 92½@93; do., 1885, 94@95; Northern Central, 48⅜@48½; do., bonds, 1885, 83½@—; do., 1900, 84¼@85; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 92½@93¾; do., 2d mort., 89@92; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 91¾@92¼; do., 2d mort., 72⅝@72¾; Central Ohio, 29@32¼; do., 1st mort., 85@86; Western Md. 6s, 1890, 75@75; do., guar., 91@92; do., 2d mort., guar., —@—; Richmond and Danville bonds, 69¾@69⅞; Baltimore 6s, 1875, 94@95; do., 1886, 93@93½; do., 1890, 94@94½; do., 1893, 96@96; do., 5s, 1838-'70, 73@77; City Passenger R. R., 17½@18; George's Creek Coal, 62¼@67; Santa Clara, 1.50@3.00; Atlantic Coal, 2.70@3.00.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of December, as compared with the same period of the year 1867:

	1868.	1867.
From freight..	$524,844 81	$370,299 85
" passengers..... ..	178,873 52	176,416 72
" express matter...	10,651 50	8,307 00
" mail ..., ...	7,825 00	7,825 00
" rent of railway...	7,083 34	7,083 34
" miscellaneous....	1,000 00	3,794 92
Total.....	$730,278 17	$573,726 83
Expenses	575,691 27	449,685 51
Net earnings.....	$154,586 90	$124,041 32

This shows a increase in earnings of $156,551,34; with a increase in expenses of $126,005 76—making the increase in net earnings, $30,545 58.

The earnings and expenses, from January 1 to December 31, compare as follows:

	1868.	1867.
Earnings	$8,022,120 74	$7,242,125 96
Expenses	5,007,118 43	4,863,572 07
Net earnings.....	$3,015,002 31	$2,378,553 89

This shows an increase in earnings of $779,994 78; with an increase in expenses of $143,546 36—making the increase in net earnings, $636,448 42.

Journal of Railroad Law.

NEGLIGENCE OF PERSON CROSSING RAILROAD TRACK—WHEN ADMISSION OF ENGINEER WILL BE ADMITTED—AMOUNT OF DAMAGES.

This was an action on the case brought August 10th, 1864, by William J. Coyle against the Hanover Branch Railroad Company for negligence by the servants of the company in running against and breaking his wagon, injuring himself and his horses, and injuring and destroying goods in his wagon.

On the trial before Fisher, P. J., the evidence was that on the 6th of January, 1864, the plaintiff, who was a pedlar, was driving on the Carlisle road in a wagon with two horses, "so muffled up with his coat, comfort and buffalo robe," that the witness supposed he could not see the signal which he, the witness, made to him with his hand. The plaintiff was then about 5 yards from the railroad at the point where it crosses the Carlisle road, and the train was about 100 yards distant, the plaintiff's horses moving in a fast walk, and in crossing the railroad, which was the Gettysburg Railroad, the cow-catcher struck the wagon, greatly injured himself and one of his horses, and scattered and injured his goods. There was evidence given by plaintiff's witnesses that there were openings by streets and alleys in the town, by one of which the plaintiff could have seen the train when it started, and for some distance afterwards, and by the other only at the time of crossing it—the sight at one being intercepted by "Kohler's" house.

The plaintiff's witnesses also proved that the wagon hid the head and the sides of the plaintiff, but not his legs.

There was evidence also of the plaintiff having frequently crossed the railroad at that place.

The evidence was conflicting as to giving signals, and as to the train being behind time.

The opinion of the Court was delivered, July 3d, 1867, by

AGNEW, J.—Upon a careful examination of the testimony in this case, it is impossible to shut our eyes to the fact that the jury were permitted to find a verdict for the plaintiff, contrary to the evidence and the instruction of the learned judge. But the remedy was by granting a new trial, and not a writ of error. Whatever may have been the negligence of the railroad company, (and it is a question upon the evidence whether there was any,) it seems to be very clear that Coyle, the plaintiff, approached the crossing of the railroad muffled up, sitting within the covered top of his wagon, taking no notice of the railroad, which he well knew, for he had often crossed it before, and drove slowly upon the track, without stopping or looking out, so far as anything in the evidence discloses the fact to us. It also shows that at this point a traveller passing in the direction Coyle was going cannot see up and down the track, in consequence of the position of Kohler's house, until he has gotten within sixteen feet of the track. It was very manifest, therefore, that Coyle was guilty of negligence in omitting to stop and look out for the cars.

But the Court answered the first five points of the defendant, all bearing on the negligence of Coyle, in the affirmative, giving to the jury the proper instructions, which under the evidence ought to have led to a verdict for the defendants. The error was not that of the Court, but of the jury, which ought to have been corrected by setting aside the verdict. This, however, admits of no remedy here.

The defendants complain, however, that the Court qualified the answer to the 4th point in such manner as to mislead the jury. We cannot perceive any error. The Judge did not qualify the instruction, but merely submitted the facts upon which the instruction rested. It is true that he also added that negligence is a fact to be decided by a jury from the whole evidence and all the circumstances, and is the want of that care which men of common sense and common prudence ordinarily exercise in their employment and business of life. But this in no wise qualified the instruction already given; especially that part of the answer to the 4th point, which affirmed that if the jury believed Coyle neglected to take all or any of these precautions, but drove carelessly on to the crossing without stopping, paying no attention to any warnings which may have been given him until his wagon was struck by the engine, and this conduct on his part helped in any degree to occasion the accident, their verdict must be for the defendant.

The paper book discovers no bill of exceptions to the testimony referred to in the 5th assignment of error. But if it did, we cannot say that the declaration of the engineer was no part of the *res gestæ*. It was made at the time of the accident, in view of goods strewn along the road by the breaking up of the boxes, and seems to have grown directly out of, and immediately after the happening of the fact. The negligence complained of being that of the engineer himself, we cannot say that his declarations made upon the spot, at the time, and in view of the effects of his conduct, are not evidence against the company as a part of the very transaction itself.

The same remarks apply to the evidence contained in the 6th error.

That portion of the evidence admitted as stated in the 7th error, to wit, the annual amount of Coyle's sales, and the profit he made thereupon, bore directly upon the question of damages, as affording a means of computing his loss for the time he was confined by his injuries and prevented from carrying on his business. It tended to show the amount he might have earned by his employment, if he had been able to attend to it.

The action was properly brought against the defendants. The train was theirs, and the engineer their servant, and they were the carriers. The division of appropriation of the profits could furnish no criterion of liability in such a case, especially where, as here, by the very terms of the agreement between the two companies, the defendants were to suffer the loss which should be incurred by such an accident.

Finding no error in the record, the judgment is affirmed.

☞ A dispatch from Vergennes, Vt., says the parties opposed to the conversion of the mortgage bonds of the Rutland and Burlington Railroad Company into preferred stock of the new company applied for an injunction to restrain the directors from raising money to pay dividends on the preferred stock. The Court refused the injunction, with costs.

Finances of Pennsylvania.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The following is a carefully prepared statement of the financial condition of the State for the fiscal year ending November 30, 1868:

The reports of the Auditor General and State Treasurer show that the balance in the Treasury November 30, 1867, was.....		$4,661,836 46
Ordinary receipts during the fiscal year ending Nov. 30, 1868		5,216,049 85
Depreciated funds in the Treasury, unavailable.....		41,032 00
Total in Treasury for the fiscal year ending Nov. 30, 1868.....		$9,918,918 01
Payments, viz:		
Ordinary exp'nses during the fiscal year ending Nov. 30, 1868.	$2,454,506 09	
Loans, &c., redeemed.	4,417,463 64	
Other payments.....	12,800 00	
Interest on loans.....	1,679,690 91	
Depreciated funds, unavailable.....	41,032 00	
		8,905,492 64
Balance in Treasury, Nov. 30, 1868.		$1,013,415 37

SINKING FUND.

By an act approved April 18, 1868, the transactions of the Commissioners of the Sinking Fund were ordered to be thereafter reported annually to the 30th day of November. Their last report, therefore, includes a period of one year and three months.

The following is the "recapitulation" of the operations of the Sinking Fund, from September 3, 1867, to November 30, 1868:

Balance in fund, Sept. 3, 1867.....		$1,737,912 41
Receipts in fund from Sept. 3, 1867, to Nov. 30, 1868.....		3,418,992 31
		$5,156,904 72
Paid interest.....	$1,808,005 84	
Premiums paid as equivalent for coin.	49 98	
Loans redeemed.....	2,414,816 64	
		4,222,871 96
Balance in fund Nov. 30, 1868.....		$934,032 76

By the sixth section of the act of May 16, 1861, a special tax of one-half mill on the dollar was especially set apart for the payment of the interest and redemption of the loan created by an act of May 18, 1861, entitled "An act to create a loan and provide for arming the State.

Balance on hand Sept. 3, 1867.....	$319,933 17
The receipts from said tax and tax on gross receipts from September 3d, 1867, to November 30th, 1868, amount to.....	423,979 20
Total.....	$743,912 37
Interest paid in January and July, 1868.....	169,245 00
Balance in fund Nov. 30, 1868.	$574,667 37

CONDITION OF BALANCES.

Balance in sinking fund, Nov. 30, 1868.....	$934,032 76	
Balance in sinking fund, Nov. 30, 1868.....	574,667 37	
		$1,508,700 13
Deduct balance in Treasury Nov. 30, 1868.....		1,013,415 37
Balance in favor of sinking fund...		$495,284 76

REDUCTION OF THE STATE DEBT.

By the report of the Commissioners of the Sinking Fund for the year ending September 3, 1867, the "loans redeemed" amounted to $1,794,569 50, and by their report from September 3, 1867, to November 30, 1868, the "loans redeemed" amounted to $2,214,816 64, making a total reduction o the State debt, in two years and three

months, of four million two hundred and nine thousand three hundred and eighty-six dollars and fourteen cents.

The assets remaining in the Sinking Fund are as follows, viz.: Bonds of the Pennsylvania Railroad Company, six million four hundred thousand dollars, and bonds of the Philadelphia and Erie Railroad Company, three millions five hundred thousand dollars. These are non-interest bearing bonds, and will not mature for many years. I, therefore, recommend to the consideration of the Legislature the propriety of the passage of a law, authorizing the Commissioners of the Sinking Fund to sell these bonds at public sale to the highest bidder, and direct the proceeds to be applied to the liquidation of the State debt.

PUBLIC DEBT.

Public debt outs'ding Dec. 1, 1867		$37,704,409 77
Deduct amount redeemed at State Treasury during the fiscal year ending November 30, 1868, viz:		
6 per cent. loans	$4,354,253 64	
4½ per cent loans	63,000 00	
Relief notes cancelled	210 00	
		4,417,463 64
Public debt Dec. 1, 1868		$33,286,946 13

Statement showing the condition of the indebtedness of the Commonwealth on the first day of December, 1868:

Funded debt, viz:		
6 per cent. loans	$25,311,180 00	
5 per cent. loans	7,749,771 53	
4½ per cent. loans	112,000 00	
		$33,172,951 56
Unfunded debt, viz:		
Relief notes in circulat'n	$96,415 00	
Interest certificates outstanding	13,086 52	
Interest certificates unclaimed	4,448 38	
Domestic creditors' certificates	44 67	
Total unfunded		113,994 57
Total funded and unfunded		$33,286,946 13

Which is the amount of the State debt as before stated.

A Railroad in Persia.

The English papers state that a combination of English capitalists has received from the Shah a concession giving them, for twenty years, the exclusive right to construct railways in the country, and an agent of the concessionaries has proceeded to Teheran to break ground at once with a short six mile line from the capital to the suburban village of Rey (Shah Abd-ul Azmi) a famous weekly resort of pious Teheranlees. The ground has already been surveyed, and the report of the engineer employed estimates that the line may be constructed and stocked for a sum considerably under £100,000, on which the passenger traffic of some 40,000 devotees a week will, he reckons, yield a remunerative dividend—exclusive of an eight per cent. guarantee.

Baltimore and Potomac Railroad.

This road is now all under contract for grading, and contractors have workmen engaged along its entire length. Messrs. Crowley & Co. have the division nearest Washington. The land has been condemned, but has not been paid for, and Messrs. Crowley & Co. are prosecuting the work only by the sufferance of the owner. Messrs. [illegible] Co. are at work next to Crowley & Co. Barron [illegible] the next division under way and —Mr. Riley has [illegible] The contractors confidently Mr. Smith the next. [illegible] completed by the 1st of expect to have the road [illegible] January, 1870.

The Wool Trade.

The imports of Foreign Wool at New York during the years 1867 and 1868, have been as follows:

	1867.			1868.		
	No. of Bales.	Weight, lbs.	Ent'd Value.	No. of Bales.	Weight, lbs.	Ent'd Value.
England	11,546	4,688,941	$894,550	4,449	2,054,425	$322,196
Buenos Ayres	8,312	5,760,630	867,403	4,572	3,156,885	405,882
France	5,385	1,847,802	289,949	267	109,169	18,197
Belgium				173	149,152	12,810
Africa	437	187,045	31,922	1,986	854,933	119,402
Brazil	1,966	1,901,919	203,478	2,488	1,666,893	198,435
New Granada	14	2,181	279			
Hamburg				7		2,741
British West Indies	4	421	39	10	475	39
Turkey	87	16,875	1,806	429	210,903	20,564
Dutch West Indies	36	11,466	1,379	66	21,542	1,985
Mexico				42	21,733	1,644
Cisplatine Republic	1,943	262,286	262,286	589	280,294	56,108
Russia	6,261	2,256,457	452,143	8,377	8,122,018	570,765
British East Indies	100	38,600	5,475	52	17,474	1,844
Chili	1,500	673,054	79,524	4,152	1,736,179	199,877
Austria	4	2,050	347			
Canada				745	144,977	43,427
Total	37,547	18,364,010	$3,040,623	28,427	18,547,107	$1,970,916

Cleveland and Pittsburg Railroad.

At a meeting of the stockholders of this company held at Cleveland, Ohio, on the 6th inst., J. N. McCullough, J. Gist, J. Graham Gardner, James F. Clark, E. P. Coe, of Ohio, B. F. Jones, James Strickney, of Pennsylvania, N. A. Prentiss, John D. Taylor, N. Millard and William M. Deuman, of New York were elected directors for the ensuing year. In speaking of the election, a Cleveland paper says:

In this election the issue was between the interests of "Erie" and those opposed thereto. Since the lease of the Atlantic and Great Western Railway by the Directors of the Erie road, it has been the object of the latter to effect an arrangement by which a broad gauge line could be run into the Union Passenger Depot, thereby making close connections with other lines. This could only be accomplished by securing a board of directors for the Cleveland and Pittsburgh road in the interest of Erie. This done, a third rail laid on the track of that road from Ravenna or Newburg to the city, would afford the desired facilities. It is understood that the object sought after has been gained in the election, the board chosen on Wednesday being in favor of granting to the Erie Railway the privilege of laying the third rail and running trains over the Cleveland and Pittsburgh track, into the Union Depot.

From the report of the directors it appears that the gross receipts for the year were $2,493,218 60, an increase over the previous year of $194,891 92. The expenses are given at $1,470,425 54, a decrease from 1867 of $18,382 29, notwithstanding a largely increased tonnage. The company paid during the year in mortgage interest, lease of track of Pittsburgh, Fort Wayne and Chicago Railway, and mortgage bonds of 1,900, in the aggregate $424,884 65, leaving as the net income of the year's business $597,903 41. The company added materially to its facilities during the year, and begins the year 1869 with the promise of still better results.

Finances of Maine.

From the message of the Governor we learn that the receipts into the State Treasury during the past year were $1,358,533 67; expenditures, $1,142,807 74. The public debt has been reduced $37,000. The whole now outstanding is $5,058,-500. Of this, $800,000 falls due in 1871. To meet this is the accummulating sinking fund, which, with the sums paid in on the claim against the General Government, already amount to $846,-000. On this claim has been received last year, $134,203 30. In 1867, the amount of the claim was $702,849 82. Since that time there has been allowed and paid $701,048 07. Of this $357,702 10 were paid to the United States to cancel the direct tax laid on the State in 1861, and $9,516 89 paid to settle private claims under resolve of 1868. The balance, $348,184 21, has been paid into the Treasury and applied to extinguish the war loan of 1861. The balance now remaining is very small. The interest on the loan of $3,500 00, bearing interest from April 1, 1869, for the reimbursement of municipal war debts will add one mill to the dollar in the State taxation.

International Pacific Railroad.

Information has been received at Washington that the Texas convention has passed an ordinance giving the right of way to the International Pacific Railroad from the eastern to the western border of that State, and a reservation of twenty miles on each side of the road out of which to select 10,240 acres of land to the mile, with a grant of the entire reservation of the road, which is to be completed within six years. This road is one of the connecting links of the international line from Cairo to San Blas, on the Pacific ocean.

Middlesex (Mass.) Railroad.

The earnings of this road during the year ending November 30, 1868, were: from passengers, $205,108 57; from other sources, $1,531 54—total, $206,640 11; and the expenses, $189,980 71, leaving the net earnings $16,659 40, to which add surplus from previous year $17,989 03, making the present surplus, $34,598 43. The cost of the road to the end of the fiscal year, Nov. 30, 1868, has been $367,432 34. Number of miles run during the year, 539,914; passengers carried, 3,304,-828, an increase over last year of 365,000; average number of passengers carried per passage, 17.4; average speed, 5 miles per hour. Number of cars, 47; horses, 254.

☞ The following gentlemen have been chosen directors of the Lowell and Lawrence Railroad Company for the ensuing year: Sidney Spalding, Otis Allen, Isaac Farrington, Joshua W. Daniels, William E. Livingston, Alfred Livingston, John F. Kimball. President, Sidney Spalding, Clerk and Treasurer, F. H. Nourse.

☞ The route of the projected railroad from Aberdeen, Miss., to Decatur, Ala., is now being surveyed. Major Green, of New Orleans, is Chief Engineer.

Specie Movements at New York in 1868.

The receipts of specie at New York from foreign ports in 1868, were $7,085,389; from California, $34,107,513, making a total of $41,192,902. This does not include the Sub-Treasury receipts brought from California, amounting to nearly ten millions. The exports to foreign ports have been $70,841,599, showing a loss, not reckoning the Sub Treasury movement, of $29,648,697. The following presents the movement for each month of the year:

Received from foreign ports:

In January	$136,574
February	415,875
March	1,299,776
April	871,079
May	477,485
June	838,111
July	126,442
August	846,821
September	906,558
October	554,862
November	220,816
December	391,490
	$7,085,889

Received from California:

In January	$1,949,880
February	4,132,276
March	3,670,196
April	3,760,440
May	4,216,707
June	3,359,765
July	3,511,595
August	3,244,947
September	3,347,644
October	926,725
November	1,202,914
December	784,424
	34,107,513
Total supply	$41,192,902

Exported to foreign ports:

In January	$7,349,825
February	4,203,825
March	3,694,912
April	6,095,179
May	16,936,231
June	11,823,628
July	10,584,558
August	4,690,989
September	1,954,723
October	1,608,739
November	1,181,085
December	1,717,905
	70,841,599
Loss on the year	$29,648,697

Grand River Valley Railroad.

The company having this enterprise in charge, is steadily progressing with the work of constructing. The officers in charge of the business of constructing and operating the road are: Amos Root, Esq., President; Eugene Pringle, Esq., Secretary; P. B. Loomis, Esq., Treasurer; A. K. Nash, Esq., Chief Engineer; Col. R. H. G. Minty, Esq., Superintendent.

The cars run regularly from Jackson to Charlotte, and the iron rail is laid to a point within three miles of Vermontville on the Thornapple River, in the western side of Eaton County. The distance from Jackson to Charlotte is 35 miles, and from Charlotte to Vermontville, 12 miles, and it is 14 miles from Vermontville to Hastings, the "county-seat" of Barry County. The road bed is nearly completed to Hastings. The bridge over Thornapple River, which is upward of 500 feet in length, is also nearly completed. This part of the line will soon be in readiness for the tracklayers. Like most of the Michigan roads, the road bed of this line is constructed by local aid—mostly township and county bonds.

We understand that the company's general mortgage bonds are indorsed by the Michigan Central Railroad Company, from the avails of the sales of which the rails and rolling stock are purchased. From the foregoing facts it is pretty certain that within a year or two this road will reach Grand Rapids. Its construction will materially interfere with the former calculations of Kalamazoo. But it is to be hoped that the Kalamazoo, Allegan and Grand Rapids Railroad will reach Grand Rapids at least a year ahead of the Grand River Valley. Such an event will secure to this point its share of the immense traffic to be found at Grand Rapids.—*Kalamazoo Gazette.*

Commerce of Baltimore.

The foreign imports at the port of Baltimore for the year 1868, were $13,577,542, gold, and the exports for the same period amounted to $14,950,022, currency. These figures indicate a very large increase compared with former years, as shown by the totals for the last six years, viz:

	Imports. (Gold.)	Exports. (Currency.)
1863	$5,386,704	$9,967,903
1864	6,076,291	12,362,448
1865	6,211,257	9,614,055
1866	9,979,529	11,078,386
1867	12,042,874	12,263,617
1868	13,577,542	14,950,022

When it is considered how small were the Maryland and Ohio crops of leaf tobacco, which composed the shipments for the year 1868, and which staple usually makes up so large a portion of the exports, the above increase will be better appreciated. This increase over the year 1867, was chiefly made up by enlarged shipments of cotton, flour, oil cake, petroleum, bark, &c. The increase in value of imports from foreign countries was mainly composed of sugar, molasses, fruit, fish, iron, rice, &c. In coffee there is a slight decrease, and a heavy falling off in guano and hides. The amount of duties collected on imports at Baltimore for the past four years were as follows:

1865	$2,983,303 23
1866	4,665,064 35
1867	5,798,820 85
1868	6,217,496 41

☞ The St. Mary's *Beacon* says that the Commissioners appointed by the Maryland Legislature at its last session to survey a line for a railroad from Point Lookout to some point in Prince George's County, have completed their work, and will meet in Leonardtown, with the engineer corps, in a few days, to prepare a chart of the road and finally settle their business, in order to report to the Legislature according to the requirements of the act.

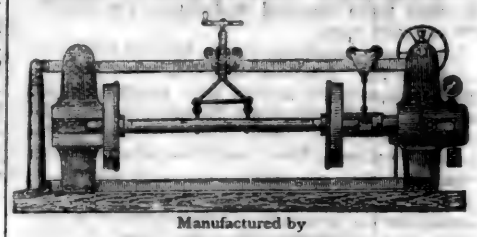
☞ The corporators of the Winterport Railroad Dompany have elected N. H. Hubbard, Job Lord, E. F. Littlefield, T. W. Vose, T. Cushing, Samuel Dillany, C. A. Cushing, Directors for 1869. The Directors made choice of N. H. Hubbard, Esq., President, and Job Lord Clerk and Treasurer.

☞ Four thousand miles of railway have been completed in Hindostan, and one thousand more are projected or commenced. The discovery of gold in Ceylon has created a demand for a line to the mettaliferous district.

☞ A charter for a railroad from Edenton, N. C. to Suffolk, Va., where it will connect with the Norfolk and Petersburg road, has been obtained from the Legislature of North Carolina.

☞ The town of Reading, Livingston County, Ill., has voted to subscribe $100,000 to the stock of the Chicago, Plainfield and Pekin Railroad.

CAR WHEEL PRESS.



Manufactured by

D. P. DAVIS,

Mechanical Engineer,

26½ BROADWAY, N. Y.

AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES, Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

Richard Norris & Son,

LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Lands, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

RICHARD NORRIS & SON,

4t 17th st. and Spring Garden st.

PHILADELPHIA, Dec. 12, 1868.

To all connected with Railroads.

Superintendents, Conductors, Engineers, &c.

DO YOU WANT A TIME-KEEPER?

If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCHE & KRUGLER, 8 & 10 JOHN ST., N.Y. (up stairs,) only wholesale Agents for the Manufacturers.

TEN NEW DUMP CARS,

For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,

91 Water st., Boston.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,

6m38 83 Pearl street.

CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & CO.,

Brond & Buttonwood Sts.,

(Opposite Baldwin Locomotive Works,)

PHILADELPHIA.

Work shipped to all parts of the United States.

THE UNION PACIFIC

RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds

AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about $29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received $22,158,000 of this subsidy, of which $1,280,000 was paid Dec. 6th, and $640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, *and no more*. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been $2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

Dec. 15, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

STREET CARS FOR SALE.

15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

GRICE & LONG,
47 **Philadelphia.**

STREET CARS FOR SALE.

82 NOT NEW TWO HORSE CARS. Address

JOHN STEPHENSON & CO.,
New York.

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Bo

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

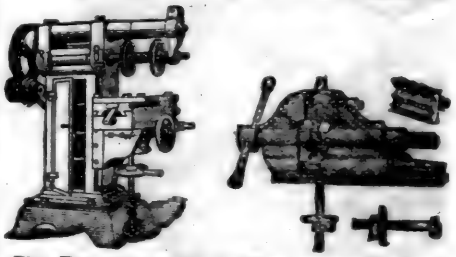
CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

UNION VISE COMPANY,

61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,200 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

COHOES ROLLING MILL.

—FOR MANUFACTURERS' USE—

SHAFTING, BAR & BAND IRON,

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SUPERIOR PATENT PUNCHED

AXE, PICK & MATTOCK POLLS.

MORRISON, COLWELL & PAGE,
OFFICE, TROY, N. Y.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE.

For sale by

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American Natural Oil Company

No. 7 Broadway, New York City,

SOLE PROPRIETORS OF THE CELEBRATED

American Natural Lubricating Oils

Prepared expressly for all classes of

MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.

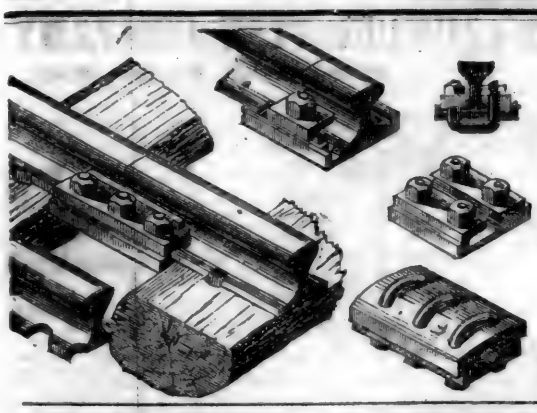
American Natural Paint Oils

At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

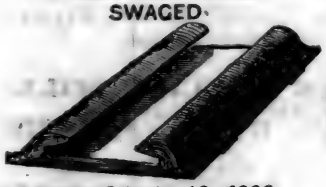
Post-Office Box 4781, New York City.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
SWAGED



Patented Sept., 18, 1866.

WROUGHT IRON
RAIL CHAIRS.

RAILROAD SUPPLIES.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,
18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
HAGEN, PRUSSIA.

Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.

(If required a five-fold exchange guaranteed against breakage.) 6m39

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

IRON AND STEEL WIRE ROPE,
MANUFACTURED BY
JOHN A. ROEBLING,
TRENTON, N. J.,
FOR
INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
SUSPENSION BRIDGES, FERRIES,
STAYS AND GUYS ON DERRICKS,
CRANES & SHEARS, ELEVATORS,
TILLERS, &c.

A large stock of Wire Rope constantly on hand. Orders filled with dispatch.

☞ For strength, size and cost see circular, which will be sent on application.

RICHARD B. OSBORNE,
CIVIL ENGINEER,
No. 431 Walnut street, Philadelphia.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	$225	$150	$75.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH
On 1st, 9th, 16th and 24th,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 16, RISING STAR, Capt. King, connecting with SACRAMENTO, Capt. Parker.

Steamer leaving Feb. 9, connects closely with steamer CHINA, leaving San Francisco March 4, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

WROUGHT IRON PIPE
For Steam, Gas and Water.
Every variety of Fittings
FOR STEAM AND GAS WORKS,
Steam and Gas Fitters' Tools
Of the most Improved kind.
IRON AND BRASS CASTINGS
Of every Description.
JAS. J. WALWORTH & CO.,
18 Devonshire st.,
Boston.

RAILROAD TIES.
WHITE OAK, CHESTNUT AND CEDAR.
Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
HOLLINS, KIRKUP & CO.,
6m48 34 Dey street, N. Y.

THE
NOVELTY IRON WORKS,
NEW YORK,
Manufacture
Iron Piers and Bridges.
Works foot 12th street, E. R.
Office, 77 and 83 Liberty st.

IRON BRIDGES, PIVOT BRIDGES,
AND
TURN TABLES.

F. C. LOWTHORP,
CIVIL ENGINEER,
Patentee and Builder,
TRENTON, N. J.

A. B. BURTON & CO.,
SUCCESSORS TO
Stone, Quigley & Burton,
BRIDGE BUILDERS,
Contractors for the construction of **Wood** and **Iron Truss, Suspension** and **Draw Bridges, Wood** and **Iron Truss Roofs, Depots** and **Turntables.**
424 WALNUT STREET,
PHILADELPHIA.

CHAPIN & WELLS,
BRIDGE BUILDERS,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 4.] SATURDAY, JANUARY 23, 1869. [WHOLE No. 1,710, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 23, 1869.

Railroads in Maine.

On the first of January, 1837, Maine had 11 miles of railroad in operation. January 1, 1842, 51 miles of new line had been added, making a total of 62 miles of railroad in operation. To the first of January, 1848, 28 additional miles had been constructed, 78 miles more to January 1, 1849, 77 miles more added in that year, making a total of 245 miles of railroad in operation January 1, 1850, 48 miles were added during 1850, 30 miles in 1851, 9 miles in 1852, 26 miles in 1853—making a total of 334 miles January 1, 1854. The mileage increased 26 miles to January 1, 1855, 69 miles of addition to the first of January, 1856, 22 miles more to January 1, 1857, 17 miles more to January 1, 1858, and 4 miles additional to the first of January, 1859—making a total of 472 miles to January 1, 1859, without including 71 additional miles of the Atlantic and St. Lawrence Railroad lying in the States of New Hampshire and Vermont, built by the capital of Maine, as a portion of her trunk line from Portland to Island Pond, making a total of 544 miles belonging to the railroad system of Maine on the first of July, 1860, costing $19,600,985.

The following table gives the existing railroads of Maine, not counting those in progress, with the cost of each to January 1, 1869, including the 71 miles of the Atlantic and St. Lawrence Railroad, 52 miles of which lie in the State of New Hampshire, and 19 miles in the State of Vermont:

	Miles.	Cost.
Androscoggin (Brunswick to Farmington & Lewiston Br.)	69	$1,252,677
Atlantic & St. Lawrence (Portland to Island Pond)	149	7,645,089
Bangor and Oldtown	13	*640,604
Calais and Baring	6	226,160
Great Falls and South Berwick	6	96,000
Portland and Kennebec (Portland to Skowhegan and Bath Branch)	110	4,000,000
Lewey's Island (Baring to Princeton)	16	345,000
Machiasport	8	120,000
Maine Central (Danville Junction to Bangor)	110	4,160,594
Oxford Central (Mechanic Falls to Sumner)	21½	423,000
Newport and Dexter	15	300,000
Portland, Saco & Portsmouth	51	1,509,000
Portland and Rochester	32	960,000
	606½	$21,669,124

* Cost to present company $247,412.

The following is a list of new enterprises now in progress:

	Miles. Built.	In progress.	Total.	City Bonds and Capital Subscribed.
European & North American (Bangor to boundary)	26	84	110	$4,000,000
Piscataquis (Oldtown to Dover)	..	40	40	950,000
Belfast and Moosehead) Belfast to Newport)	..	38	38	906,000
Somerset (Waterville to Solon)	..	34	34	680,000
Knox and Lincoln (Bath to Rockland)	..	46½	46½	1,040,000
Portland & Rochester (Alfred to N. H. Line)	..	17	17	400,000
Portland and Oxford Central	..	7	7	200,000
	26	266½	292½	$8,776,000

There is a large number of additional enterprises in contemplation, and for which charters are granted, the most promising of which are as follows:

	Miles.
Portland and Ogdensburg Railroad (Portland to State Line at Conway, N. H.)	48
Portland and Rutland Railroad (Portland to State Line at Freedom, N. H.)	38
Maine Central Extension (Danville to Portland)	28
Maine Central Bridgeton Branch	25
Winterport (Winterport to Bangor)	13
Penobscot River (Rockland to Winterport)	60
International Railroad (Milford to Princeton)	65
Houlton Branch Railroad	6

For the facts and figures in the foregoing paper, we are indebted in the main to the statements of John A. Poor, in his report to the Governor of Maine under date of October 15, 1868, and by the Governor transmitted to the Commissioner of the General Land Office at Washington for insertion in his annual report for 1868, now passing through the press.

Tebo and Neosho Railroad.

Work upon this road, which runs from Sedalia, Mo., in a southwesterly direction to Fort Scott, Kansas, has been progressing favorably for more than a year. Divisions one and two extend from Sedalia, to Clinton, a distance of 36.5 miles, and are sub-divided into 28 sections. On 16 sections the masonry, which includes six bridges of about 100 feet span—is completed. The grading is finished on 8 sections, and by the 1st of March, 6 more sections will have been completed.

The following is a synopsis of the work executed up to December 1, 1868:

Clearing and grubbing	39.66 acres.
	Cubic yds.
Earth excavation	127,778.8
Loose rock excavation	6,494.6
Solid rock excavation	328.0
2d class masonry	2,196.3
3d class masonry	2,410.1

The total amount expended for these items, and including foundation, sits and timber, is $90,880 16.

Vigorous efforts are being made to increase the stock subscriptions, and it is confidently believed by the directory, that, by the 1st of April, they will have city and county subscriptions to the amount of nearly $1,000,000, to be applied on the main stem and its branches.

Finances of Kentucky.

The Governor of Kentucky, in his annual message, presents the following exhibit of the financial condition of the State:

The public debt of the Commonwealth on the 10th October, 1867, amounted to		$4,611,199 46
Deducting the bonds consecrated to the school fund, and not redeemable		1,632,297 46
Leaving the total indebtedness of the Commonwealth subject to payment upon the 10th Oct., 1867		$2,978,902 00
During the fiscal year ending 10th October, 1868, there were redeemed by the Commissioners of the Sink'g Fund, State bonds amounting to		992,008 00
Amount of State debt on the 10th October, 1868		$1,986,894 00
Amount of State bonds redeemed from 11th October, 1868, to 31st December, 1868		80,000 00
Leaving the actual amount of State debt proper upon the 31st December, 1868		$1,906,894 00
This indebtedness consists of six per cent. bonds due and outstanding	$51,394 00	
Five per cent. bonds due and outstanding	16,000 00	
Six per cent. bonds not due	1,679,500 00	
Five per cent. not due	160,000 00	
	$1,906,894 00	
The balance in the State Treasury on the 10th October, 1867, was	$1,438,493 36	
Receipts for the year	682,788 17	
Making	$2,121,281 53	
Expenditures and disbursements for the year	1,534,081 85	
Leaving balance in Treasury on 10th October, 1868	$587,199 68	
To this balance should be added the amount loaned by the sinking fund to the revenue department proper of the Commonwealth, due and unpaid, exclusive of interest	490,849 05	
	$1,078,038 73	
To this amount must be added, as will appear by the Auditor's Report, the sum of $92,064 35 in the Treasury, belonging to the Sinking Fund, but not transferred	92,064 35	
	$1,160,103 08	
This balance is entitled to a further credit by the sum of $31,323 90, deposited with the Farmers' Bank of Kentucky, for the payment of the interest of the State debt, and not used for that purpose, and becomes a portion of the present available assets of that fund	31,323 90	
If, therefore, the amount loaned by the Sinking Fund Commissioners to the revenue department of the State be returned, the balance in the Treasury of cash on hand upon 10th October, 1868, would be	$1,191,426 98	

—which sum, if applied to the extinguishment of the outstanding debt of the Commonwealth, would leave an indebtedness (exclusive of school bonds) of $815,267 02.

To meet promptly this remnant of indebtedness, we have other resources of the Sinking Fund, consisting of bank stocks, railroad stocks, turnpike stocks, the annual rent of the penitentiary, which, in value and description, were set out so fully in my former message as to require no further enumeration at this time.

I am deeply impressed with the conviction that wisdom and sound policy alike demand the entire extinction of our State indebtedness at the earliest practicable moment.

Many of our bonds are not yet due. Some that have matured have not been presented.

I recommend, however, that the Commissioners of the Sinking Fund, be clothed with power and discretion to discharge and pay off any and all bonds that may be offered for redemption, irrespective of their maturity.

I also recommend that power and authority be given to the Sinking Fund Commissioners to dispose of the turnpike and bank stocks belonging to the State, if necessary to pay any of the outstanding State bonds which can be had.

Our State Agent at Washington is pressing with energy and zeal our unsettled claims against the General Government. We have received from him since your last adjournment the sum of $106,077 87.

I beg leave to offer a few suggestions upon the importance of a completion of the Geological Survey of the State.

This measure was commenced in 1854, and continued, annually, until 1860, when, owing to the death of the director of the survey, and the approach of civil disturbances, the appropriations were suspended, and the work discontinued.

The reports of this survey, which were published, establish the interesting fact of the exceeding richness of the two immense coal fields which give to Kentucky a greater available area of coal of good quality than is contained within the limits of any other State in the world. It proved that Kentucky has a total area of coal-bearing lands of twelve thousand eight hundred and seventy one square miles, or eight million, two hundred and thirty-six thousand nine hundred and forty acres, being nearly five thousand square miles more than the total coal-bearing area of Great Britain. In this report the thickness and quality of the seams within this coal-bearing area are quite equal to those in the English fields. It follows that in this most important source of wealth we are far richer than Great Britain, where there is raised from the earth two hundred millions of dollars' worth of coal per annum, giving employment to three hundred thousand operatives or more. The rich deposits of iron ores which accompany the coal were also shown to be equal, both in amount and quality, to the best beds of similar material in any other region.

The present need of the State is a sufficient supply of efficient labor. It can be obtained only by largely increased white foreign immigration. This is now an essential requisite to our prosperity. It lies at the root of all social and material wealth. It is a question which towers in importance at this time over any, except the revenue, upon which you will be called to act. Every step which can be taken to invite foreign immigration to Kentucky should be taken promptly. Europe is limited in soil, and groans under an excess of population, while America contains more land than she has laborers to cultivate. It only requires that an effort should be made to bring before the people of Europe the claims which Kentucky presents to the emigrant for making it his future home.

Prominent, among the questions proposed by every emigrant in search of a new home, in a new country, are those touching health, climate, its temperature, and adaptation to the production of the grand staples of food and its rate of taxation.

Our Commonwealth possesses all these advantages in an eminent degree, and to them many others might be added.

Lying in the center of the Mississippi Valley, it has been justly styled the "Garden of the American Union." Its area contains thirty-seven thousand six hundred and eighty square miles, lying between thirty-five and forty degrees of north latitude. It has a desirable climate, and is unsurpassed in health. Indian corn, tobacco, wheat, mules, horses and cattle constitute its chief surplus for export. With an inexhaustibly fertile soil, its productions of fruits, herbs, flowers, animals, and minerals, challenge competition. It abounds in forests heavily timbered; the grasses of Kentucky are justly celebrated for their nutrition, and afford pasturage to the finest sheep, cattle, horses and mules. The State is well watered, and upon its undulating slopes and southern exposures the grapevine flourishes, and is largely and profitably cultivated in certain portions of the State. Our highways, the surest indices of the condition and prosperity of a people, are multiplying. In 1835, Kentucky had but fifteen miles of railroad. She has, in 1868, eight hundred and five miles, completed. The means and mode of disseminating throughout Europe, in cheap and authentic form, the inducements Kentucky hold out to the emigrant for settlement, should coms mand your early attention.

Boston and Providence Railroad.

The earnings of this road for the fiscal years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$640,441 73	$657,878 18
" freight	380,301 52	467,096 96
" rents	13,631 08	15,678 50
" expresses	12,970 04	18,868 03
" mails	9,175 00	9,411 25
" interest received.	8,527 98	.....
" dividends on st'k	6,200 00	2,516 00
	$1,066,147 35	$1,171,448 92
Expenses, viz:		
Coal, wood and water	$85,585 25	$96,319 11
Repairs of railroad	76,710 12	88,902 58
New sleepers	14,000 00	18,068 81
New iron	82,368 63	61,872 24
Repairs of locomotives.	45,074 03	74,215 67
" pass. cars	37,875 10	33,838 29
" freight cars.	33,670 72	29,145 38
" stations, etc.	42,522 17	48,897 29
" bridges	12,000 00	10,665 15
" fences	4,575 62	5,237 01
Snow account	5,538 85	3,532 55
Gratuities and damages	13,010 72	11,002 74
Passenger expenses	88,547 63	103,796 77
Freight "	97,268 54	119,681 16
Miscellaneous "	19,489 77	14,609 60
Switch and gatemen	23,199 48	25,138 59
Taxes and insurance	23,937 76	23,469 31
Waste for cleaning cars.	2,006 58	2,725 99
Oil for engines, cars, etc.	6,481 77	8,620 38
Labor carrying mails	864 78	.....
	$714,727 67	$774,195 62
U. S. Government and State tax	74,117 22	67,419 99
Interest paid	.....	951 66
Interest paid on bonds	1,350 00	.....
Totals	$790,194 89	$842,567 27
Net earnings	$275,952 46	$328,881 65
Add balance from previous year		399,867 09
Premium received on 300 shares Boston and Providence Railroad stock, sold from March 2, to July 16, '68.		12,175 97
Total		$740,424 71
Dividends July 1, 1868, and January 1, 1869, 4 per cent. each		268,800 00
Balance of cost of new engine house at Roxbury		9,771 70
Balance of cost of new bridge at India Point, Providence		53,437 92
Balance to new account		408,415 09
Total, as above		$740,424 71

Compared with the previous year the gross earnings show an increase of $105,801 57; with an increase in expenses of $52,872 38—showing an increase of net income, $52,929 19. The report says:

This exhibition of the receipts and expenditures

of the road, when viewed in connection with the circumstances attending its operations during the year, present to the stockholders the most decisive and satisfactory evidence of the permanent value of their property, and the stable foundations on which its prosperity rests. These circumstances might well have led us to apprehend a much less favorable result. During the best portion of the year, in the height of the traveling season, we were compelled, against the constant protest of the Directors, and their persistent efforts to change so unwise and ruinous a policy, to submit to a disastrous competition upon all our through business between Boston and New York, and to a rate of fares and freights, which was not only unremunerative to all the parties concerned in it, but was especially disastrous to our interests. Our contract obligations and line connections rendered us powerless to avert a policy, which in addition to the losses it entailed upon us in our through business, seriously affected the receipts from our local traffic. As an illustration of its effects, it may be stated, that by the purchase of a Boston and New York through line ticket, at a rate less than our local fare between Boston and Providence, by a passenger intending to make only the local trip, our receipts between those two points alone, while we were running at these reduced rates, instead of exhibiting an increase in proportion to the increase in the number of passengers carried between those points, fell off from the receipts of the previous year, an amount exceeding the full local fare of more than ten thousand such passengers.

In addition to this serious and unlooked for drawback upon our ordinary resources, we had to encounter, in common with the other railroads in New England, a winter of such unusual severity, as to necessitate a very large and unusual expenditure in running our trains. It was not only, nor principally, the heavy masses of snow that so frequently encumbered the tracks, requiring a large and expensive force to keep them clear, but the extreme cold of the season, so long continued, subjected the road bed and superstructure, as well as the rolling stock, to an unprecedented amount of renewal and repair to maintain them in a safe and satisfactory condition. The rigidity which every portion of the road and its equipment acquired from this long and unbroken exposure to an unusually low temperature, required constant vigilance, and an unstinted use of means, to guard against the obvious casualties which such a condition of things was so liable to cause. The result has been an exceptionally thorough renewal of our road. We have laid during the year, more than one thousand tons of new rails, two hundred of which are of steel, and the remainder of the most approved and reliable quality of iron. And beside the large amount of work done in our own shops, in renewal and repair of disabled engines and cars, we have added to our rolling stock, three new locomotives of the largest class and most perfect construction, together with a large and substantial increase of our equipment, both in new passenger and freight cars.

Out of our ordinary income, in addition to these unusual outlays, we have made the final payments for our new engine house, and the permanent and costly structure of the new bridge at India Point, in Providence.

The Legislature at its last session, upon our petition, and the proofs we submitted to its committee of the unsuitableness of the place for a station, promptly repealed the act by which a previous Legislature had required us to build a new station house at Heath street, in Roxbury. Having been thus relieved of a peremptory requirement, the effect of our compliance with which would have been greatly prejudicial to our interests, and manifestly dangerous to the traveling public, the Directors lost no time in purchasing an eligible site near the centre of Roxbury, now the Highland District of Boston, and erecting thereon a commodious station house, which will accommodate a much larger portion of the people of that District, than any other point that could have been selected for the purpose. And the Directors are gratified to learn that the course they have pursued in this matter, against a most strenuous opposition, has fully justified itself in the very general approval of the new structure and its location, by the people of that District who are accustomed to the daily use of the road.

Admonished by the severe experience of the last winter, a very considerable extent of close board fencing has been erected on exposed portions of the line of the road, to protect it from the drifts of snow, the removal of which has heretofore, from this exposure, constituted a large item of our winter expenses.

Notwithstanding the drain upon our accustomed resources from the ruinous reduction of fares, before adverted to, and the payment from our ordinary receipts of the foregoing unusual expenditures, the largest portion of which are with most railroad corporations made a charge upon construction rather than income, as indeed they are so much substantial addition to the property of the stockholders—with our road bed and superstructure in the most satisfactory condition; with a more ample equipment than we have ever owned; and without incurring a dollar of debt, we have been enabled to show a net earning of the road of nearly ten per cent., and a gratifying increase in its gross receipts, over any year, with only two exceptions, and those attributable to exceptional causes, since it first went into operation.

The Directors feel justified, therefore, in congratulating the stockholders upon the present substantial condition of the affairs of the corporation, and of its well grounded ability for securing a prosperous future.

The only change in the Board of Directors that has taken place during the year, has been the resignation of Hon. Charles H. Warren, and the election of William Thomas, Esq., to fill the vacancy.

BALANCE SHEET, NOV. 30.

	1867.	1868.
Construction	$3,152,600 00	$3,152,600 00
Equipment	207,400 00	207,400 00
Notes receivable	955 03	20,955 03
Cash	30,030 91	51,925 95
Cash for dividends	5,356 00	4,386 00
Cash balances due the corporation	44,987 45	57,694 86
Land	51,628 15	56,333 15
Shares B. & P. R. R.	80,000 00	.....
Shares Stoughton Br.	40,000 00	40,000 00
Balances due the Co.	11,473 60	11,423 07
Materials on hand	149,104 75	123,823 02
Real estate	103,039 01	103,039 01
Cost of land and filling in	228,863 29	228,863 29
	$4,057,438 19	$4,058,443 28
Capital stock	$3,360,000 00	$3,360,000 00
Dividends unclaimed	5,356 00	4,386 00
Dividend due Jan. 1.	168,000 00	134,400 00
Cash balances due other corporations, etc	80,332 78	56,859 92
Funds for renewal	94,382 87	94,382 87
Surplus earnings	399,367 09	408,415 09
	$4,057,438 19	$4,058,443 38

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, Sam'l T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson, William Thomas.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

☞ The directors of the Frederick and Pennsylvania Line Railroad Company are: John Loats, J. Alfred Ritter, Lewis Bruner, Wm. H. Falconer, A. W. Eichelberger, Wm. Rhinedollar, John Sifford, P. B. Kunkel. President, John Loats; Treasurer David J. Markey; Counsel and Attorney, James McSherry, Jr.

Chicago and Northwestern Railway.

The earnings of this road for the fourth week in December, 1868, were $327,174 41, against $202,120 02 for the corresponding period of 1867—an increase of $125,054 39. For the month of December, 1868, the earnings were $1,001,892 56; against $879,900 39 for December, 1867—an increase of $121,992 17. From June 1, 1868, (the commencement of the fiscal year) to December 31, 1868, a period of seven months, the earnings were $8,696,069 18, against $7,926,538 75 in the corresponding period of 1867—an increase of $769,530 43. For the calendar year (January 1, to December 31, 1868,) the earnings were $13,443,765, against $11,632,737—an increase in the twelve months of $1,811,028. The following is a comparative statement of the earnings from June 1, to December 31—

	1867.	1868.
Passenger	$2,133,092 86	$2,437,367 15
Freight	5,301,388 80	5,882,724 08
Express	312,829 73	195,775 03
Mail	98,538 02	98,538 12
Miscellaneous	80,689 34	81,664 80
Total	$7,926,538 75	$8,696,069 18

South Boston Horse Railroad.

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected directors: Seth Adams, E. H. Parker, Daniel L. Bradford, William Parsons, William B. Dodge, Stephen E. Westcott, George H. Everson. In the report which was presented it is stated that the cost of construction of the road has been $168,493 18; cost of equipment, $282,586 22; length of single track laid, 18,016 feet; double track, 7,975 feet; number of miles run during the year, 533,598; average cost per mile run, 85.3 cents nearly. Number of passengers carried 3,752,820; number of round trips, 93,788; average number of passengers per round trip, 40; average rate of speed, 5 miles; number of persons regularly employed, 124. Number of cars, 39; number of horses, 265. The total expenses for the year were $188,188 47 and the total earnings, $209,164 47, of which $201,279 53 was received from passengers; net earnings after deducting expenses, $20,976; surplus earning of previous year in hand $17,542 36; total surplus $38,518 36; dividends declared during the year, $38,208 82; total percentage of dividends for the year, 10 per cent.; present surplus, $314 54. The increase during the year of the capital stock paid in was $75,000; decrease of floating debt during the year, $52,289 10; increase of cost of road during the year, $1,636 50; present amount of unredeemed tickets, $1,547 06.

☞ The earnings of the Middleboro' and Taunton Railroad for 1868 were $25,903 40; and its expenses $24,891 64; leaving as profit on the year's business $1,011 76. The capital stock is $148,075; the debt $250 80; and the reserve fund $19,953 86.

☞ The earnings of the Fitchburg and Worcester Railroad for the year ending November 30, 1868, were $91,943 33. The expenses, $77,036 02 Balance as net earnings for the year $14,907 31.

☞ The Albany and Susquehanna Railroad I now in full running operation from Albany to Binghamton, and three trains are running each way daily.

Commerce of New York.

We give below from the *New York Journal of Commerce*, a statement of the Commerce of New York for 1868, in comparison with that for the five preceding years. It will be seen that the imports for 1868 were only a fraction below the corresponding total in 1867, but were fifty-five and a half millions below the total for 1866. The following is a comparison of the annual result for each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1 814,425	213,556 649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024 691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165 516
1860.	201,401,693	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30 353,918	37,088,413	162,768,790
1862.	149,970 415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2 265 622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834

In the above table, under the head of dutiable, are included the duty-paying goods entered directly for consumption, as well as those entered for warehousing; these with the free goods and specie make the total entered at the port. All the figures referirng to the imports represent only their foreign gold cost, freight and duty unpaid. To show the cost in our currency to the consumers, the total should be doubled, and the whole then increased about forty per cent.; this would represent about the selling rates in our market.

The following table will show the classification of imports at New York for the years—

	1866.	1867.	1868.
Dry goods	$126,222,855	$86,263,643	$80,905,834
Gen. mdse	170,812,300	163,078,493	168,202,611
Specie...	9,578,029	8,306,339	7,085,389
Total....	$306,613,184	$252,648,475	$251,193,834

This shows that out of two hundred and fifty-one millions imported last year, every thing known as dry goods, including all miscellaneous articles sold by that trade, amounted to less than eighty-one millions, two-thirds of the total imports being given under the head of general merchandize, including tea, coffee, sugar, metals, liquors, spices, drugs, fruits, seeds, china, etc., etc. The cash duties received in 1868, amounted to $113,296,712 62. This was collected upon $227,773,976 dutiable goods thrown upon the market.

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1866.	1867.	1868.
1st.....	$60,972,531	$49.376,379	$42,038,366
2d	46,766,386	46,270,261	41,381,668
3d	38,381,202	38,928,663	36,549,086
4th	46,209,485	52,214,722	44,101,982
	$192,359,554	$186,790,025	$164,066,102

The shipments of merchandize are reckoned at their market price in currency, while the exports of specie are given at their counted or tale value.

The preceding figures, and those which follow, are from the columns of the *Journal of Commerce*, perpetuated in those of the AMERICAN RAILROAD JOURNAL, and due credit has always been given by us to that paper for the same;

Foreign imports entered at New York during the years 1863, 1864, 1865, 1866, 1867, and 1868:

ENTERED FOR CONSUMPTION.

	1863.	1864.	1865.	1866.	1867.	1868.
January	$8,741,227	$12,422,618	$5,217,495	$18,556,726	$11,046,856	$7,855,830
February	7,372,539	15,766,601	5,178,774	17,389,505	13,364,912	10,386,053
March	11,461,572	15,848,425	7,066,126	15,200,809	11,373,974	11,999,520
April	9,493,830	18,951,760	5,528,575	13,366,448	10,800,747	9,652,649
May	7,980,281	7,531,300	6,592,157	13,563,551	9,438,747	10,244,318
June	6,328,581	5,513,986	8,542,271	10,682,723	8,947,379	8,786 471
July	9,080,210	6,382,928	10,178,820	14,304,403	11,036,960	12,193,569
August	10,004,589	6,603,653	15,903,743	14,560,161	13,547,834	14,005,112
September	11,203,535	4,390,114	16,748,595	13,728,489	13,149,846	14,152,546
October	11,885,569	3,770,526	16,357,232	13,812,200	10,224,405	11,294,439
November	10,326,929	3,363,359	16,655,761	10,688,544	8,193,013	9,707,521
December	10,498,576	4,442,542	14,500,606	8,447,064	6,416,343	7,458,965
Total	$144,377,429	$104,988,811	$128,467,155	$163,800,629	$127,541,046	$127,737,013

ENTERED WAREHOUSE.

January	$4,482,794	$5,571,936	$4,510,225	$10,241,576	$9,087,702	$6,647,871
February	3,657,775	4,991,398	5,568,127	11,626,677	11,211,014	9,297,632
March	6,016,901	6,641,408	7,872,555	9,539,100	9,069,756	12,391,956
April	6,456,208	5,906,540	7,448,371	10,159,657	13,327,839	10,780,668
May	5,437,404	14,727,176	5,288,049	13,902,407	10,896,675	10,541,079
June	5,377,885	16,906,964	7,123,972	10,967,080	10,478,305	10,063,867
July	6,057,342	14,954,635	7,845,947	11,301,274	11,226,514	10,573,083
August	4,409,891	10,437,478	7,553,260	8,123,406	9,340,292	8,289,600
September	3,431,310	5,258,568	4,936,209	7,817,045	6,676,707	6,804,640
October	4,189,457	5,332,928	5,903,993	8,113,869	7,096.411	6,860,498
November	4,950,415	4,160,532	9,184,116	8,345,859	6,414,609	7,050,229
December.	5,676,955	4,250,862	10,506,502	10,105,018	5,931,115	5,325,282
Total	$60,144,337	$99,139,425	$83,741,146	$120,232,938	$110,756,939	$104,607,405

FREE GOODS.

January	$2,413,649	$841,050	$840,129	$1,238,757	$717,810	$778,296
February	783,561	797,788	620,063	1,504,253	918,364	718,777
March	1,328,806	1,072,849	830,450	1,179,177	923,377	821,682
April	1,328,216	1,025,517	961,026	1,152,683	1,232,997	964,488
May	710,021	1,056.576	818,818	959,416	1,140,103	887,657
June	781,053	1,258,634	953,226	1,002,330	1,043,040	783,149
July	683,880	917,684	886,430	899,549	766,786	1,094,543
August	509,781	936,474	836,533	931,877	944,664	828,188
September	786,864	832,557	795,468	840,082	854,987	1,421,652
October	741,888	855,079	795,508	1,471,951	754,881	1,294,991
November	665,207	911,976	1,159,248	873,514	1,082,066	1,323,254
December	834,079	1,125,718	913,937	947,999	765,106	847,350
Total	$11,567,003	$11,731,902	$10,410,837	$13,001,588	$11,044,181	$11,764,027

SPECIE.

January	$101,906	$141,790	$52,268	$72,771	$126,719	$136,574
February	213,971	88,150	106,704	172,122	136,491	415,875
March	123,616	104,437	243,242	235,854	145,867	1,299,776
April	107,061	285,814	236,492	161,817	271,710	871,079
May	197,217	660,092	177,086	393,073	376,725	477,485
June	109,997	146,731	236,032	94,549	499 184	838,111
July	182,245	128,052	253,640	345,961	56,606	126,442
August	113,877	245,858	182,072	289,221	540,244	846,821
September	78,231	58,220	194,224	5,193,473	345,669	906,558
October	78,053	129,775	77,942	1,434,158	362,789	554,862
November	103,144	161,727	236,526	602,937	181,319	220,316
December	116,493	114,976	127,054	352,093	263,016	891,490
Total	$1,525,811	$2,265,622	$2,123,281	$9,578,020	$3,306,339	$7,085,389

TOTAL IMPORTS.

	1863.	1864.	1865.	1866.	1867.	1868.
January	$15,739,576	$18,977,394	$10,620,117	$30,109,830	$20,979,087	$15,418,571
February	12,027,846	21,643,937	11,473,668	30,692,557	25,630,781	20,818,337
March	18,930,895	23,667,119	16,082,373	26,204,940	21,512,974	26,512,934
April	17,385,315	26,168,631	14,174,464	24,840,605	25,633,293	22,268,884
May	14,324,923	23,975,144	12,876,109	28,818,447	21,852,250	22,150,539
June	12,597,516	23,926,314	16,855,321	22,736,652	20,967,908	20,471,598
July	16,003,677	22,383.299	19,161,838	26,851,187	23,086,866	23,987,657
August	15,038,129	18,223,463	24,475,608	23,884,665	24,273,034	23,960,721
September	15,499,940	10,539,359	22,674,496	27,079,089	21,027,209	23,295,396
October	16,894,967	10,088,308	23,134,675	24,832,184	18,438.486	19,994,790
November	16,045,695	8,597,594	27,236,651	20,710,854	15,871,007	18,301,320
December	17,126,098	9,936,098	26,048,099	19,852,174	13,375,580	14,023,087
Total	$187,614,577	$218,125,760	$224,742,419	$306,613,184	$252,648,475	$251,193,834

WITHDRAWN FROM WAREHOUSE.

January	$2,881,531	$4,950,418	$5,663,554	$7,424,385	$9,380,484	$6 731,624
February	2,499,127	5,284,680	5,673,619	7,666,543	11,794,156	9,049,339
March	3,456,530	5,215,983	5,795,512	7,844,644	13,318,411	10,296,124
April	4,132,633	14,183,873	7,880,008	8,640,360	8,838,610	10,140,834
May	3,794,773	659,869	10,277,070	9,450,591	9,245,943	9,045,351
June	3,830,337	2,544,914	6,346,958	8,967,431	6,910,287	6,658,943
July	4,227,265	3,386,873	8,612,411	9,084,242	7,660,396	6,829,796
August	6,429,421	7,967,843	9,661,136	10,530,593	10,490,050	9,676,657
September	6,942,561	6,852,329	8,042,603	11,091,194	9,928,471	10,935,659
October	4,858,512	5,[illegible]04,138	4,699,328	8,769,838	7,728,761	8,892,665
November	4,064,183	5,628,884	4,249,381	6,186,725	6,378,248	6,104,542
December	3,714,294	5,1 00,974	3,632,662	4,564,836	5,202,239	5,675,429
Total	$50,851,167	$67,4 [illegible]0,778	$80,524,342	$100,241,282	$106,776,056	$100,036,963

RECEIPTS OF CUSTOMS AT NEW YORK.

	1864.	1865.	1866.	1867.	1868.
January	$6,180,536 09	$4,231,737 47	$12,437,474 16	$9,472,248 48	$7,133,428 42
February	7,474,027 93	4,791,247 10	12,008,273 74	11,466,418 42	9,699,752 39
March	7,659,770 47	5,392,099 26	11,173,154 62	11,977,418 19	11,195,661 33
April	13,982,555 60	6,309,994 34	10,950,896 78	9,372,701 48	10,023,029 37
May	3,365,186 45	8,133,403 06	11,418,492 10	9,340,766 73	9,723,476 45
June	3,311,148 45	7,837,075 84	9,569,898 38	7,725,135 60	7,678,200 69
July	3,585,848 44	9,778,276 65	11,507,186 60	9,505,432 94	9 237,920 50
August	6,267,365 17	13,113,689 50	12,349,760 82	12,623,300 45	11,995,596 18
September	4,084,492 54	12,929,615 54	12,284,144 66	11,712,164 78	12,916,782 29
October	3,679,188 38	10,973,513 01	11,002,048 08	8,682,889 05	10,059,277 34
November	3,455,156 53	9,933,483 76	7,716,883 67	6,931,212 90	7,309,086 88
December	3,440,352 67	8,348,750 31	5,707,547 99	5,276,301 32	6,327,300 78
Total	$66,937,127 71	$101,772,905 94	$128,079,761 60	$114,085,990 34	$113,296,712 62

Exports from New York to foreign ports during the years 1863, 1864, 1865, 1866, 1867, and 1868:

DOMESTIC PRODUCE.

	1863.	1864.	1865.	1866.	1867.	1868.
January	$14,329,398	$11,443,953	$16,023,621	$19,784,997	$12,911,689	$13,766,496
February	17,780,586	13,662,218	15,042,505	16,768,120	14,615,040	13,543,674
March	16,137,689	14,410,051	13,898,565	23,291,485	19,679,955	12,882,808
April	11,581,933	13,263,712	7,220,709	22,526,822	16,979,383	13,976,761
May	13,183,510	14,610,493	7,833,565	12,281,623	12,615,022	14,297,029
June	14,780,072	17,996,595	8,079,802	9,601,089	14,346,769	10,634,544
July	15,298,073	26,251,673	12,521,246	13,057,476	13,666,098	10,538,848
August	10,666,059	26,617,850	14,500,860	12,646,004	12,116,096	12,750,918
September	11,717,761	15,595,548	12,763,484	1,635,610	11,102,100	11,316,492
October	14,513,454	16,740,404	20,986,936	14,593,664	16,679,540	13,954,602
November	11,413,591	12,015,064	22,763,327	13,651,464	20,056,540	13,881,126
December	12,846,151	19,238,528	22,562,534	16,817,615	13,442,177	14,523,280
Total	$164,249,177	$201,855,989	$174,247,154	$186,655,969	$178,210,409	$156,075,578

FOREIGN FREE.

January	$73,111	$42,232	$105,421	$38,301	$114,207	$12,680
February	43,889	77,698	74,793	26,605	36,803	36,387
March	213,685	72,667	307,221	57,167	31,133	24,761
April	74,949	48,461	57,544	130,254	38,389	113,489
May	101,337	40,898	54,500	131,393	23,492	183,986
June	49,380	75,709	35,417	55,074	43,214	32,946
July	77,232	249,404	28,236	27,269	20,168	37,975
August	90,815	126,537	45,045	50,720	24,096	18,192
September	55,400	848,742	64,003	29,373	9,498	80,593
October	145,235	69,965	33,235	32,061	4,446	10,822
November	56,534	64,914	109,155	64,001	8,515	9,763
December	55,555	425,231	24,165	44,265	82,694	39,330
Total	$1,037,212	$2,142,458	$938,735	$706,483	$436,655	$500,924

FOREIGN DUTIABLE.

January	$668,275	$664,485	$432,556	$284,909	$422,751	$669,151
February	610,009	456,493	633,509	400,782	800,663	441,528
March	758,266	599,959	191,927	320,165	764,138	655,881
April	375,224	558,812	433,395	654,019	845,824	648,960
May	569,888	320,210	759,857	567,872	665,031	852,544
June	298,067	1,282,218	131,425	606,256	713,137	641,409
July	448,601	5,137,460	262,593	401,724	382,595	444,735
August	231,774	2,231,782	135,172	226,786	717,161	558,076
September	238,972	2,460,138	200,854	306,244	890,851	803,255
October	350,614	1,104,299	252,072	186,108	797,235	740,477
November	383,948	1,126,059	208,091	268,600	610,460	517,907
December	458,575	1,632,502	238,606	551,657	533,115	415,675
Total	$5,424,795	$17,824,095	$3,440,410	$4,967,102	$8,142,961	$7,389,600

SPECIE AND BULLION.

January	$4,624,574	$5,459,075	$3,184,853	$2,706,336	$2,551,351	$7,349,825
February	3,965,664	3,015,367	1,023,201	1,807,030	2,124,461	4,203,825
March	6,585,442	1,800,559	381,913	1,045,039	1,891,141	3,694,912
April	1,972,834	5,883,077	871,249	588,875	2,261,283	6,095,179
May	2,115,679	6,460,930	7,255,071	23,744,194	9,043,154	15,936,231
June	1,367,774	6,533,109	5,199,472	15,890,956	6,724,272	11,823,628
July	6,263,381	1,947,329	723,986	5,821,459	13,519,894	10,584,558
August	3,465,261	1,001,813	1,554,398	1,587,851	1,714,594	4,690,989
September	3,480,385	2,835,398	2,494,973	834,550	2,201,958	1,954,723
October	6,210,156	2,517,121	2,516,226	1,463,450	1,182,031	1,608,739
November	5,438,363	7,267,662	2,046,180	3,776,690	1,733,261	1,181,085
December	5,259,053	6,104,177	2,752,161	3,297,270	6,854,548	1,717,905
Total	$49,754,066	$50,825,621	$30,003,683	$62,553,700	$51,801,948	$70,841,599

TOTAL EXPORTS.

January	$10,695,358	$17,609,749	$19,746,451	$22,814,543	$15,999,998	$21,798,152
February	22,400,148	17,211,776	16,774,008	19,002,537	17,576,967	18,225,414
March	23,696,082	16,883,236	14,779,626	24,713,856	22,366,367	17,258,362
April	14,004,940	19,754,062	8,582,897	23,899,970	20,124,879	20,834,389
May	16,002,780	21,682,209	15,513,346	36,937,067	22,346,699	31,269,790
June	16,495,293	25,887,531	13,446,116	6,153,374	21,827,392	23,132,527
July	21,092,787	33,585,866	13,536,061	19,307,928	27,588,755	21,606,116
August	14,454,909	29,977,982	16,235,475	14,511,361	14,571,947	18,018,177
September	15,492,518	21,739,826	15,523,314	12,805,773	14,204,407	14,155,063
October	21,219,549	20,431,789	23,788,469	16,275,283	18,663,252	16,314,640
November	17,292,436	20,473,699	25,126,753	17,750,755	22,408,776	15,589,881
December	18,619,334	27,410,438	25,577,766	20,710,807	20,912,534	16,705,190
Total	$220,465,034	$272,648,163	$208,630,282	$254,883,254	$283,591,973	$234,907,701

Maryland Coal Trade.

We are indebted to C. Slack, Esq., of Mount Savage, Md., for the following statistics of the Cumberland coal trade for 1868, compiled from official sources:

	To B. & O. R. R. Tons.	To C. & O. Canal. Tons.	Total. Tons.
Central Coal M. and M. Co	153,921	121,757	275,695
Consolidation Coal Co.	101,697	59,228	188,477
Cumberland Coal and Iron Co.	90,878	57,919	158,264
Hampshire and Balt. Coal Co	107,111	46,656	153,792
American Coal Co	88,305	109,939	148 252
Borden Mining Co	55,624	51,114	106,860
George's Creek Coal & Iron Co.	78,094	.....	78,102
Potomac Coal Co	54,961	.....	54,961
Piedmont Coal & Iron Co	46,259	.....	46,259
Atlantic and George's Creek Coal Co.	31,968	.....	31,968
Swanton Mining Co.	22,462	.....	22,462
Franklin Coal Co	17,755	.....	17,755
Allegany Coal Co	2,834	18,102	21,122
New Hope Mines	3,715	5,815	9,749
Midlothian Mines	664	6,605	7,269
Barton Coal Co.	6,350	.....	6,350
National Coal Co	.....	5,190	5,190
Savage Mt. Coal Co.	2,697	.....	2,705
George's Creek Mining Co	211	.....	211
Spruce Hill Coal Co	.....	.....	.....
Blaen Avon Coal Co.	.....	.....	.....
Total	815,506	482,325	1,330,448

This is exclusive of the local trade, amounting to 32,612 tons.

RECAPITULATION.

By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad		635,970
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio canal		424,406
By Cumberland and Pennsylvania Railroad to local		23,145
		1,083,521
By Cumberland Coal and Iron Co's R. R. to Baltimore & Ohio R.R.	90,878	
By Cumberland Coal and Iron Co's R.R. to Chesapeake & Ohio canal.	57,919	
By Cumberland Coal and Iron Co's Railroad to local	9,467	
		158,264
By Hampshire and Baltimore Co., (Va. Mines,) to Baltimore and Ohio R. R.		88,658
Total tons in 1868		1,330,443

Increase 136,621 tons over 1867.

Russian Railways.

The Roslavl-Orel and Kursk-Kiev Railways have been opened for traffic. They form two important links in the system of strategical line in the course of construction in Russia. The Orel-Roslavl Railway, being a portion of the Dunaburg-Orel Railway, connects the Petersburg-Warsaw with the Petersburg-Odessa line, while the completion of the Kursk-Kiev Railway leaves the distance between Kiev and Balta the only gap in the Petersburg-Odessa line.

☞ From the report of the Short Mountain Coal Co., we learn that there have been sold during the year ending Dec. 1, 1868, 129,706 tons of coal. The receipts of the company have been $380,841 14, and the operating expenses, $297,166 67—leaving as net profits the sum of $88,674 47. The balance standing to credit of Income Account, December 1, 1868, was $67,057 58.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
Allegheny Valley 50	2,000,000	---- ----	---- ----
Atlanta and West Point...100	1,232,300	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,245,225	---- ----	---- ----
Atlantic & Gt. Western ...50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,167,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	1,650,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire* 100	600,000	J.A J&O	Jan.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,900	---- ----	---- ----
Do, do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J A J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 1½
Brooklyn City & Newt'n.100	392,800	---- ----	---- ----
Brooklyn City & Newt'n.100	1,100,000	---- ----	---- ----
Buffalo, Bradford & Pitts.100	950,000	M. & N.	N. '68 3½
Buff., New York & Erie*.100	5,000,000	F. & A.	Feb. '69 4
Buffalo and Erie..... ...100	7?7,800	A. & O.	Oct. '68 4½
Cambridge Horse (Bost'n)100	7,921,412	F. & A.	Aug.'68 5
Camden and Amboy.....100	6?0,000	---- ----	---- ----
Camden and Atlantic,pref. 50	331,000	---- ----	---- ----
Camden & Burlington Co.100	721,926	J. & J.	Jan.'69 3½
Cape Cod Branch 50	447,000	J. & D.	Dec.'68 3
Cape May and Millville...100	1,150,000	---- ----	---- ----
Catawissa. 50	2,200,000	M. & N.	Nov.'68 3
Catawissa, pref..... 50	589,110	---- ----	Jan.'69 4
Cayuga & Susquehanna..* 50	4,666,900	J & J.	Jul. '67 7
Central of Georgia.....100	13,768,000	J.A J&O	Jan '69 2½
Central of New Jersey....100	2,600,000	J. & D.	Dec.'68 3
Central Ohio..... 100	400,000	J & D.	Dec.'68 3
Do. pref..... 100	970,000	---- ----	Oct.'67 2½
Cen. Park, N. & E. River.100	380,000	---- ----	Jan.'69 2
Chemung*..... 100	2,017,825	Annual.	Jan. '69 4
Cheshire, preferred 100	3,886,643	M. & S.	Sep. '68 5
Chicago and Alton..... 100	2,425,576	M. & S.	Sep. '68 5
" " pref...100	12,500,000	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	2,600,000	---- ----	Jan.'69 5
Chicago, Iowa & Nebras*.100	2,277,000	---- ----	---- ----
Chicago and Milwaukee*..100	14,556,676	J. & D.	Dec.'68 5
Chicago & N. Western....100	16,856,287	J. & D.	Dec.'68 5
" " pref.100	14,000,000	Sept.	Sep.'68 10
Chicago, R. I. & Pacific....100	3,521,864	Sept.	Sep.'68 5½
Cin , Ham. & Dayton 100	---- ----	J'n &J'ly	Jan.'68½
Cincinnati City Passenger....	---- ----	J. & J.	Jan.'68½
" Street	1,676,948	---- ----	---- ----
Cincinnati and Zanesville. 50	192,750	J. @ J.	Jan. '69 7
Citizens' Passenger (Phil.) 50	10,450,000	F. & A.	F'b.'69 3½
Clev., Col., Cin. & Ind. ...100	2,056,400	M. & N.	N. '68, 1½
Cleveland & Mahoning*... 50	8,750,000	J. & J.	Jan'69 4½
Cleve., Painsv. & Ashta...100	5,424,091	J A J &O	Jan. '69 2
Cleveland and Pittsburg... 50	5,000,000	J. & J.	Jan'69 4½
Cleveland and Toledo* 50	---- ----	---- ----	---- ----
Col., Chi. & Indiana Cen..100	11,430,000	J. & J.	Jan.'68 4½
Columbus and Xenia*..... 50	1,786,200	M. & N.	Nov.'68 5
Concord..... 10	1,500,000	J. & D.	Dec'68 3½
Concord & Portsmouth ...100	350,000	---- ----	---- ----
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	139,000	---- ----	---- ----
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl.'68 4
Danbury and Norwalk 100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,392,361	---- ----	---- ----
Delaware*..... 50	594,250	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	Annual	Jan. '69 4
Do do. pref.100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.)..... 100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia....100	2,369,730	---- ----	---- ----
East Tenn. and Virginia....100	657,800	---- ----	---- ----
Eighth Avenue (N. Y.) 100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	600,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*. 50	600,000	M. & N.	Nov'68 2½
Do. do. pref. 50	600,000	J. & J.	Jul. '68 3½
Erie Railway 100	---- ----	F. & A.	Feb.'66 4
Do. pref.....100	8,533,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,445	---- ----	---- ----
Fitchburg 100	3,640,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	---- ----	---- ----	Sept.'68—
Green and Coates St (Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do pref.100	5,258,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,350	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,416,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	---- ----	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	J. & J.	July '68 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	---- ----	N'v'67 10
Louisv., Cin and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	July '68 3
Louisville and Nashville..100	7,569,186	F. & A.	A'g. '69 4
Louisv., N. Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	---- ----	Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,000,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	---- ----	---- ----
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan. '69 5
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	588,500	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Mill Creek and Minehi'l*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081	---- ----	---- ----
" " 1st pref 100	3,214,260	Annual.	Feb.'68 8
" " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,853	J. & J	---- ----
" " pref.....100	3,050,892	J. & J.	Jan. '67 5
M. Hill & Schuyl. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,702,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	---- ----	Dec'68 7a
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 1
Nashua and Lowell..... ..100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck..... 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	788,538	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey..... 100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
New York and Harlem..... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '68 3
Ninth Avenue..... 100	797,400	---- ----	---- ----
North Carolina..... 100	4,000,000	---- ----	---- ----
Northern Central 50	4,848,900	F.M.A.N	Nov.'68 2
North Eastern (S.C.) pref.100	166,000	---- ----	May '67 4
Northern of N. Hampsh...100	3,06?,400	J. & D.	Dec. '68 4
Northern of N. Jersey 100	159,100	---- ----	---- ----
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'69 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama..... 100	7,000,000	J.AJ&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,936,700	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5a
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 1½
Phil., Germ'nt'n & Nor'n 50	1,535,560	A. & O.	Oct. '68 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 5
Portland and Kennebec....100	579,500	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	---- ----	---- ----	Jul. '68 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred. 100	---- ----	F. & A.	A'g.'68 3½
St. L., Alt. and T. Haute..100	2,300 000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,241	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,767	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roxroke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts v.* 50	869,450	F. & A.	Aug.'68 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore..... 100	259,685	---- ----	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ----
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	260,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,988,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	---- ----	---- ----
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,478	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central..... 100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	367,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,497,791	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 100	804,150	---- ----	Feb.'69 5
West Philadelphia..... ..50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac.....	---- ----	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	---- ----	---- ----
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... ..50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,339,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10a
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 3
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'66 4
Fulton Coal.....	---- ----	J & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... ..40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'68 5
Roaring Brook Coal.....	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express..... 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	386,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673.706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330.169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,156	480,212	408,062	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969.267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	492,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,420
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,266,831	1,518,483	1,574,906	1,135,334	1,001,892	12,443,765
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963.859	8,400.334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334.217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429.765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,189,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,904	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	260 282	261,079	352,786	414,543	410,336	372,593	350.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,068	7,181,208
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224.058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,766	90,526	96,535	106,594	114,716	121,317	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,619	125,065	119,160	121,408	1,294,095
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,790	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	424,316	488,388	530,871	429,785	380,034	4,663,806
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,623	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,483	339,794	306,186	3,168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,660	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,223	1,002,796	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,513	1,211,108	985,857	14,143,215
1867	901,571	846,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	289,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	394,219	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	266,905	252,149	204,629	217,082	194,455	287,557	307,122	283,329	274,637	223,861	2,964,041
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,900	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463.509	505,814	466,300	487,642	5,132,934
1864	290,076	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,026	730,278	8,022,121
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202.966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	156,803	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,656	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	985,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,796	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,893	323,274	320,756	3,945,894
Western Union:													
1865	43,716	37,265	52,378	23,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	680,333
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,696	84,462	100,312	75,248	54,488	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79,451	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,330	59,762	84,607	97,338	97,000	67,145	45,470	764,971

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1869.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	112
" " " coupon		5	" "	1874	116
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	116
" " " coupon		5	" "	1871	126
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111½
" " " coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,400	6	Jan. & July.	1881	111½
" " " coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) registered	1,402,568,650	6	May & Nov.	1882	109½
" " " (5-20s) coupon		6	" "	1882	113
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	108½
" " " (5-20s) coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108½
" " " (5-20s) coupon		6	" "	1885	110
" " 2d series (5-20s) registered		6	Jan. & July.	1886	108½
" " " (5-20s) coupon		6	" "	1886	108½
" " 3d series (5-20s) registered		6	" "	1887	108½
" " " (5-20s) coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) registered	194,587,300	5	Mar. & Sept.	1904	105½
" " " (10-40s) coupon		5	" "	1904	107½
Pacific R. R. Bonds (currency)	50,007,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	7,207,503	---	presentation.	-------	----
Gold Certificates of Deposit	27,038,020	---	presentation.	-------	----
Compound Interest Notes 1864 '65	-------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	-------	-------	----
Three per cent. certificates	55,865 000	---	-------	-------	----
Fractional currency	34,215,715	---	-------	-------	----
Navy Pension Fund	14,000,000	3	-------	-------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	64½
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " ( ) "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	126
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,648,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1°65 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	92½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	78½
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100½
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " " "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " " "	3,829,936	5	" "	1866	98½
" — " " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	800,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " " "	415,000	6	May & Nov.	1870	----
" — " " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,988	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	76
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	67½
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currey.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1810	----
" — " " Ches. & Ohio Can.)	2 000,000	6		1870	96½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	98½
" — " " (Bounty)	501,000	6	"	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,888	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1890	----
" —Funding Loan	17,000	5	June & Dec.	1871	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	6	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'73	120
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	838,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" — " " " (stg.)	$54,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	-------	-------	'41-'71
" — " " (Union Bank)	5,000,000	6	-------	-------	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'63	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	87½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,796,900	6	Jan. & July.	'67-'84	101
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds coupon	2,589,000	7	Jan. & July.	1877	107½
" — " " " registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1872	102
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,980	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1878	99½
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1876	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	2,500,000	6	Jan. & July.	1900	61½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	100½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1876	----
Pennsylvania—State Bonds coupon	4,903,000	5	Various.	'77-'82	95½
" — " " registered	5,085,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct.	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	729,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102
" — " " 2d series	7,909,620	6	" "	1882	104
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	101½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	289,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,276,000	6	Jan. & July.	'71-'90	----
" — " " (new)	1,210,930	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	68½
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1892	68
Vermont—State War Bonds	1,567,400	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	6	" "	long.	----
" — " " registered	108,000	6	" "	long.	----
" — " "	21,--	6	" "	long.	50½
" — " " loan on	10,900,000	6	" "	long.	56
" — (new) registered	1,379,500	6	"	1876	62½
" — " (") coupon	489,200	6	"	1886	----
" — " (")	39,600	6	"	1890	----
Wisconsin—State Bond	405,100		Jan. & July	'71-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	699,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	898,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
3d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 29½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	64
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	93
Company bonds (no mortgage)	304,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	300,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1873	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £280,550	1,341,362	6*	Jan. & July.	London.	1830	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $300,000	338,040	6	" "	" "	1870	96
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $6,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	420,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1886	....
1st Mort. (W. to Minn. L. 60 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	110
Convertible bonds	1,500,000	7*	" "	" "	1883	107½
National Loan	15,000,000	6	" "	" "	1896	101½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	354,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1873	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1908	80
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	80
3d Mortgage (" ")	37,000	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.)	1,240,500	7	Feb. & Aug.	New York.	1885	94½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1886	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,600	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	93
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1906	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	99
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1885	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	92½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1880	....
Sinking Fund	.....	7	May & Nov.	" "	1880	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	466,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	—— & ——	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1893	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	—— & ——	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1892	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'85-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	106,000	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	94½
3d Mortgage (or 2d Extension)	1,908,000	7	May & Nov.	" "	1875	95
4th Mortgage (or 3d Extension)	1,106,480	6	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	... 6
3d Mortgage	1,000,000	7	April & Oct.	" "	1886	92
Cleveland and Toledo:						
1st Mort. (June. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1858	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $16,000,000	.....	7	April & Oct.	New York.	1906	79½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $300,000	573,800	6	June & Dec.	Boston.	1876	90
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	393,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	261,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	375,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	95
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1856, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1885	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	250,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	90
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1895	....
Tennessee endorsed bonds	135,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	570,000	6	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,530	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1876	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,492,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Morigage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Morigage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1851	87½
State Loan of 1855	1,500,000	6	" "	" "	1855	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	451,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1888	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Apen & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1860	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1896	....
Illinois Central:						
Construction	5,000,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	263,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'60–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92½
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	90
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	95½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'60–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	92½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	71
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarksville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	283,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	115½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	95
2d Mortgage	2,893,000	7	" "	" "	1877	90
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	300,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	104
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	96½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1898	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'83–'86	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	800,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	90½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	105
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	178,866	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	83½
North Pennsylvania:						
1st Mortgage	2,638,249	6	Jan. & July.	Philadelphia.	1880	86
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	—— & ——	"	18—	67
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,084,500	6	April & Oct.	"	1900	84½
Northern New Hampshire:						
Company Bonds	165,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18[illegible]	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	18[illegible]	92
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	18.3	90½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	85½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95½
Company Bonds	32,000	5	March & Sept.	"	1884	86
Company Bonds	1,385,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	76½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	846,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1870	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	99½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	91½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1834	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	99½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	76½
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,212	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1803	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'01	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'69–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	71
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	96½
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	101½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	78
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1863	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	6	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	88
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	70
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	595,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	608,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'83–'90	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89
Convertible Loan	1,201,850	6	" "	"	1877	72
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	60
Improvement Loan	1,601,670	6	May & Nov.	"	1876	66½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1886	94
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations. Carried one mile.: Trains Moved.	Passengers.	Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Market.
	M.	M.	M.	M.						$	$	$ lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*			4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	*		—	201,000	195,000		—	—	(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	88.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,989	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	*	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*		—	2,494,900	3,483,992		—	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	121
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	*	708,013	.....	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	*	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	884,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware .....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)		42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ months only.)		44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	*	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal Co.)		—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,081,717	10	100	147
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	0.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340.040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	28½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,739	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	135½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	38.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Grand Trunk)		176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	64
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod .....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central .....Mass.	337,648	*	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by West Jersey.)		100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	114½
Jun. 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	30½
Dec. 31, 1867	138.0	—	10.0	568.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,060,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,600,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		—	—	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton .....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	150
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	189
Dec. 31, 1867	80.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,600	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	*	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	81½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	67,522,492	4,451,974	2,268,148	10	100	128
Jun. 30, 1867		Leases	ees	of S	an.	&	Cin.		Cincinnati, Dayton and Eastern.....Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	101.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,800,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)		—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	6	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		—	—	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	580,000	15,258	.....	45.1	(Operat	ed by Cin., H. and D.)		183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,388,109	382,057	85,144	—	100	....

Dec. 31, 1867	437.9	9.9	60.3	—	47	26	10	730	Cleveland, Columbus & Cincinnati...	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	211.4	49.9	64.8	—	33	48	22	1,220	Cleveland, Col., Cin. & Ind...	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,619	.....	.....	3,391,025	1,087,176	...	100	75
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	.....	.....	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	188.8	804,876	.....	.....	2,659,347	983,418	10	50	101½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.6	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	85
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	103½
Feb. 12, 1868	588.0	12.0	....	—	—	—	—	—	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	26,670,000	—	—	—	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	47
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	69½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,710	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	130
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	—	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,560	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	—	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	120
Dec. 31	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....	Michigan.	9,698,548	*	141,161	164,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....	New Hamp.	825,199	—	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	94
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,350	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...	N. Y.	.....	—	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....	Penn.	259,800	—	.....	.....	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	116
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	—	.....	.....	392,550	—	.....	—	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....	Pennsylvania.	1,801,664	*	.....	.....	664,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....	Tenn.	1,175,000	—	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Centra	l.)	165,000	5	50	60
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....	New Jersey, N. York & Pa.	49,247,780	—	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	38½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....	Pennsylvania.	1,988,083	772,446	29,276	87,617	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶.	Maine.	.....	—	.....	.....	.....	.....	.....	—	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶.	N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment	.)	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.	Ky.	.....	—	.....	.....	.....	.....	.....	—	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..	R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....	New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....	Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central.*	Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural..	N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	97	Galveston, Houston & Henderson.	Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	—	—	—	*Grand Rapids and Indiana*.....	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....	Michigan.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,368,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....	Canada.	24,434,553	*	1,200,000	1,565,83	16,668,030	8,601,221	1,208,880	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	148.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶ ...	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	200.0	13.0	15.8	52.0	48	27	12	554	*Hannibal and St. Joseph* ¶.....	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	166½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..	Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Penney	lvania.)	.....	133,284	7	50	111½
Aug. 31, 1868	61.4	14.1	70.8	—	30	43	14	491	Hartford and New Haven....	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,324	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....	Texas.	.....	—	.....	.....	.....	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	166.0	—	82	142	32	985	Hudson River.....	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	78,237,023	5,111,800	1,815,851	8	100	130½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	56	Huntingdon and Broad Top Mt....	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	139
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....	Indiana.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	398	Indianapolis, Cin. and Lafayette.	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,188,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	35
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..	Indiana.	.....	—	.....	.....	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..	Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,950	—	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	.....	37,144	17.165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..	Michigan.	2,148,318	*	.....	45,586	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	843	Jeffersonville, Madison and Ind..	Indiana.	5,997,449	*	501,803	151,335	2,000,000	3,139,000	210,925	788,969	226.0	.....	(10 mos.)		914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....	Pennsylvania.	956,250	—	.....	.....	156,250	800,000	.....	—	18,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	258	Kentucky Central.....	Kentucky.	.....	—	.....	.....	.....	1,208,000	.....	99.0	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	26.0	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	58.0	—	—	—	—	Knoxville and Charleston ¶...	Tennessee.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1867	31.0	—	....	84.0	4	9	1	23	Knoxville and Kentucky ¶....	Tennessee.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	—	.....	.....	375,100	200,000	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,666	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	—	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	664,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	.....	2,646,100	868,000	.....	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	87
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	9.0	—	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	....
Jun. 30, 1868	—	—	81.0	—	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	—	.....	.....	.....	.....	.....	—	343.0	597,077	.....	.....	864,222	109,007	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,346	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	—	—	(Leased	to Summit	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	—	—
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	.....	250,000	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1867	109.5	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,676,915	1,600,860	2,534,120	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	127½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	—	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	—	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	117½
Feb. 29, 1868	468.4	48.6	66.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	207,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	92
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	—	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	.....	.....	—	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	75½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	—	8	50	111
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	—	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	—	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	—	486.5	1,167,204	.....	.....	2,300,289	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87
Dec. 31, 1867	14.6	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	—	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	12.3	—	6	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,396	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,361	10	100	128
Nov. 30, 1867	206.0	—	10.0	—	15	13	7	309	New London Northern...Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	62.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	—	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	—	5.0	—	34.8	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	092.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	163½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	.....	193,360	.....	29,224	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,718	16,156,304	2,688,121	1,144,018	8	100	131½
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	145
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	81.0	—	....	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	80
May 31, 1868	223.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	—	81.0	120,188	1,217,812	3,420,361	208,635	47,231	—	100	80
					25	20	—	204	North Carolina ¶.....North Carolina.	4,950,608	*	300,100	62,264	4,000,000	443,000	147,135	782,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—				—	North Missouri ¶.....Missouri.																								
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,198,701	13,691,447	892,057	877,206	5s	50	67
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	98
Mar. 31, 1868	69.0	18.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112½
Sept. 30, 1867	21.3	—	3.5	—	5	13	6	24	Northern New Jersey.....N. J. and N. Y.	496,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,258	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	100
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	—	
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	66⅔
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,946,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,653	122,225	340.0				4,459,319	1,063,529	—	100	33⅓
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	80
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	96
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,687	—	100	72
Dec. 31, 1867	9.1	—	....	—				—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—				—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	344
Dec. 31, 1867	14.5	—	14.5	—				—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—				—	Paterson and Newark.....New Jersey.																				
Dec. 31, 1867	15.1	—	—	—				—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0				—	Peninsular .....Mich. Ind. and Ill.					400,000													
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	114½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—				—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—				—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	54
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	138
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	94
Oct. 31, 1867	26.5	—	32.2	—				—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	105½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,664	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	123½
Dec. 31, 1867	43.0	—	....	—				—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	100
Mar. 31, 1867	50.0	—	....	—				—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—				—	Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,423	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—				—	Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—				—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	659,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—				—	Richmond and York River ¶....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0				—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.0				—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	34
May 31, 1867	—	—	—	133.0				—	*St. Croix and Lake Superior*.Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	998	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67, I. & St. L.)			2,218,402	608,112	—	100	40
Dec. 31, 1866	80.0	—	....	—				—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶....Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000											
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—				—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—				—	Salem and Lowell .....Massachusetts.	881,471	82,542	.....	6,679	243,305	226,900	487			(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—				—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,598	1,362,873				(Leased to Cin., Dayton and Eastern.)				125,000	—	50	44
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,988,474	*	49,290	14,916	901,341	2,109,800	21,541		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,666	*			1,269,150	97,000	149,215		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—				—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	136.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			136.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—				—	Shamokin Valley and Pottsville....Penn.	1,560,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	—	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0							100	....
Dec. 31, 1867	20.0	—	....	—				—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.0				....	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—				—	Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—				—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	30	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	71.5	—	1.9	—	3	12	2	15	South Shore.....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	86,509	27,888	—	100	15½
Dec. 31, 1867	84.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	7.8	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶.Va.	3,726,580	*	12,924	40,200	1,366,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota.....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.				$		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	.....	.....	.....	.....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
July 31, 1867	108.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	.....	.....	196,000	150,000	.....	.....	.....	(Leased	to Cinc., D	ayton and	Eastern.)	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	600,000	.....	680,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	.....Ohio.	.....	.....	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased	to Housat	onic.)	.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	134,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	62
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	19,208	7	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass., &	T. & B.)	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Troy Union (and Depot) ....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy	.)	—	....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	....	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased	to Vermo	nt Central	.)	.....	8	100	102½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	63
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,000,000	*	59,050	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	.....	.....	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & George..D. C. & Va.	.....	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,380,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	—	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	180.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	.....	.....	.....	.....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	.....	.....	.....	.....	Winchester and Potomac.....Virginia	600,000	*	.....	.....	1,160,782	.....	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	300,000	203,333	.....	.....	.....	(Leased	to Balt. a	nd Ohio.)	.....	27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	293,230	.....	.....	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
										.....	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased	to Northe	rn Central	.)	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	38
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	.....	.....	4	50	99
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	—	—	—	.....	.....	16	100	126½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	—	1,300,985	.....	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	.....	247,603	8	50	59½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	18
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	—	—	—	155,872	42,170	—	50	24
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	—	—	—	132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. single track.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	60½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	100
30 Nov.'67	3.99	—	45	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
0 Nov.'67	3.00	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,685	10	....	64
30 Nov.'67	7.21	—	264	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	59
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	393,870	200,000	24,000	117,842	368,351	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	288	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,961	15,873	—	100	....
30 Sep.'67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep.'67	19.76	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep.'67	16.0	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep.'67	70.00	—	207	—	—	Brooklyn City	1,800,813	1,500,000	300,000	....	1,131129	195,907	12	100	....
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	23,587	129,267	14,852	—	100	....
30 Sep.'67	9.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	....	15,085	6,352	—	100	....
30 Sep.'67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep.'67	9.12	—	—	—	—	Buffalo Street	184,367	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	....
30 Sep.'67	24.00	—	121	14	—	Centr'l Pk, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep.'67	22.09	—	201	—	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep.'67	18.00	—	162	—	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep.'67	10.24	—	49	—	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	390,969	94,714	5	100	....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,600	3,900	—	—	—	100	....
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	63,603	4,578	—	100	....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,519	75,000	—	—	27,600	1,520	—	100	....
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	31	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,876	67,780	20,000	—	—	—	—	100	....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	....
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	....
30 Sep.'67	2.25	—	—	4	—	V. Brunt st. & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	8.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	237,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	....	4,971	428	2	25	....
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	16,786	loss.	—	50	....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35½
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	26
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	25½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	37
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct.'67	7.08	....	277	45	3	Philadelphia City (C. & W.)	436,911	275,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	8	50	22½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	....
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	....
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	47
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	73
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	17
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66½
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	3,565	1,319	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	....	....	....	....	....	....	....
31 Dec.'62	5.81	—	—	—	—	Passenger (Cinc.)	89 837	40,000	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1873	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1873	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1888	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	66,200	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1878	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1888	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,500	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J.	71-72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1880	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1890	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	98
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J	1871	....
Quincy:					
Plain bonds	58,400	..	M. & B.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1880	106
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1888	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,404,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	67½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	64
Chicago and Alton, pref.	2,425,400	7	10	148
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	86½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	63
Hannibal and St. Joseph, pref.	5,253,836	...	...	105
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	67½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	25
" " 2d pref.	4,051,744	6	...	10
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	94½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	41
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	38½
Quicksilver Mining, pref.	6,774,400	7	7	23½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 42 —
Pig, American, No. 1 (good to best)	39 — @ 40 —
Pig, American, No. 2	37 — @ 38 —
Pig, American, Forge	35 — @ 36 —
Bar, Refined, English and American	90 — @ 95 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
—Store Prices.—	
Bar, Swedes, ordinary sizes	— — @145 —
Bar, English and American, Refined	90 — @ 95 —
Bar, English and American, Common	87 50 @ 90 —
Scroll	125 — @160 —
Ovals and Half-round	122 50 @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ½@3-16 inch	100 — @160 —
Hoop	135 — @185 —
Nail Rod per lb.	— 8½@ — 10
Sheet, Russia, assorted No.'s (gold)	— 10 @ — 11½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton.	54 — @ 55 —
Rails, American	75 — @ 77 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality) per lb.	— 18 @ — 23
English Spring (2d and 1st quality)	— 10 @ — 12½
English Blister (2d and 1st quality)	— 11½@ — 20
English Machinery	— 13½@ — 16
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— — @ — 25
Bolts, Yellow Metal	— — @ — 26
American Ingot	— 24½@ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

	—Gold.—	—Currency.—
Banca (gold). per lb.	— 31½@ — 32	
Straits (gold).	— 30 @ — 30½	
English (gold).	— 29½@ — 29½	
Plates—Fair to good brands.		
I. C. Charcoal...per box.	— — @ 8 75	12 — @ 12 25
I. C. Coke	6 87½@ 8 —	9 50 @ 11 —
Coke Terne	6 — @ 6 25	8 25 @ 8 75
Charcoal Terne	8 — @ 8 25	11 50 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 20 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 24 @ — 24½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 32½
Refined, Standard White (in ship'g order)	— 34½@ — 35
Refined, prime White (in shipping order)	— 36 @ — —
Refined, S. W. (in merchantable order)	— — @ — 33½
Naptha, Refined, (60 @ 63 gravity)	— 11 @ — 12
Residuum per bbl.	4 — @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co.	55½	55	....	54½	....	56
Central of N. Jersey	115	115½	....	115	115	114¾
Chicago & Alton	150	....	....	....	149	148½
" pref.	150	....	149	....	148	....
" 1 M.	....	....	....	....	....	100
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	200	195	185	....	189	....
" 8s, 1883	.....	110	....	....	....	112
Chi. & Gt. Eastern 1st m.	79½	79½	79¾	....	....	80
Chic. & Northwestern	88¾	82¾	82½	82½	82¾	81½
" pref.	.....	88¾	88½	88	88	86
" 1st M.	.....	92½	92	92	....	92
" Interest	.....	....	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Consol.	.....	92¾	93	....	....	....
Chic., Rock Isl. & Pac.	128½	129	130½	....	129¾	128¾
Chicago & R. I. 7s, 1870	100	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	93½	94	94	94	93¾	93¾
Clev., Col., C. and Ind.	.....	....	....	....	80	75
Clev. and Pittsburg	87¾	87¾	88¾	88½	....	89¾
" 2 M.	.....	....	....	....	....	....
" 3 M.	.....	....	....	....	....	86
" 4 M.	.....	....	....	....	....	....
" Con.	.....	....	....	....	....	....
Clev. and Toledo	104½	104	103¾	103½	104	104
" S. F. 7s	.....	99½	99½	....	....	....
Col., Chi., & Ind. C.	.....	48	48	....	....	47½
" 1 M.	79½	79¾	80	79¾	....	80
Cumberland Coal pref.	38¾	....	....	38¾	....	....
Del. & Hudson Canal	127½x	127½	127	126½	....	....
Del., Lack. & Western	120½	....	....	119½	....	....
" 1 M. 7s	.....	....	....	....	....	....
" 2 M. 7s	.....	....	....	....	....	....
Erie Railway	39½	39	39	39½	39½	38½
" pref.	.....	63	63	....	....	....
" 1 M. 7s, 1867	102¾	....	....	102	102	102
" 2 M. 7s, 1879	....	....	98	98	....	....
" 3 M. 7s, 1883	....	92½	....	....	92½	....
" 4 M. 7s, 1880	....	....	....	86	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	78½	78¾	....	....	....	....
Hudson River	.....	....	131½	132	131½	131½
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	143½	144½	144½	139x	....	....
" bonds	.....	....	....	114½	....	....
Lake Shore (C., P. & A.)	101	101	100½	100	100	100½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118	118½	....	118	118	118
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	91½	90½	90½	91½	93	91½
" 1 M. S. F.	....	....	96	....	96	....
" 2 M.	....	....	....	....	....	90
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	75¾	75	75½	74½	74¾	75¾
" pref.	95½	94	....	93¾	95¾	94¾
" 1st mort	91	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	103¾	....	....	104	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87½	87¾	....	87¼	87¼	87¾
" H. & St. J. 1as.	....	....	....	88	....	87½
Morris and Essex	86½	....	85¾	86	86	86¾
" 1st mort	96½	....	96½	96½	....	96¾
" 2d mort	94½	95	95	95	....	....
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	158½	159½	160¾	163½	166¾	163½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	90½	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	133½	132	131½	....	....	....
" pref.	.....	....	....	....	....	....
" 1 M. 7s, 1873	100	....	....	....	....	....
N. Y. and N. Haven	140	145	....	....	....	....
N. Carolina 6s	65¾	65¾	66	66¼	66¼	65
" new	63	63¾	63¾	63¾	63¾	62¾
Ohio and Miss.	34½	34	....	33½	34	34½
" pref.	.....	....	....	....	....	....
" 1st M.	.....	....	....	....	....	93
Pacific Mail S. S. Co.	123½	122½	123½	122½	122½	119½
Panama	.....	....	....	344	....	....
Phila. and Reading	96½	96	95¾	95½	95¾	94½
Pitts., Ft. W. & Chicago	120½	120	120½	123	124¼	123
" 1 M.	101½	....	....	....	101½	101½
" 2 M.	.....	97	....	97	....	....
" 3 M.	.....	93	....	94½	....	....
Quicksilver Mining Co.	23	22½	23	24½	25	24½
St. L., Alton & T. H.	.....	40½	41	39	40	....
" pref.	65½	67½	66½	65	66	66
" 1 M.	91½	....	....	....	....	91½
" 2 M. pref.	.....	....	84½	83½	....	....
" Income bds.	.....	78	....	....	....	....
Tennessee 6s	.....	69½	69	68½	68½	....
" new	.....	69½	69½	67½	68	68
Tol., Wab. & Western	63½	63	62½	62½	62½	62
" pref.	74½	76	77	77	....	....
" 1 M. ex.	.....	....	....	....	....	....
" 2 M.	83½	....	....	....	....	....
" Equipment	.....	....	....	....	77	....
Virginia 6s, ex-coupon	57	59	59	58½	58	58½
" new	60	62½	62	62	61½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..108	107⅞	108	107⅞	107⅞	107⅞	
U. S. 5s, 10-40s, reg...104⅛	....	104⅛	....	....	105⅛	
U. S. 6s, 1881, reg.....111	111	....	111¼	111¼	111¼	
U. S. 6s, 1881, coup...112⅛	....	....	....	112⅛	112⅛	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	136
U. S. 6s, 5-20s, reg. '62	....	....	108⅜	108⅜	108⅜	
U. S. 6s, 5-20s, c. 1862.112⅛	112⅛	112⅛	113⅛	113⅛	113⅛	
U. S. 6s, 5-20s, reg. '64	....	....	108⅜	....	....	....
U. S. 6s, 5-20s, c. 1864.109⅛	109⅛	109⅛	109⅛	109⅛	109⅛	
U. S. 6s, 5-20s, reg. '65.108⅛	....	....	....	....	108⅛	
U. S. 6s, 5-20s, c. 1865.109⅜	109⅜	110	110⅛	110⅛	110	
U. S. 6s, 5-20s, r. n. '65	10⁴	....	....	108⅜	108⅛	
U. S. 6s, 5-20s, c. n. '65.108⅛	108⅛	108⅛	108⅜	108⅜	108⅛	
U. S. 6s, 5-20s, reg. '67.108⅜	....	....	....	....	108⅜	
U. S. 6s, 5-20s, c. 1867.108⅜	108⅜	....	109	108⅜	108⅜	
U. S. 6s, 5-20s, reg. '68.108⅜	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68 ..108⅛	108⅜	....	109	109	....	
U. S. 6s, Pac.R.R.issue101⅛	101⅜	....	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	....	....	....	....	....	....
.. preferred	33½	....	33⅜	....	33⅜	
Camden and Amboy...129	....	129½	....	129⅜	129½	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89 93	93	....	....	93	....	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 29½	29	29½	....	29⅜	29⅜	
.. 6s, 1884 .... 82½	....	....	....	....	82⅜	
.. Gold L..... 85½	85½	85½	85½	85⅜	85½	
.. R. R. L	....	....	83½	....	84	
Lehigh Valley R. R..... 54½	54½	54⅛	54⅛	55	55⅛	
.. 6s new	....	....	....	....	....	....
Little Schuylkill R.R	43½	43½	....	....	....	
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	33½	....
.. 6s, 1880	....	....	....	....	....	89
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	109
Northern Central	48¼	....	....	....	48¼	....
Pennsylvania R. R..... 56	56	56	56¼	57	57⅛	
.. 1st M	....	....	98⅛	....	....	
.. 2d M	....	96	96	....	....	
Penn. State, 6s, 1st series102	....	....	....	....	....	
.. 6s, 2d series..... 103½	....	....	....	....	103½	
.. 6s, 3d series	....	....	....	....	106	
.. 6s, W. L	....	....	....	....	....	
Philadelphia City, 6s	97	....	....	....	90⅜	
.. new 100⅜	100⅜	100⅜	100⅜	100⅜	100⅜	
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading 47	48	47⅜	47⅛	47⅛	47⅜	
.. 7s, 1893 105	....	105	....	....	....	
Philadelphia and Erie.. 26½	26½	26½	26⅜	26⅞	27	
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	9	....	....	
.. pref..... 19⅜	20	20½	....	....	20⅛	
.. 6s, 1882	....	....	....	....	69	
.. 6s, 1876	....	....	66½	....	....	
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse).. 11	11½	....	....	....	....	
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	57	....	....	....
2d and 3d streets ..	....	46½	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. 17	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	....	....	....	....	....	94⅛
.. 1886	....	....	....	....	94	....
.. 1890 ..... 94½	94⅜	94½	95	94½	94	
.. 1893	....	....	....	....	....	....
Balt and Ohio.....120½	120⅜	121	....	121	....	
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	92	....
.. .. 1885. 94½	....	94½	....	94⅜	....	
Marietta & Cin. 1st M.. 90	90	91½	....	91	90⅜	
.. 2d M..... 72⅛	....	72⅜	72⅛	72⅛	....	
Northern Central	....	48¼	....	....	....	
.. bonds, 1885. 83½	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany 147	147	....	....	147	147	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....135½	135	135½	135½	135½	135½	
Boston and Providence.....	134¼	134¼	....	135½	135½	
Boston, Hartford & Erie....	27	27⅛	27½	28	28½	
.. 7s, new	....	....	64	....	....	
Cheshire, pref	69½	70½	69	....	69½	
Concord	....	....	....	....	....	....
Connecticut River	....	130½	....	....	130	
Eastern 116	116	115⅞	....	116	....	
Fitchburg	....	....	....	....	136	
Manchester & Lawr'ce	....	....	....	....	131	
Michigan Central.....116	117½	....	119½	119	118⅜	
Northern, N. H.....113	....	....	....	....	112¼	
Ogdens. & Lake Champ 66½	....	66⅜	66⅜	66½	66⅜	
.. pref.....104½	104½	....	....	....	....	
Old Colony & Newport. 97	97	96½	96	96½	96	
Ph., Wil. & Baltimore.....	52⅜	52⅜	....	52⅜	52⅜	
Portl'd, Saco & Ports	....	....	....	....	100	
Vermont & Canada....102	....	....	102½	....	....	
Vermont & Mass	....	63	....	....	63	
Vt.C. & Vt. & C. Eq. 8s	....	....	103	....	....	
Broadway (Horse)	....	60½	....	....	....	
Cambridge ..	....	100	....	....	....	
Metropolitan 62½	....	....	64	64	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls 16	15½	14½	15	....	16	
Franklin 14	....	13⅜	14	....	15	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic 7¼	....	8	....	7⅞	8	
Pittsburg ..	15	....	....	15	16	
Quincy 22⅜	....	23	....	....	....	

London Stock Exchange.

	—Closing Prices.— Dec. 31.	Dec. 24.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 68
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	43½— 44½	42 — 42½
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	26 — 26½	26 — 26⅛
Do. sterlg. 6 p. c. convertible bonds	— — —	— — —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	95 — 96	95 — 95½
Marietta and Cin. R. R. bonds 7 p. c..	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct..	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	88 — 96	88 — 90
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, January 23, 1869.

Stock Exchange and Money Market.

The Money Market has been steadily working in favor of the borrowing interest during the week, the supply of funds both at bank and in private hands having been gaining on the demand which, though fairly active, has not been notably urgent from any source. The city banks added largely to their resources last week, having increased their deposits more than 7½ millions, and their specie and legal tender reserves, nearly two millions, respectively. They enlarged their loan and discount averages, about 3½ millions, while contracting their circulation, about $65,000. They now control 195½ millions of deposits, or 15 millions more than at the beginning of the year; 29¼ millions of specie or 8½ millions more than two weeks ago; and 53 millions of legal tender notes, or an addition in this line of over four millions, since the new year opened. The U. S. Sub Treasury has also augmented its cash balances to the extent of about two millions, within a week. The call loan rates closed at 6@7 per cent. on Government and miscellaneous stock collaterals; and the discount figures at from 7½ @10 per cent. per annum for choice to good business paper. The latter has been in more favor with lenders, since the relaxation in Money became assured. There have been fewer calls from remote points for currency; and some respectable remittances from the Northwest have been receievd, since our last. The promise at the close is of increased ease in the loan and discount lines.

The specie reserve of the city banks is now $29,258,536, against $23,191,867 same time last year. The city bank deposits are now $195,484,843, against $205,888,143 week ending Jan. 18, 1868 The legal tender reserve amounts to $52,927,083, against $66,155,241 same time last year. The circulation now stands at $34,279,153, against $24,071,006 same time last year. The loans are now $262,338,831, against $256,033,928 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $112,632,602 a day, against a daily average of $117,962,008 the preceding week, and $117,061,000 the week ending with Dec. 30, 1868. The current week's exchanges average about $124,500,000 a day. The city banks, last week, gained $1,873,806 of specie, $7,576,304 of deposits, and $1,785,955 of legal tender notes. They increased their loans, $3,546,269; and reduced their circulation, $65,003.

National Bank notes to the amount of $111,430 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,792,356, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $11,988,073, leaving, with the existing 1,629 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,794,283. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,366,400; and for the public deposits, $35,297,350—making a total of $377,663,750. The Treasury Department last week redeemed and destroyed $351,200 of worn and mutilated fractional currency, and issued $361,660 of new. The outstanding amount of fractional currency on the 1st of January, 1869, was $34,215,716, against $33,875,268 on the 1st of December, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,874,780, average amount of specie $1,325,238, average amount of deposits $1,960,695.

The U. S. Sub-Treasury receipts, week ending with Jan. 16, were $9,253,950, including $2,519,581 from customs duties; payments, $7,506,896, including $3,452,428 of coin interest; balance of the close of the week, $83,115,122, against $81,868,068, at the close of the preceding week, showing an increase of $1,747,052. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,914,391 including $501,000 from customs; and payments, $2,155,885, including $441,808 of coin interest; on Tuesday, receipts, $2,067,992 including $539,000 from customs, and payments, $1,642,783, including $441,616 of coin interest. The balance at the close of business on Tuesday stood at $83,298,837, against $81,243,729 a week previous; and $78,601,922, on Dec. 30, 1868.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was $27,086,020, against $28,255,840 on the 1st of Dec., 1868. The Sub-

Treasurer at this port issued, last week, coin certificates to the amount of $3,184,000, and retired $2,424,581 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during December, reached $7,600,980.

Government revenues are again on the increase, and give promise of a steady growth, through the coming spring months. The excises, last week, yielded about three millions; customs at the port of New York, $2,519,581, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $7,481,434 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 79 millions, according to the latest Washington advices.

Gold has been in more active demand, chiefly on speculative account, and for custom house purposes, and the price in the open market has been advanced to 136⅝. The upward movement was stimulated by the unfavorable interpretation of the foreign political advices. Within the final two days of the week under review there has been a less confident speculative inquiry, and the price has been depressed, having fallen to 135¼. The closing figures on Wednesday were 135⅜@135½. The improved London and Frankfort quotations for U. S. securities weakened the speculative temper. The Government coin reserve is being augmented by the liberal yield of the customs, both at this and at the outports. The Public Debt Schedule of Dec. 31 showed $71,727,349 Gold in the ownership of the Government out of $98,763,369 on hand, and the New York Banks held $17,940,865, Dec. 26, before the collections of January Gold Interest—together $89,648,214. In addition to this other Banks and Bankers had of Gold Notes about $10,000,000. Exclusive of the last item, the present supply of Gold is about $86,573,961 as follows: In ownership of Treasury $57,315,425, and in the New York Banks $29,258,536.

The customs demand for Gold last week, averaged $419,930 a day; thus far, this week, it has been equal to $520,000 a day, or equal to a weekly aggregate of $3,120,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $16,694, and since Jan. 1, $58,972 against $54,889 same time in 1868. The receipts from California, last week, none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $64,541,040, against $60,467,133 same time in the preceding fiscal year. At the port of San Francisco, $8,382,329, against $7,622,827 last year.

The total receipts of California gold at this port, since July 1, 1868, have been $12,917,691, against $16,454,402 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $3,356,711. The exports of specie, from this port, last week, were $405,700, against $2,504,031 same week last year; total, since July 1, 1868, $22,889,327, against $33,498,217 in 1867–'68 Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $3,452,428; since July , 1868, $57,130,477, against $44,530,019 same me in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1868, were $36,358,091, against $48,224,237 same time in 1867.

The foreign exchange market has shown less firmness, under rather more liberal offerings, and a restricted inquiry from all sources. Bankers' prime sixty day bills on London closed on Wednesday at 109⅜@109⅝, and on Paris to 5.18¾c.@5.15; sight bills on London to 110@110⅜, and on Paris to 5.13¼c.@5.11¾. The offering of produce bills has been limited this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,688,096, against $3,678,601 same week last year; total, since July 1, 1868, $87,618,020, against $101,233,766 same time in preceding fiscal year of 1867–'68.

There has been much more animation in the Public Funds, since our last, and higher prices have been established all through the list. The home demand has been quite extensive, and there has been likewise a partial revival of the export inquiry, chiefly for the favorite Five-twenties. We learn that about two millions worth of the 1862, old 1865, and the 1867 Five-twenty six per cent., went out to Europe, during the week. Some spasmodic efforts have been made to *bear* values, by *short* sales, mainly in the 1862 and 1867 Five-Twenty line, but the offerings in this interest were all very promptly taken at the going rates, and much heavier amounts could have been easily marketed at the same prices.

U. S. sixes of 1881 closed here on Wednesday at 112⅛@112¼; U. S. Five-twenties of 1862, 113@113⅛; U. S. Five twenties of 1864 at 109⅛@109⅜; U. S. Five-twenties of 1865 at 109⅞@110; U. S. Five-twenties of 1865, consolidated, 108¼@108⅜; U. S. Five-twenties of 1867, 108⅝@108¾; U. S. Five-twenties of 1868, 108⅞@109⅛; U. S. Ten-forties at 107¾@107⅞; U. S. Six per cent. currency bonds, 101⅜@101½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 6.	Jan. 13.	Jan. 20.
Consols	93	92⅞	93⅛
U. S. 5-20's of 1862	74⅞	75⅛	75¾
Erie	25¾	26	26⅛
Ill. Central	95⅝	96¼	93¼

Railway and miscellaneous share property has been in brisk demand, and higher in price generally, though there have been frequent fluctuations as usual, on an excited market. State bonds have been very freely purchased at buoyant prices in most instances.

General business has been on a moderate scale, at easier prices for cotton and breadstuffs, and variable figures for provisions. Middling upland cotton closed heavily on Wednesday at 29¼@29¼ cents per lb. The stock of cotton now here is estimated at about 40,000 bales. The receipts at the port this week, have averaged about 4,700 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,240,000 bales, against 1,109,000 bales same time in 1867–'8; exports, same time 621,000 bales, against 593,000 bales same time in 1867–'8; stock on hand at latest dates, 312,000 bales, against 354,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 342 pkgs., against 180 pkgs., same time last year. From Boston, 795 pkgs., against 1,807 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in moderate demand at from 10@17½c. per lb.; week's receipts, 6,215. Veal calves have at 9½@13c. per lb.; receipts, 554. Sheep and lambs at from 5@8¼c. per lb.; receipts, 25,969. Swine, at from 11⅛@11½c. per lb., all live weight receipts, 7,742. Foreign merchandise has attracted more attention. Dry goods have been on the advance. The total imports of foreign dry goods, last week, were $1,369,336 and the total amount marketed $1,367,780. The value of foreign merchandise imported last week, was $4,379,002—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,748,338, against $3,587,491 same week last year; total since July 1, 1868, $129,689,333, against $124,460,945 in 1867–'8. Freights have been depressed and lower. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s. by steamer, per bbl.; grain at 6d.@6½d. by sail, and 7d.@7½d. by steamer, per bushel; cotton at $\frac{3}{16}$d.@¼d. by sail, and ¼d.@$\frac{5}{16}$d. by steamer, per lb.; and heavy goods 20s.@40s. by sail, and 25s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 526.

The New York exports, exclusive of specie, for the week ending Jan. 19, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,678,601	$2,688,096
Prev. reported	6,412,780	5,302,920
Since January 1	$10,091,381	$7,991,016

The imports for the week ending January 16, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,541,326	$1,369,336
Gen. merchandise	2,046,165	4,379,002
Total for the week	$3,587,491	$5,748,338
Previously reported	3,456,063	3,537,513
Since January 1	$7,043,554	$9,285,851

The balance in the Sub-Treasury on Wednesday was $83,922,478 22.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 94¾; do., 5s, 64¼; Indiana 5s, 98¼; Louisiana 6s, 76; do., 6s, Levee bonds, 71½; do., 8s, Levee bonds, 87; Illinois War Loan, 100; New York State 7s, 1870, 101½; do., 7s, Bounty Loan, reg., 109; Georgia 7s, 92¼; Brooklyn 6s, W. L., 96; Lackawanna and Western 1st mort., 95; Am. Dock and Imp. 7s, 94; Toledo, Peoria and Warsaw 1st mort., W.D., 85½; St. Louis and Iron Mountain 1st mort., 87½; Ohio and Miss. Con. bonds, 85½; Buffalo, New York and Erie 1st mort., 89; New Jersey R. R., ex-div., 128; do., 6s, 1878, 93; Stonington R. R., ex-div., 80; Norwich and Worcester R. R., 100; Hannibal and St. Joseph R. R., 106¼; do., pref. 105; Chicago and Gt. Eastern, 47½; Adams Exp. Co., 57½; Wells-Fargo Exp., 26¼; U. S. Exp., 47; Merchants' Union Exp., 18¾; American Mer. Union Exp., 40; Mariposa Mining Co., 8½; do., pref., 25⅛; do., Tr. 10s, ctfs., 61 Western Union Telegraph, 36; Brunswick City Land, 10; N. Y. Guano, 5; Central National Bank, 105½; Fourth National Bank, 104½; Continental

Bank, 98⅛; Hanover Bank, 108 Bank of Republic, 121¼; Bank of Commerce, 121; Ninth National Bank, 109; Bank State of New York, 114; Metropolitan Bank, 139: Bankers and Brokers' Ass., 101; Mer. Ex. Bank, 118; Importers' and Traders Bank, 130; Bennehoff Run Oil, 0.10; Bergen Coal and Oil, 0.12; Central Petroleum, 0.65; Consolidated Gregory, 2.75; Grass Valley, 0.12; La Crosse Gold, 0.11; Montana Gold, 0.45; New York Gold, 1.00; New York and Allegheny Oil, 0.50; Pit Hole Creek Petroleum, 1.10; Quartz Hill Gold, 0.70; Rutland Marble, 16.50; Rocky Mt. Gold, 0.08; Smith and Parmalee Gold, 2.10; United States petrolenm, 1.40; Walkill Lead, 0.15.

Philadelphia.—Allegheny County Comp. 5s, 75; Harrisburg and Lancaster 6s, 90; Phila. and Erie 7s, 80; Sunbury and Erie 7s, 99½; Steubenville and Indiana 1st mort., 70½; Oil Creek and Allegheny River R. R., 40; Phila. and Trenton R. R., 128; Delaware Division Canal, 49½; Chesapeake and Delaware Canal, 38; Fifth and Sixth streets R. R., 35¼; New Jersey 6s, free, 101; Shamokin Coal, 6; N. Y. and Middle Coal Fields, 4¼; St. Nicholas Coal, 1; Buck Mt. Coal, 40; Girard Bank, 59; Farmers' and Mechanics' Bank, 123½; Mechanics' Bank, 31⅞; Mannfacturers' Bank, 31½; City Bank, 73¼; Commercial Bank, 57; Phila. Bank, 158. The latest quotations are: City 6s, 96¾@97½; do., free of tax, 100¼@100½; State 5s, reg., 100@100; do., coupon, 95@96½; do., 6s, W. L., 101½@102; do., 1st series, 102½@103; do., 2d series, 103½@104; do., 3d series, 107@107; Reading, 45⅛@47¼; do., 7s, 1893, 104¾@105¼; do., 6s, 1880, 89@90; Camden and Amboy, 129@129½; do., mort. 6s, 1889, 93½@94; do., 1883, 88@89; Penn. R. R., 57¼@57½; do., 1st mort., 98@99; do., 2d mort., 95¼@96; Little Schuylkill R. R., 43½@44; Morris Canal, 30@32; do., pref., 72@75; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@58; Sch. Nav., 10@11; do., pref., 20½@20⅝; do., 6s, 1882, 68½@69; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40½@44; do., 7s, 1873, 90@—; do., 5s, 60@65; Lehigh Coal and Navigation, 30@30¼; do., 6s, 1884, 83½@83⅝; do., R. R., Loan, 83@84; do., Gold Loan, 88⅝@88¾; North Pennsylvania, 33¾@34½; do., 6s, 89@90; do., Chattle 10s, 108@109; Philadelphia and Erie, 26⅞@27; do., 6s, 86½; Minehill, 55@56; Catawissa, 9@11; do., pref., 33⅜@33½; Lehigh Valley, 55⅜@55½; do., 6s, new, 90@91; Fifth and Sixth streets, (horse,) 35@35½; Second and Third, 46@47½; West Philadelphia, 66@67; Spruce and Pine, 25@—; Green and Coates, 37@38; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 17@17¾; Girard College, 26¼@26¼; Tenth and Eleventh, 68@—; Union, 41@42; Hestonville, 11@11⅛.

Boston.—Cincinnati, Sandusky and Cleveland, 25¾; do., 7s, 76½; Rutland and Burlington 1st mort. 7s, 152; Stanstead, Shefford and Chambly 7s, 1887, 76; Vermont Central 1st mort., 7s, consol., 78; do., 2d mort., 37; Old Colony and Newport 6s, 1876, 95¾; Central Pacific R R. 6s, gold, 98⅜; do., 7s, 1883, gold, 107¾; do., 7s, 1884, gold, 110; Atlantic and Pacific 6s, 1888, gold, 88; Burlington and Missouri River R. R. pref., 60; do., 7s, Land Grant, 89; do., 8s, 1878, 101¾; Eastern R. R. 6s, 1874, 96; do., 1885, 95; Jackson, Lansing and Saginaw R. R. 1st mort., 1886, 99⅞; Union Pacific R. R. 6s, gold, 96¾; Indianapolis and Cincinnati R.R., 17¼; Summit Branch R. R. 24½; Rutland R. R., 34; Boston Water Power Co., 14¼; Cary Imp. Co., 8⅛; Waverly Land Co., 1¾; Essex Co., 128¾; Short Mt. Coal, 12⅞; Ophir (N. S.) gold, 32c.; New Hampshire 6s, 1877, 99¼; Massachusetts 6s, 5-20s, currency, 101¼: Maine 6s, 1889, 99¼; Rhode Island 6s 1894, 99¼; Boston 6s, 1876, currency, 101¼; do., 5s, 1876 gold, 109¾; do., 5s, 1886, gold, 108; Albany 6s, 1883, 95¼; Portland 6s, 1886, 98¾; do., 1887, Railroad 91; Bath 6s, 1891, 96; Chicago 7s, Water Loan, 98½; do., River Imp., 98½; Cook Co., Ills., 7s, 97; Cambridge 6s, 100; Charlestown 6s, 1888, 100; Cincinnati 7 3-10s, 1898, 102½; Boston Gas Light, 825; Atlantic National Bank, 130; Boyleston National Bank, 150; Columbian National Bank, 119; Everett National Bank, 107⅞; Exchange National Bank, 151¼; Globe National Bank, 127¼; Hamilton National Bank, 126¾; Hide and Leather National Bank, 99½; Mt. Vernon National Bank, 117; National Bank of Republic, 145½; New England National Bank, 130; National Bank of Redemption, 117; Rockland National Bank, 142; State National Bank, 111; Shoe and Leather National Bank, 132; Traders' National Bank, 104⅞; Tremont National Bank, 125; Third National Bank, 125¾; Allouez Mining Co., 6⅝; Concord, 1¾; Hancock, 3⅛; Madison, 25c.; Native, 50c.; Phœnix, 9; Rockland, 1¼.

Baltimore.—Virginia 6s, old, reg., 50⅞; do., 1867, reg., 51; Maryland Defense Loan, 98; Memphis 6s, 54½; Central Ohio R. R. 30⅛; Richmond and Danville bonds, 69⅞; Orange, Alexandria and Manassas bonds, 76½; Wil., Charlotte and Rutherford, bonds, 75; Western Maryland 2d mort., pref., 52; Atlantic Coal, 2.75; National Exchange Bank, 100; Franklin Bank, 13¾; Bank of Baltimore, 113; Merchants' Bank, 112; Mechanics' Bank, 11; Union Bank, 57½. The latest quotatiens are: Balt. and Ohio, 120⅞@121; do., 6s, 1875, 92@93; do., 1880, 92@93; do., 1885, 91½@94¾; Northern Central, 48⅛@49½; do., bonds, 1885, 83½@84; do., 1900, 84@85; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 92@93¾; do., 2d mort., 89@92; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 92½@92¾; do., 2d mort., 72¾@73; Central Ohio, 30@32¼; do., 1st mort., 85¼@86; Western Md. 6s, 1890, 75@75¼; do., guar., —@90; do., 2d mort., guar., —@90; Richmond and Danville bonds, 70@71; Baltimore 6s, 1875, 94¾@95; do., 1886, 94½@—; do., 1890, 94@94⅛; do., 1893, 96⅛@96½; do., 5s, 1838-'70, 74@78; City Passenger R. R., 17@18; George's Creek Coal, 63@67; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

Summit Branch Railroad.

The whole capital stock of this company is $2,750,000, of which the company own $248,487 50—leaving the net amount, $2,501,512 50. The total bonded debt is $620,000, of which $92,000 belong to the sinking fund, leaving the net amount $528,000, a decrease from the previous year of $31,000, that amount having been purchased by the Trustees of the sinking fund during the year. There have been shipped from the colliery during the past year, 180,804 tons of coal. The net profits of the company have been $249,869 73, to which amount should justly be added many permanent improvements which have been charged to expense account. The colliery is in excellent condition, and the railway, which is owned by the company, is in thorough working order.

OFFICE OF THE ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY, 12 WALL ST:

The COUPONS from the Bonds of this Company, maturing February 1st, proximo, will be paid on and after that date at this office in United States GOLD COIN, *Free of Government Tax.*

H. H. BOODY, Treasurer.

NEW YORK Jan. 14, 1869.

THE FIRST MORTGAGE, FIFTY-YEAR CONVERTIBLE BONDS of the ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY, pay the PRINCIPAL AND SEVEN PER CENT. INTEREST—1st FEB. and 1st AUG.—IN GOLD COIN, *Free of Government Tax.*

The bonds are offered at 97½ and accrued interest in currency. Persons subscribing now will save the premium on the coupon payable Feb. 1st, proximo, equal to a reduction of one per cent. in the price of the Bonds.

Pamphlets with maps giving full information, sent on application.

All Bonds subscribed for sent by Express free of charge.

The Bonds may be had of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street, New York.

☞ We invite attention to the Advertisement of the California Pacific Railroad Company, in another column. Circulars, containing full information can be had upon application.

Morris and Essex Railroad.

The new directors of the Morris and Essex Railroad made a trip over the road last week to examine the bridges and line generally. Among contemplated improvements, it is stated, is the putting down, without delay, of a third rail of narrow gauge, between Scranton and New Hampton, a distance of 83 miles, so that narrow gauge cars may run over the whole length of their works, from Northumberland to Hoboken—227 miles. The laying of a third rail, six miles east of the Morris and Essex Junction at Washington, to the Central New Jersey Junction at New Hampton, will also establish a narrow gauge communication *via* Scranton, from Northumberland to and with the Central Railroad to Jersey City, as well as with the Morris and Essex to Hoboken.

☞ The St. Joseph (Mich.) *Traveller* says that the contract has just been let for the construction of a new bridge across the St. Joseph river at that place. The length of the bridge to be constructed is 574 feet, 132 feet of which is to be a swing across the channel. The price paid is $9,980. The entire work is to be completed by April next, and one track is to be done by March 15. The contractor is to furnish all the material.

☞ Surveys for laying the track of the Troy and Boston Railroad, from North Adams to the west end of the tunnel, a distance of half a mile have been made by A. R. Field of Greenfield, and the work is under contract for immediate completion.

Journal of Railroad Law.

THE EXERCISE OF A PUBLIC RIGHT OVER A PUBLIC WAY.—THE RIGHT OF A RAILROAD COMPANY TO LAY ITS TRACK IN A PUBLIC STREET IN FRONT OF PRIVATE PROPERTY.

The facts in the action of Snyder *vs.* Penn. R. R. Co., (55 Penn. 340) which has been lately decided are stated in the following opinion of the court by

WOODWARD. C. J.—If the insufficiency of the report of the viewers be overlooked, and we take the case, not merely as it appears of record, but as the appellant alleges it to be, it is evident that what is complained of is the occupancy of a public street by the railroad company, and not the taking of any of the appellant's land within the meaning of the constitutional provision of the acts of Assembly incorporating the company. Whether Snyder's lot extended to the middle of Front street would depend upon his title papers, which are not exhibited to us, but assuming that it does, it had long been subject to the servitude of a public street, and of a railroad in that street, built originally under the direct authority of the commonwealth, for her own convenience and benefit. The State sold its railroad to the Pennsylvania Company, and without taking it out of the boundaries of the street they have removed it nearer to, without touching the apellant's lot. This is the gist of the complaint. For this he claimed and obtained an assessment of damages, which, however, the court set aside.

We think the court were right. Nothing was taken from the appellant of which he has a right to complain. The public, to whom the street belonged for purposes of travel and transportation, had a right, for their own convenience, to remove rails, which had been lawfully laid, to another part of the street.

I say the public had a right to do this; and because the railroad company acted by public authority, they had the same right; and if this exercise of a public right over a public highway brought the rails nearer to the complainant than was agreeable, it was *damnum absque injuria*. As it was not a taking of any of his property within the meaning of the acts of incorporation, so it was not such an entry as would be a trespass at common law, and therefore the acts of Assembly cannot be extended to embrace it, for the legislature evidently meant to provide for nothing that was not remedial at common law. Zimmerman *vs.* The Union Canal Co., W. & S. 352; Watso *vs.* Pittsburg and Connellsville R. R. Co., 1 Wright 480.

It was suggested in argument that the 10th section of the General Railroad Law of 1849 covers the case, but it is believed that the Pennsylvania Central Company is not subject to that act, but stands on its own acts of incorporation, which antedate the general law. If this be not so, the complainant did not bring his case within the provisions of the act, for he does not complain that the entry was made into lands adjoining or in the neighborhood of the road to take materials therefor, nor did he complain of damages by reason of any excavation or embankment made in the construction of the road. What he complained of was, that the company had constructed a railroad over and through his property and lot of ground, and that in the construction of said road they had occupied the pavement and public street in front of said lot of ground. There was some evidence that the new tracks had been raised 3 or 4 inches in the street, and that there was some filling done in front of Snyder's property *by agreement with him*, but neither excavation nor filling was the *gravamen* of the complaint which he brought into court. His case, therefore, cannot be treated upon the act of 1849, and we have already said that the acts of incorporation cannot be extended to embrace it, and without the sanction of an Act of Assembly such an injury as he complains of is not a subject-matter of damages. As was said of the lot owner in the case of the Philadelphia and Trenton Railroad Co., 6 Wh. 45, "even agreeing that his ground extends to the middle of the street, the public have a right of way over it. Neither the part used for a street, nor the part occupied by himself is taken away from him; and as it was dedicated to the public use without restriction, he is not within the benefit of the constitutional prohibition, which extends not to matters of mere annoyance. The injury of which he complains is not direct, but consequential;" see also the Monongahela Navigation Co. *vs.* Coons, 6 W. & S. 101; Henry *vs.* Pittsburg and Allegheny Bridge Co, 8 W. & S. 85. In the late case of Harvey *vs.* The Lackawanna and Bloomsburg Railroad Co., damages were denied to an owner of the soil over which a state road had been laid and used for many years as a public highway, but which the railroad company had appropriated for the bed of their railroad, to the injury of tramways which the owner had laid from his coal mine across said highway to a public navigation.

To entitle an owner of the soil to damages for a change by public authority of a highway across his land from one kind of passage to another he must ground his claim in an Act of Assembly, and the appellant having failed to show any act that authorized the assessment of damages, the court was right in setting it aside.

The decree is affirmed.

Anthracite Tonnage of Eight Lines to Tide-water Markets.

The following statement of the quantity of anthracite coal forwarded from the mining districts towards and to the general markets, *via* the Schuylkill, the Lehigh, and the Lackawanna, for the years 1867 and 1868, is from the *U. S. R. R. & Mining Register*.

	1867 tons.	1868 tons.
Philadelphia & Reading R.R.	3,446,826	3,574,874
Deduct Bituminous	347,246	302,457
Total anthracite	3,099,580	3,272,417
Schuylkill Canal	1,029,178	986,444
Lehigh Valley Railroad	1,948,385	2,225,630
Lehigh Canal	1,006,604	989,947
Lehigh & Susquehanna R.R.		535,750
Delaware, Lack. & West. R.R.	1,719,321	1,728,785
Delaware and Hudson Canal	1,507,487	1,687,873
Pennsylvania Coal Company	861,730	953,855
Total by eight lines	11,172,285	12,380,701

The quantity forwarded in 1866 was 10,961,998 tons, and in 1865, 8,523,616—showing an increase for 1868 over 1867 of 1,208,416 tons; and 1868 over 1865 of 3,857,085. The average annual increase for the last three years is 1,285,695 tons.

☞ There are 24 lines of railroad in operation in Russia, of a total length of 5,739 versts. The lines in course of construction are 17 in number, and embrace 4,817 versts. There are 20 other lines projected.

Finances of Massachusetts.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

A brief statement of the public finances will be both gratifying and instructive—gratifying, because under the provident policy of the Commonwealth the redemption of her entire funded debt at maturity is insured by liberally endowed sinking funds; which, with their certain accummulations, will be more than enough without the necessity of further taxation for that purpose; and instructive, as indicating the wisdom of providing at the outset for every important expenditure, without the entailment of pecuniary burden. Such, practically, is the present financial condition of the State; while the unfailing payment of her bonds, principal and interest, in gold, has given her an enviable credit among the commercial States of the world.

The existing debt or the Commonwealth may be summarily stated as follows:

Funded liabilities, Jan. 1, 1869	$26,807,420 00
Temporary loans, Jan. 1, 1869	928,450 05
Total	$27,735,870 05
Total am't of the debt, Jan. 1, 1868	26,572,565 12
Increase during the year	$1,163,314 93

The following statement will show the manner in which the debt has been increased:

Scrip issued to fund the amount paid from the Treasury for the Troy and Greenfield R.R. & Hoosac Tunnel	£610,000
Scrip loaned Boston and Albany Railroad to redeem in part maturing bonds	£312,000
Scrip loaned Boston, Hartford and Erie Railroad	£80,000
Total	£982,000
Or, at $4.84	$4,752,800 00
From this are to be deducted several payments on account of temporary loans, and (including $2,286,900 to the Western Railroad scrip and $75,000 to the Eastern Railroad scrip) all amounting to	3,589,565 07
	$1,163,314 93

The public debt may be classified as follows:

Railroad debt	$9,142,176 00
Ante-war debt	1,092,000 00
War debt	16,573,244 00
Temporary debt	928,450 05
	$27,735,870 05

The railroad debt is composed of the following items:

Western Railroad	$3 578,696 00
Eastern Railroad	200,000 00
Norwich and Worcester Railroad	400,000 00
Boston, Hartford and Erie Railroad	290,400 00
Troy and Greenfield Railroad and Hoosac Tunnel, including Southern Vermont Railroad	4,673,080 00
	$9,142,176 00

Of the funded liabilities, the payment of all but $352,000 is fully secured by sinking funds, while the surplusage of their accummulation will be more than sufficient for the liquidation of the entire amount remaining unprovided for.

The funds thus specially established for the liquidation of the funded debt of the State, now amount to more than nine and a half millions of dollars, while the market value of the securities in which they are invested is more than one and a quarter million of dollars in excess of their original cost. But without this enhanced market value of their securities, these funds at their par value, with their legitimate accumulation of increase, will be more than enough to meet the lia-

bilities for whose pay they are held, as they mature in convenient instalments from the present year to the year 1900. In addition to these funds, there are appropriated for the extinguishment of this debt, any receipts which may be received from sales of lands in the Back Bay, which are estimated to be at least $1,500,000 in value; also, whatever may be received from the balance of our unsettled claims against the United States Government, which are estimated at $200,000. The ordinary expenses of the State for the year ensuing are estimated at $5,000,000. In addition to this the temporary loan, amounting to $928,450, is to be provided for, making a total of $5,928,450. The estimated receipts of revenue from all sources other than by taxation, are $1,500,000; from the issue of the balance of scrip, authorized for funding the Troy and Greenfield Railroad and Hoosac Tunnel debt, $500,000; cash on hand applicable to the payment of ordinary expenses, $1,000,000; making a total of $3,000,000, and showing a deficiency of $2,928,450.

It will be seen from this statement that a tax of three millions of dollars is necessary, unless provision is made for funding the temporary debt. As this debt has been incurred for purposes other than the ordinary expenses of the government, and as at the time the debt was contracted, it was the expectation that provision would be made for funding it, I see no reason why it should be included in the yearly tax. Leaving this amount out of the estimate, it does not seem necessary for the ordinary expenses of the State to raise more than two millions of dollars by taxation. This sum, however, is only sufficient for the expenses of the year, even with the most rigid economy. Appropriations for other objects than those usually required must be met by additional taxation, or provided for by loans, for which ample provision should be made in the usual form of sinking funds.

Railroads of Missouri.

We are pleased to learn from a reliable source that contracts have been made for building the Lexington and St. Louis Railroad, and that the work will be immediately commenced. It is, in fact, begun already, the engineer being at work with his party locating and correcting former surveys. This will be another branch for our Missouri Pacific, and give us the trade of the rich County of Lafayette, and add also the trade of northern Johnson and Pettis Counties, concentrating upon St. Louis a large and valuable commerce from these rich counties, and bringing us in close relations with an intelligent and thrifty population. It is understood that Daniel R. Garrison, of this city, has undertaken to build this road, which guarantees its speedy construction.

This reminds us that the Osage Valley and Southern Kansas road is finished and running from Boonville to Tipton—twenty-five miles—opening a beautiful country and pouring into St. Louis the riches of one of the very finest counties of the State.

Much consultation has been had upon the project of a road, starting from Boonville *via* Arrow Rock to Marshall, in Saline County. The parties are interesting themselves greatly in the matter, and will, doubtless, soon announce something tangible.

The Atchison and Leavenworth branch, reaching from the one city to the other, joins, by a link of twenty-two miles, several important interests; thus the Missouri Pacific to Kansas, the Missouri River Railroad to Leavenworth, Atchison and Leavenworth to Atchison, there joining the Central Pacific, now built 120 miles and progressing to Fort Kearney.

These several projects have engaged much of the attention of our Pacific Railroad directors, and been encouraged by them, and, in some instances, materially assisted. They are quietly pursuing a policy that tends to the extension of the usefulness of the Pacific of Missouri, by adding these branches as rapidly as they can be built, thereby realizing the intentions of the original projectors of making it the grand trunk of all on the south side of the river. We commend the policy, and shall at all times willingly lend our aid to its further extension.—*St. Louis Republican.*

Iron Trade of Lake Superior.

The following is a complete summary of the Iron business of Lake Superior for the year 1868:

IRON ORE MINED.

	Gross tons.
Jackson Iron Company	129,231
Lake Superior Iron Company	105,962
Cleveland Iron Company	101,669
New York Iron Company	45,750
Washington Iron Company	31,962
Pittsburgh and Lake Angeline Company	24,000
Edwards Mine	17,028
Barnum Mine (Iron Cliff)	14,021
Marquette Iron Company	8,951
New England Mine	7,199
Champion Mine	6,517
Iron Mines and Foster (estimated)	1,000
Total	493,290
Product of 1867	469,320
Increase	23,970

The aggregate product would have been at least 50,000 tons greater, but for the disastrous fire in June, by which three of the four large shipping docks were destroyed. To this lack of shipping facilities is to be attributed the decrease of product which some mines show, as compared with all the circumstances, this exhibit seems truly astounding:

PIG IRON.

Bancroft furnace	3,700
Collins furnace	4,150
Morgan furnace	4,150
Pioneer furnace (two stacks)	9,500
Michigan furnace	4,452
Greenwood furnace	1,437
Champion furnace	4,200
Fayette furnace	2,500
Deer Lake furnace	600
Schoolcraft furnace	1,736
Northern	....
Total	36,425
Product of 1867	30,911
Increase	5,514

The working of the furnaces has, as a whole, been satisfactory. There have been four more furnaces—Champion, Deer Lake, Fayette and Schoolcraft—in operation than in 1867, but some of them have done but a few months' work while the Northern has been out of blast the entire year, and the Greenwood has been rebuilt. The average daily product of several of the furnaces has been considerably increased.

There are two furnaces, one at the Rolling Mills and one at Lake Fairbanks, being built by the Iron Cliff Company, which are yet in process of construction. They will both be completed so as to be ready to go into blast next spring.

The following comparative table exhibits the amount and value of the iron product of Marquette county, from 1858 to 1868, inclusive:

Year.	Tons Iron Ore.	Tons Pig Iron.	Value.
1858	31,035	1,629	$249,202
1859	65,679	7,258	575,529
1860	116,998	5,660	736,496
1861	45,430	7,970	419,401
1862	115,721	8,590	984,977
1863	185,257	9,813	1,416,935
1864	235,123	13,832	1,867,315
1865	195,256	12,283	1,590,430
1866	296,872	18,437	2,405,960
1867	469,320	30,911	3,475,700
1868	493,290	36,425	3,676,705

☞ The cars are now running on the Henderson and Nashville road from Hanson's station, seven miles from Madisonville, to Henderson.

French Railways.

The entire extent of railway in operation in France September 30, 1868, was 9,934 miles as compared with 9,761 miles September 30, 1867, showing an increase of 263 miles. Of the 9,934 miles of line in operation, all but 244 miles were in the hands of the six great companies. At the corresponding date of 1867 the small miscellaneous French Companies had 183 miles in working. Of the 263 miles of new line opened, 142½ miles referred to the Orleans, 55½ miles to the Paris, Lyons, and Mediterranean, and 3¾ miles to the Northern of France. To the miscellaneous new mileage the Charentes contributed 29½ miles; the Lille and Bethune, 2½ miles; the Vislaines and Bethune, 6¼ miles; and the Vitre and Fougeres, 23 miles.

The entire amount earned on all the French railways from January 1, to September 30, 1868, was £19,684,405, as compared with £19,424,998 in the corresponding nine months of 1867, showing an increase of £259,407 in 1868. This increase was entirely attributable to the new network and the miscellaneous lines, the old network presenting a decrease in the first nine months of 1868, £188,156. The general result of the working of the French lines for the first three quarters of 1868, was a decrease of 4.78 per cent. per mile worked, as compared with the corresponding period of 1867.

The taxation imposed on French Railway Companies by the French Government produced for the first nine months of 1868, £536,698 as compared with £1,008,403 in the corresponding period of 1867.

Chesapeake and Ohio Railroad.

The Lynchburg *Virginian* learns from Major J. S. Rudd, of the corps of engineers, who is on a brief visit to that city, that the work between Covington and the White Sulphur Springs is progressing rapidly, and will be completed in July. Seven hundred and fifty hands are now engaged on it. The long tunnel through the Alleghany mountain, made before the war, has been cleared out, leveled down, and the road bed through it prepared. The mud tunnel, near Covington is very troublesome on account of the nature of the material through which it passes. Major R. thinks that by the time the present contract has been completed the company will be ready to begin the work on the western extension. They are making satisfactory negotiations for funds in London and elsewhere. This is one of the greatest enterprises of the day, and we hope that its progress will not be retarded by any untoward event. Its success will be a magnificent achievement for Virginia and will do more for her prosperity than anything that is likely to occur save the completion of the canal.

☞ At the annual meeting of the Southern Pacific Railroad stockholders in San Francisco on the 15th inst., an entire new set of directors was elected. Lloyd Levis was elected President. The first section of the road, fifteen miles from San Jose has been completed and thrown open for business. The new company promises to push the work vigorously.

☞ Three different routes have been proposed for the Exeter Railroad. Two of them, east of Exeter, have already been surveyed.

New York Central Railroad.

The following is the report of Messrs. Peckham, Stebbins and Griswold, the committee appointed to examine the stock matters of the New York Central Railroad Company:

At a meeting of the Directors of the New York Central Railroad Company held at the office of the company in the Exchange, in the city of Albany, on the 9th day of December, 1868, it was

Resolved, That although the Board of Directors of this company have full confidence in the correctness of the stock account of the company, and have no doubt as to the validity of every share outstanding, they do, nevertheless, for the greater satisfaction of the stockholders, invite the Hon. Rufus W. Peckham, of Albany; the Hon. Charles Stebbins, of Cazenovia, and the Hon. John A. Griswold, of Troy, to act as a committee to examine the stock books of the company and report thereon.

Pursuant to the foregoing resolution we have examined the stock books of the New York Central Railroad Company and find that by the consolidation agreement of May, 1853, the capital stock of said company was fixed at $23,085,600, being the amount of the capital and convertible bonds of the several companies consolidated. Of these convertible bonds $18.800 were paid off and never converted, leaving the amount of capital under said consolidation agreement $23,067,400. This amount was subsequently increased by the addition of the capital of the Buffalo and Niagara Falls, the Lewiston and the Rochester and Lake Ontario roads, $932,600, making the entire capital on the 8th of August, 1859, $24,000,000. Since that time the following issue of convertible bonds, and none others, have been authorized and made by the company, viz:

First—An issue of $3,000,000, payable in 1864, with a convertible privilege for a certain period. None of these bonds were ever converted, but were paid in cash at maturity.

Second—An issue of $2,990,000, payable Aug., 1876, and convertible until August, 1869. Of the convertible bonds thus issued there have been converted into the capital stock of the company:

In the year ending September 30, 1863.	$209,000
In the year ending September 30, 1864.	177,000
In the year ending September 30, 1865.	205,000
In the year ending September 30, 1866.	210,000
In the year ending September 30, 1867.	1,736,000
In the year ending September 30, 1868.	243,000
Total	$2,780,000

Thus adding to the capital stock of the company $2,780,000; the capital of the Athens road added, being $2,000,000, makes the entire capital stock of the company, as shown by its report on the 30th day of September, 1868, $28,780,000. Since the 30th of September, 1868, $15,000 more of these bonds have been converted, leaving now outstanding $195.000. In regard to any apprehension that may be entertained of an overissue of stock, we deem it proper to state that in our opinion the regulations governing the issue and transfer of the certificates of stock of this company are as perfect as such regulations can be made. They provide that all the stock registered in New York at the transfer office now kept by Duncan, Sherman & Co., shall also be registered at another office, now the Union Trust Company, and all certificates be signed by both the Transfer Agent and Register, in addition to the signatures of the President and Treasurer of the company, and that no share of the stock shall be transferred on the books more than once in each day. The Register in no case signs a certificate of stock without the surrender to and cancellation by him of a previously issued certificate for the given number of shares. A like system is in operation at the Albany office, by which all certificates of stock issued at that office are also registered and signed by the Union Trust Company in New York. For the purpose of testing the accuracy of the stock books we have examined the dividend books made and used for the payment of dividends for the last five semi-annual dividends, both at the Albany and New York offices, where alone dividends are now paid, and find that the number of shares borne upon these books in the aggregate correspond exactly with the number of shares outstanding at the time of each dividend, as shown by the stock books of the company. From the examinations made by us we find, and therefore report, that the amount of the capital stock of the New York Central Railroad Company outstanding on the 16th day of December, 1868, was $28,795,000, and in our opinion it is scarcely possible that there can be any error in this statement of the amount.

R. W. PECKHAM,
C. STEBBINS,
JOHN A. GRISWOLD.

ALBANY, Jan. 12, 1869.

☞ Proposals will be received at Manch Chunk, Pa., until February 17, 1869, for the Graduation and Masonry of the Nesquehoning Valley Railroad, including the approaches of Nesquehoning Tunnel. Specifications and information as to the work in detail may be obtained on application at the Engineer's Office, Manch Chunk, Pa.

☞ At a special meeting of the directors of the Boston and Providence Railroad Company on the 13th inst., a vote was submitted referring to the directors the subject of aiding in the construction of the Mansfield and Framingham Railroad, with full powers. This vote was unanimously passed.

☞ Trains are now running on the Central Pacific Railroad to Carlin, in the northeast corner of Nevada, a distance of 600 miles. The tracklayers are at Humboldt Cannon 25 miles further east. So far no interruption has occurred from snow. The twenty-two miles of snow sheds, at the summit of the Sierras, are working satisfactorily. The commercial business of the road for December exceeded $340,000.

☞ A corps of engineers of the Philadelphia and Reading Railroad Company are now engaged in surveying and locating the route of the proposed Pickering Valley (Chester County, Pa.) railroad. The Westchester Village *Record* says the Reading Company offer to subscribe to three-fifths of the stock, and to guarantee the bonds for all money that it is necessary to borrow; they will also equip and run the road.

☞ The California Pacific Railway, extending from Vallejo to Sacramento, sixty miles, was finished November 7th, except the last six miles, which has a temporary track. This road has been built under the supervision of Robert L. Harris, Esq., chief engineer.

☞ The income of the Old Colony and Newport Railroad for the year ending November 30, 1868, was $1,295,041 69, of which $769,911 17 was received from passengers; the total expenses were $765,072 14, and the net income, $310,141 66. The surplus on hand, after the payment of two dividends of 3 per cent. each, reducing the debt $67,000, and paying all expenses, is $254,646 38.

☞ A new railroad project has been organized, with a capital stock of $200,000, which has been already taken, to build a railroad from Portage Lake, Michigan, starting near the Pewabic stamp works, passing through part of the Concord property, and the Acadian, thence to the Calumet and Hecla mines. It may be extended as far as the Central and Copper Falls.

☞ The Chester Creek Railroad which connects the Baltimore Central with the Phila., Wil. and Balt. Railroad, has been so far completed as to admit the passage of cars along its whole length. It will be opened in a few weeks to public travel.

Notice to Bridge Builders.

DEPARTMENT OF SURVEYS,
JANUARY 11, 1869.

In conformity with an ordinance of the Select and Common Councils of the City of Philadelphia—

I hereby invite the presentation of Plans and Estimates for an Iron Truss Bridge suitable to be erected over the River Schuylkill, on the site of the present Suspension Bridge at Fairmount, in said city. The abutments are now erected with a clear span of three hundred and forty (340) feet. The width of Bridge from out to out of footways to be fifty (50) feet, which footways will be not less than eight feet in the clear.

It must be provided with an upper and lower carriageway, the upper to be not more than 35 feet above the bottom of lower chord, or less than 28 feet above the lower roadway—the lower roadway to be not more than seven feet above the bottom of lower chord or it may rest upon the lower chords.

The entire structure to be of iron, excepting the flooring of the road and footways; to be proportioned for a weight of seventy-five pounds per square foot upon each roadway, including the footways. All wrought iron to be proportioned to resist a tension of 60,000 pounds, with a factor of five for security in large bars, and six for the small bars or rods.

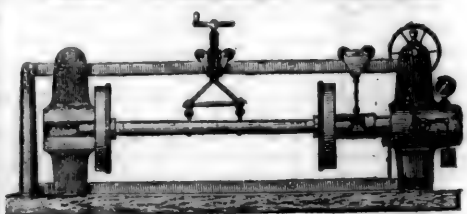
A full and detailed estimate of quantities and cost will be required to accompany each plan.

The conditions of the Ordinance are, that the plans herein called for shall be submitted to a Commission of three Civil Engineers, in conjunction with the Chief Engineer and Surveyor of the city of Philadelphia—the best three of the plans to be retained by and become the property of the city of Philadelphia, for which they will be paid in order of merit, as may be determined by the Commission—800, 500, 300 dollars respectively. No design for a Portal will be required.

All plans must be deposited with the subscriber on or before the 1st day of April, 1869, at the Department of Surveys, 124 SOUTH FIFTH STREET, Philadelphia, with letter, giving the address of the Designer. Map and Profile of location may be seen at the Department of Surveys.

STRICKLAND KNEASS,
3t4 Chief Engineer and Surveyor.

CAR WHEEL PRESS.



Manufactured by
D. P. DAVIS,
Mechanical Engineer,
26½ BROADWAY, N. Y.
AGENT FOR
T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES, Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

CAR PLUSHES.

Best French and German makes.
LOUIS WINDMULLER & ROELKER,
20 Rende street.

GERMAN STEEL AND HARDWARE,

For sale by
LOUIS WINDMULLER & ROELKER,
20 Rende street.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

California Pacific Railroad Company.

FIRST MORTGAGE TWENTY-YEAR SEVEN PER CENT.

GOLD BONDS,
PRINCIPAL AND INTEREST PAYABLE IN GOLD COIN.

COUPONS PAYABLE FIRST JANUARY AND JULY, AT NATIONAL PARK BANK, NEW YORK, FREE OF GOVERNMENT TAX.

THE UNDERSIGNED NOW OFFER FOR SALE A LIMITED NUMBER OF THE ABOVE DESIRABLE BONDS, AT PAR, WITH ACCRUED INTEREST IN CURRENCY.

The total amount of Bonds authorized to be issued is

$2,350,000,

LESS THAN $22,000 PER MILE.

THE LARGER PORTION OF THIS ISSUE HAS ALREADY BEEN SOLD.

THESE BONDS ARE SECURED BY A FIRST MORTGAGE ON THE ENTIRE PROPERTY OF THE COMPANY,

including their valuable LANDS, WHARVES and WATER PRIVILEGES at Vallejo and elsewhere.

Total length of road, 105 miles.

Finished, fully stocked and equipped, and now running from Vallejo to Sacramento, 60 miles.

The monthly earnings on this portion of the road *are now nearly three times the monthly interest on the entire issue of Bonds.*

This road is the most direct route between San Francisco and Sacramento, reducing the time between these two cities to three and one-half hours.

The Marysville line is in process of construction; the grading nearly completed, one-third of the iron on hand, and the balance purchased, shipped, and expected to arrive in February. The road will be completed early this season, and, when finished, the total net receipts should amount to at least $3,000 (gold) per day.

The road bed is of most substantial character—permanent, solid and completely ballasted. The iron is of the best quality. The rolling stock and equipment are in every respect first class.

The country through which this road runs is entirely exempt from either snow, ice or frost, and its agricultural resources surpass those of any portion of the State.

From unqualified assurance and satisfactory proofs, received by us from reliable parties in California, of the great present value and future prospects of this road, we do most unhesitatingly recommend these securities to our friends and the public as a first class investment—safe, and in every respect desirable.

Either of the undersigned will receive subscriptions and deliver Bonds.

Government securities, at market rates, will be taken in exchange for these Bonds.

Circulars, maps and other information can be had on application to either of the subscribers.

TURNER BROS., No. 14 Nassau, corner Pine st.
M. K. JESUP & CO., No. 12 Pine st., or to
DABNEY, MORGAN & CO., No. 53 Exchange place.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 18,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.
Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

THE UNION PACIFIC
RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds
AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about $29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received $22,158,000 of this subsidy, of which $1,280,000 was paid Dec. 6th, and $640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, *and no more*. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been $2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Dec. 15, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

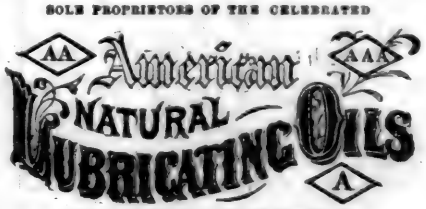
Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.



No. 7 Broadway, New York City,

SOLE PROPRIETORS OF THE CELEBRATED

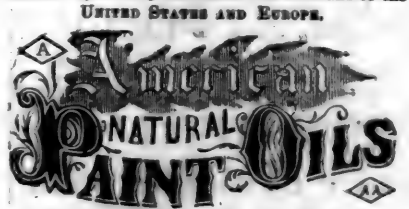


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The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.

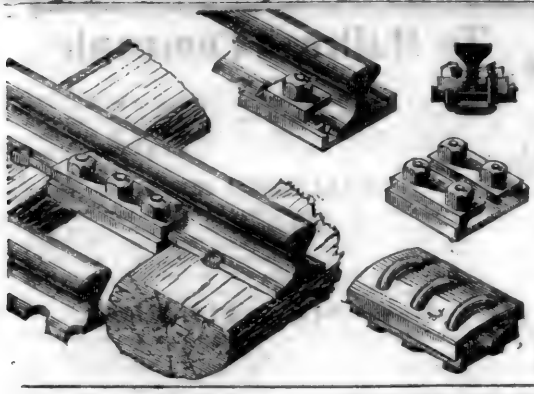


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and warranted to give excellent satisfaction.

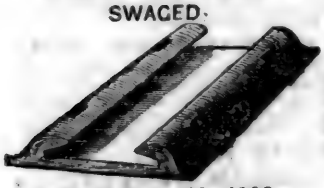
Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

Post-Office Box 4781, New York City.



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Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
SWAGED

Patented Sept., 18, 1866.
WROUGHT IRON
RAIL CHAIRS.

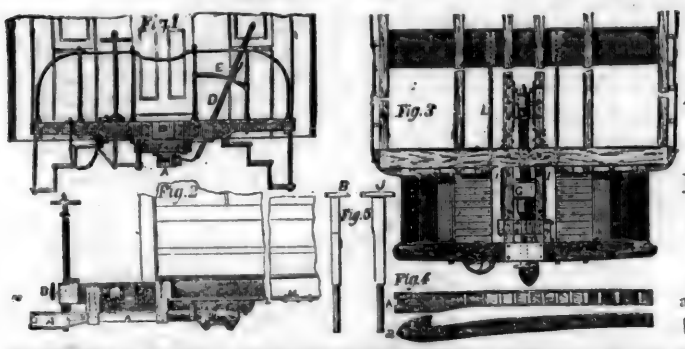
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The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
Passenger Cars.

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Send for Illustrated Pamphlet, and call and see working Models

E. MILLER, Patentee.

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MANUFACTURERS OF
INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

COHOES ROLLING MILL.
—FOR MANUFACTURERS' USE—
SHAFTING, BAR & BAND IRON,
ALSO
SUPERIOR PATENT PUNCHED
AXE, PICK & MATTOCK POLLS.
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OFFICE, TROY, N. Y.

STREET CARS FOR SALE.
82 NOT NEW TWO HORSE CARS.
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For Sale by
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RAILROAD TIES.
Juniper and Cypress Railroad Ties of any dimensions for sale by
DARRELL & NASH,
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PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH
On 1st, 9th, 16th and 24th,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 23, HENRY CHAUNCEY, CAPT. CONNER, connecting with MONTANA, CAPT. W. H. WEST.

Steamer leaving Feb. 9, connects closely with steamer CHINA, leaving San Francisco March 5, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

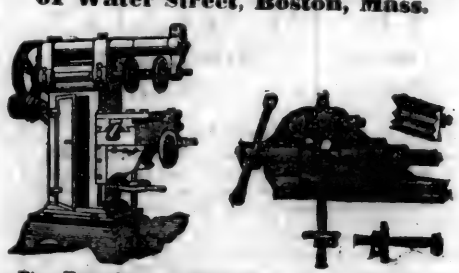
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Agents for
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Specialty:
Puddled Steel Rails.
Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
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All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

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Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
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UNION VISE COMPANY,
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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt. 6

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 5.] SATURDAY, JANUARY 30, 1869. [WHOLE No. 1,711, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 30, 1869.

Intercolonial Railway.

Sealed tenders addressed "To the Commissioners of the Intercolonial Railway," will be received at their office in Ottawa, up to 4 o'clock on the 8th of February next, for the construction of the following four sections of the line:

SECTIONS No. 1 and 2 embrace about forty miles from a junction with the Grand Trunk Railway, near Riviere du Loup, and each section will be about twenty miles in length.

SEC. No. 3 will be about twenty-six miles in length, and lies between the east side of Restigouche River to near Dalhousie, in New Brunswick.

SEC. No. 4 will be about twenty-four miles in length, and lies between Amherst and River Phillip in Nova Scotia.

Plans and profiles, with specifications and terms of contract, are now on exhibition at the offices of the Commissioners in Ottawa, Riviere du Loup, Dalhousie, St. John and Halifax. The Commissioners are: A. Walsh, E. B. Chandler, C. J. Brydges, and William F. Coffin.

The Montreal *Gazette* says that an amendment has been made by the Commissioners, in the form of tenders to be received. In the first place, the forms, as prepared by the engineer, provided for tenders on details of specifications only. The amendment provides that the contractor shall make his own calculations of quantities, and make his tender for a fixed sum per mile, to cover everything, without any extras whatever. It is believed the Commissioners, in this way, will know much better what they are doing, and that there will be no door open for any misunderstanding or any after-clap. The details of specifications, and the profile drawings made by the engineers, will be the guide of the contractors in making their tenders—of the Commissioners in deciding to receive them.

Wooden Railways.

A correspondent of the Montreal *Gazette* gives the following description of a wooden railway now in operation at Clifton, in Northern New York, near the canal line, and on which immense quantities of iron ore are transported from the Adirondack mines:

"The grading is the same as for an iron road, except that stiffer grades can be ascended. The ties are of the ordinary description, but are not squared on any side, and on the Clifton road are placed at the usual distance of three feet apart, except on the trestles, where there are three ties to every two yards. In future, however, the engineer intends to put the three ties to every two yards, as he proposes heavy engines.

"The rails are of maple, six inches by four; but in future their shape will be altered a little, without increasing the quantity of timber, making them three and a half inches on top by seven inches deep, so as to be better adapted to the increased weight of engines (fourteen tons instead of ten.) Notches are cut in the round ties to such a depth as to keep the bottom of the rail about two inches from the ground after the road is ballasted, and the rails project sufficiently above the notched tie to allow the flange of the wheel to pass. The rails are fastened to the ties by a couple of hard wood wedges, driven in opposite directions on the outside of the rail, within the notch. This has the effect of making the whole superstructure one solid mass, without the addition of any spikes or pins.

"In making the curves the rail itself is bent to the required shape, so that there is no angularity whatever in the lines of rails. The trestles are of the simplest description. They consist of two upright sticks of square timber immediately under the rails, let into a transverse stick, which are braced to the sticks of timber laid lengthwise, from one trestle to another, immediately under the line of rails, in each direction. This is further supported by a similar stick of timber at each side, from the head of the trestle to the base, in a slanting direction, the whole of which is let into a squared log at the base. The wooden rail is not a new invention, but Mr. Hulbert, the engineer, has succeeded in making it available without using a particle of iron in the whole structure, and has, moreover demonstrated that such railways can be used for long distances at a moderate cost, and this through a country where an iron line, as ordinarily constructed, would be practically an engineering impossibility.

"Mr. Hulbert says that he is willing to contract to lay the superstructure of a wooden railway of his own improved construction at the rate of $1,500, American currency, a mile, where maple and hemlock can be obtained at reasonable rates.

Finances of Delaware.

From the biennial Message of the Governor of this State, it appears that the aggregate indebtedness of the State is $1,456,000. The State's investments as an offset to this debt, both real and apparent, amount to $850,150—leaving a balance of indebtedness against the State over and above her investments of $605,850. This includes $431,000 loaned to railroad companies in the State, exclusive of $25,000 loaned to the New Castle and Frenchtown Turnpike and Railroad Company. Deducting these investments, the real debt of the State would be $149,850 that has not been created to assist in the construction of railroads in the State. The Governor urges the Legislature to make provision for the early extinguishment of the whole debt. The interest on the bonds of the State has been fully met and paid up to September last, by the provision made therefor, and a balance of $73,993 09 remained in the hands of the Treasurer. The receipts from licenses, commissions, &c., taxes on railroads and banks, dividends and stocks, during the fiscal year ending December 1st, 1868, have amounted to $36,249 51. The expenditures of the State for the same time are $14,903 20—leaving a balance of $21,346 22, which, added to that previously in hand, makes a total unappropriated balance of $37,796 81.

The Governor recommends a direct State tax, to include bonds, mortgages and machinery, and a tax which will reach the national banks.

Finances of Michigan.

The amount received into the State Treasury of Michigan during the year ending November 30, 1868, (including $582,113 96 from the previous year,) was $2,804,741 43; and the disbursements therefrom, $1,674,511 76—leaving a balance in the Treasury, November 30, 1868, of $1,130,229 67.

The present condition of the State debt, both funded and fundable, is as follows:

STATE DEBT.

Sault Canal bonds, 6s, due July 1, 1879	$86,000 00
Renewal Loan bonds, 6s, due July 1, 1888	200,000 00
Two Million bonds, 6s, due January 1, 1873	494,000 00
Two Million bonds, 6s, due January 1, 1878	484,000 00
Two Million Loan bonds, 6s, due Jan. 1, 1883	750,000 00
War Loan bonds, 7s, due Jan. 1, 1885	1,081,500 00
War Bounty Loan bonds, 3s, due May 1, 1890	463,500 00
Adjusted bonds, past due	3,000 00
Full paid Five Million Loan bonds, past due	3,000 00
War Loan bonds	600 00
Two Million Loan bonds, due January 1, 1868	3,000 00
57,000 Unrecognized Five Million Loan bonds, adjustable at	32,978 49
Total bonded debt, Nov. 30, 1868	$3,614,078 49

TRUST FUND DEBT.

The following items constitute this debt, to wit:

Primary school fund	$1,493,243 80
Five per cent. Primary School fund.	185,600 00
University fund	305,962 56
Normal School fund	44,461 95
Railroad deposits	2,157 32
Light House deposits	15 00
Total	$2,031,440 63

SINKING FUNDS.

During the past fiscal year the following sums have been set apart for the several sinking funds, amounting to $380,774 95.

War Loan Sinking Fund, 1-16 mill tax.	$19,247 87
War Loan Sinking Fund, from surplus taxes levied for interest	11,274 50
Two Million Loan Sinking Fund, 1 8 mill tax	88,493 73
Two Million Loan Sinking Fund, from discount on bonds purchased	213 75
Primary School fund receipts from July 1, 1867, to July 1, 1868	92,650 60
Five per cent. School fund, receipts from July 1, 1867, to July 1, 1868	13,936 45
University fund, receipts from July 1, 1867, to July 1, 1868	14,326 80
Normal School fund, receipts from July 1, 1867, to July 1, 1868	1,728 40
United States Treasurer, war expenses refunded	188,900 85
Total	$380,774 95

The claim of the State upon the General Government for expenses incurred on account of the war, has been adjusted and settled, and the sum of $188,900 85 collected as the amount due the State.

A settlement has also been effected with the Land Office at Washington of the claim of the State for swamp lands sold by the General Government after they had been ceded to the State by act of Congress, whereby 19,349.87 acres have been selected from the unsold Government lands, and for which patents will very soon be received. The State has also received in cash on the same account, $10,475 82.

The State debt has been reduced during the year by the sum of $365,842 76.

The Corn and Cotton Crops of the United States.

The monthly report of the Department of Agriculture, now in press, contains the following estimates of the corn and cotton crops of the several States—except those on the Pacific coast, which raise little corn and no cotton—in the year just closed. The figures of the corn crop of 1867 are also given, to show the increase or decrease of the respective States, a few States showing a decline, though the aggregate increase is over 137,000,000 bushels.

THE CORN CROP.

	1867.	1868.
Maine	1,575,000	1,590,000
New Hampshire	1,413,000	1,511,000
Vermont	1,520,000	1,672,000
Massachusetts	2,368,000	2,392,000
Rhode Island	340,000	346,000
Connecticut	2,242,000	2,152,000
New York	19,500,000	20,210,000
New Jersey	9,730,000	10,216,000
Pennsylvania	30,457,000	31,676,000
Delaware	3,639,000	3,275,000
Maryland	11,650,000	12,349,000
Virginia	18,490,000	19,969,000
North Carolina	17,974,000	23,366,000
South Carolina	7,834,000	9,870,000
Georgia	20,037,000	27,294,000
Florida	2,500,000	2,950,000
Alabama	35,000,000	31,240,000
Mississippi	19,657,000	35,519,000
Louisiana	9,535,000	17,397,000
Texas	20,711,000	21,337,000
Arkansas	21,243,000	32,449,000
Tennessee	50,250,000	54,772,000
West Virginia	6,500,000	7,695,000
Kentucky	46,550,000	58,187,000
Missouri	50,437,000	60,967,000
Illinois	109,091,000	134,363,000
Indiana	80,757,000	90,832,000
Ohio	64,000,000	74,040,000
Michigan	15,118,000	18,815,000
Wisconsin	9,885,000	12,565,000
Minnesota	4,500,000	8,256,000
Iowa	53,330,000	65,332,000
Kansas	8,152,000	6,487,000
Nebraska	2,325,000	3,185,000
Total	767,820,000	905,178,000

THE COTTON CROP.

The cotton crop, which in the early part of the season promised a large falling off from that of 1867, was so much favored by the fall weather, in the Gulf States especially, as to warrant the belief that the market receipts will fall little below the figures for the crop of the preceding year, which will be equal to half the amount of the great crop of 1860, and will bring an equal or greater sum of money to the planters. The following are the department estimates, and the crop is more likely to run over than under these figures:

	Bales.
North Carolina	140,000
South Carolina	180,000
Georgia	290,000
Florida	35,000
Alabama	285,000
Mississippi	400,000
Louisiana	250,000
Texas	260,000
Arkansas	265,000
Tennessee	200,000
Other States	75,000
Total	2,380,000

The department estimate for 1867, was 2,340,000 bales, while the actual receipts proved to be 2,450,000 bales. The estimate for 1866, was 1,835,000 bales, and the actual receipts were about 1,900,000 bales.

Providence and Worcester Railroad.

The earnings of this road for the fiscal years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$295,548 92	$287,473 25
" merchandize	380,130 14	419,537 98
" mails	9,157 50	5,157 50
" rents	4,728 18	4,793 71
" express	6,000 00	6,425 57
" interest received	1,881 85	.....
	$692,946 59	$723,388 01
Expenses, viz:		
Fuel	$52,961 68	$73,688 28
Oil	7,313 55	7,126 83
Maintenance of way	156,197 74	190,993 85
Repairs of cars	72,627 67	50,800 00
Repairs of locomotives	54,481 62	37,800 00
Freight department	74,866 67	82,138 68
Passenger department	35,954 79	43,215 02
Local taxes	26,894 03	26,497 69
U. S. revenues taxes	15,502 91	18,224 19
Interest	.....	2,373 25
Miscellaneous	47,716 69	51,533 44
	$542,517 35	$564,391 23
Net earnings	$150,429 24	$158,996 78

Compared with 1867 the gross earnings of 1868 show an increase of $30,441 42; with an increase in expenses of $21,873 88—making the increase in net earnings, $8,567 54. The President in his report for 1868, says:

Stockholders will be gratified to notice, by the foregoing report, that amid the depression of almost all kinds of business, particularly the manufacturing business which interests this road so much, there has been a handsome increase, the past year, in its gross earnings. The double track has been finished to Albion, and is being used; but the laying down of the superstructure was suddenly interrupted by a strike at the works which had contracted to deliver the rails. Supposing this would continue but a short time, and the contract being, at that time, a favorable one, no other iron was immediately looked for; but after waiting weeks and months, and finding the strike still to continue, the Board was compelled to purchase elsewhere. The grading was continued and about completed, but the iron arriving late, it was deemed best to defer laying it down until the coming spring. That and all the other materials, for finishing the double track to the State line at Blackstone, are upon the line of the road, ready to be laid as soon as the weather will permit. Although it would have been convenient to have had the use of this track during the fall months, the business of the road has not suffered, to any extent, for the want of it.

The equipment has been increased by the addition of seven new elegant passenger cars, two new locomotives of greater power than any upon the road, and sixty-four freight cars, costing in the aggregate more than $100,000, besides building two passenger cars, ten platform and thirty-five coal cars to cover depreciation. Notwithstanding this large increase in the equipment, the business of the road calls for more; and there are now being built at Mr. Osgood Bradley's shop, at Worcester, fifty additional merchandise cars, whilst the company's shops, at Providence, are engaged to their full capacity in building coal cars and two passenger cars. A new locomotive is also being built at the Rhode Island Locomotive Works. Although the equipment of this road is already fuller perhaps than any other road in the country, in proportion to its length, it has proved insufficient, during portions of the past year; but when all in process of construction is placed on the road, it is thought this deficiency will be remedied.

Since the last report it will be noticed that 1,000 shares of the capital stock of the road have been sold, at a fair premium, together with such of the

real estate on South Water street as was not wanted for the use of the road. This, it will be recollected, the road was compelled to purchase, in order to get control of the wharves opposite, and the advance in real estate since reduces the cost of the wharf estate to a moderate sum. The proceeds from these sales have been applied towards paying for the new equipment and to the building of the double track.

During the past year, a lease has been taken of the short road built by the Milford & Woonsocket Railroad Co., at a yearly rental of $5,000, and was opened for business in August last, thus giving to this city a railroad connection with the busy and flourishing town of Milford, with its 10,000 inhabitants. The business done over this road, thus far, has fully met the expectation of the board, and it is not doubted it will increase largely. As the projected branch, to connect the main road with tide water by steam, passes through a portion of the State of Massachusetts, application was made last winter, to the Legislature of that State, for permission to build it, and for an increase of the capital stock of $1,000,000, which, after considerable opposition and delay, was granted in June last. A similar application will be made to the Legislature of this State, at its approaching session, but if granted, how much of the stock will be issued, or how soon, will depend on the vigor with which the Board may decide to push the double track beyond the state line, or build the Branch Road. Surveys of routes, and estimates of cost have been made by the engineer of the road, but no definite terminus has been fixed. The present high price of materials and labor, does not warrant any large outlay that can be reasonably deferred. The dummy engine, now building, will be placed on the South Water street track, early in the ensuing spring. There still remains unsold 1,000 shares of the old capital stock, part of which will be sold at auction during the present month, and the remainder, in July next. This will carry the capital stock to its authorized limit of $2,000,000.

Semi-annual dividends of 4 per cent. have been declared, from the earnings of the road, free from Government State, or local taxes, leaving a moderate surplus after a heavier expenditure, in repairs of the road and equipment, than will be required another year.

In handing in their lists of property for assessment, Stockholders should recollect that the stock of this road is not assessable on them, the Corporation paying taxes in Rhode Island and in Massachusetts on an amount considerable more than its capital stock, thus rendering it a desirable investment, beyond its dividends, to the extent of such taxes.

The receipts of the company from all sources, for the year ending November 30, 1868, have been as follows:

Net earnings as above	$158,996 78
Cash received for sales 1,000 shares of the stock of this company	128,035 00
Materials on hand Nov. 30, 1867	56,196 10
Cash on hand Nov. 30, 1867	36,262 45
Received for real estate sold	44,371 64
Received for the company's note	50,000 00
	$473,861 97

Accounted for as follows:

Materials and labor constructing second track		$52,136 79
Locomotives and cars		106,520 00
Dividend payable Jan. 1, 1868		72,000 00
" " July 1, 1868		76,000 00
Previous dividends		620 00
Materials on hand Nov. 30, 1868		144,639 36
Cash in bank	$131,960 80	
Note on hand	280 00	
	$132,240 80	
Less due connecting lines	110,294 98	
		21,945 82
Total, as above		$473,861 97

The company have 21 locomotives, 23 first class and 4 second class passenger cars, 155 eight wheel and 46 four wheel merchandize cars, 101 eight-wheel lumber cars, and 450 four wheel coal cars.

Miles run by passenger trains, 161,380; by freight trains, 156,535; by other trains, 33,145—total miles run, 351,060. Number of passengers carried, 1,162,152; do., carried one mile, 10,423,316. Tons of merchandise carried, 332,760; do., carried one mile, 10,439,958. Length of road, 43.41 miles. Length of double track, 12.41 miles. Length of branch 1 mile. Aggregate length of sidings, 11 miles. Weight of rail, 56 to 63 lbs.

BALANCE SHEET NOV. 30, 1868.

Construction		$1,441,678 86
Cars		284,927 63
Locomotives		161,890 35
Materials on hand		144,639 36
Cash, etc., on hand		21,945 82
		$2,055,082 02
Capital stock		$1,900,000 00
Notes payable		55,000 00
Dividends unclaimed		656 00
" due Jan. 1869, 4 per cent.		76,000 00
Income—balance as the surplus earnings		23,426 02
		$2,055,082 02

President.—EARL P. MASON.

Directors.—Earl P. Mason, James Y. Smith, Alexander DeWitt, Paul Whitin, Harvey Chace, Isaac Davis, Isaac H. Southwick, Henry Chapin, William S. Slater, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Horatio N. Slater, Jr., Lyman A. Cook, Estus Lamb.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

Canadian Railways.

The earnings of the Canadian Railways for the years ending December 31, 1867 and 1868, are officially stated as follows:

	1867.	1868.
Great Western	$3,725,169	$3,710,221
Grand Trunk	6,506,966	6,906,023
London and Port Stanley.	42,759	38,027
Welland	68,615	77,482
Northern	562,893	550,621
Port Hope, Beaverton, etc.	233,475	232,904
Brockville and Ottawa	135,824	173,373
St. Lawrence and Ottawa.	105,410	117,471
New Brunswick & Canada.	79,781	103,348
European & N. American.	162,561	175,456
Nova Scotia	232,778	279,941
Totals	$11,856,232	$12,364,867

Baltimore City Passenger Railroad.

At the recent annual meeting of the stockholders of this company, the following gentlemen were re-elected officers for the ensuing year: President, Henry Tyson; Directors, Thomas M. Smith, William Kennedy, Thos. Whitridge, Gabriel D. Clark, E. B. Edwards, Conrad S. Grove. Mr. Richards C. Smith was re-elected Treasurer.

The report of the operations of the road during the past year was read, from which the following interesting statistics are taken: Number of horses used on the lines 479, number of cars 73, number of miles traveled during the year 1,709,952, number of passengers carried during the year 10,200,872, increase of passengers over preceding year 1,800,000. Two semi-annual dividends of 3 per cent. each were declared. The park tax, one-fifth of the gross receipts of the company, which it should be kept in mind is paid actually by the public, though ostensibly by the company, amounted to $93,009 26, which has been paid over to the city register. A gratifying feature in the report is the statement that during the entire year no loss of life or limb, to either passenger or citizen, occurred on the road.

Cairo and Fulton Railroad.

General M. Brayman, President of this road, is in receipt of encouraging letters from the east, in reference to the early commencement of work on the line of the route. But two things remain to be done says Mr. Potts, a leading New York capitalist interested in the success of the enterprise, in order to remove all anxiety existing in the minds of those representing the company on financial questions, and to enable them to secure all the capital needed. First, a certificate that the road is accepted, and that State aid will be forthcoming so soon as the requirements of the law are complied with. Second, that the payment of the outstanding indebtedness of the State shall be so provided for as to render the bonds of some marketable value, by enhancing the value of our state credit. Arrangements are, however, being made to complete the first twenty miles by the last of July next, when the United States land grants will expire by the terms of the grant, unless this much is completed. It is the intention to commence on White River and build toward the Missouri line, where the road will be met, when completed, by the St. Louis and Cairo line. Capt. Leverett, Secretary, B. C. Potts, Contractor, and Major Rombaugh, Engineer, have already gone to Jacksonport for that purpose, and General Brayman thinks the work will be commenced before the close of next month.—*Arkansas Gazette.*

Great Western (Ca.) Railway.

The revenue statement of this company for the month of November, 1868, shows that the gross traffic earnings amounted to $306,067; the working expenses, including renewals, to $162,449, or 53.07 per cent.; and the net earnings to $143,618. The gross traffic receipts for the month of November, 1867, amounted to $316,548, the working expenses and renewals to $142,649, or 45.06 per cent., and the net earnings to $173,899, showing a decrease in the gross receipts of $10,481, an increase of $19,800 in the working expenses and renewals, and a decrease of $30,281 in the net earnings of November last. The gross traffic for the four months ending 30th November, 1868, amounted to $1,383,173, the working expenses and renewals to $643,740, or 46.54 per cent., and the net earnings to $739,433; against $1,865,919 gross traffic receipts in the corresponding four months of 1867; $612,928, or 44.87 per cent. for working expenses and renewals, leaving $752,990 net earnings, showing an increase in the gross receipts for the four months of $17,254, and in the working expenses, &c., of $30,812, but a decrease of $13,557 in the net earnings. The above is subject to loss by the exchange of American currency.

Providence, Warren and Bristol Railroad.

At the annual meeting of this company in Providence, R. I., on the 25th inst., the following named gentlemen were elected Directors for the ensuing year: Robert H. Ives, Amos D. Smith, William Goddard, Charles T. Childs, Sam'l W. Church, Marshall Woods, Thomas G. Turner, Leon Chappotin, and Earl P. Mason. Subsequently the Board of Directors elected Charles T. Childs President, and L. M. E. Stone Superintendent. The total receipts of the road for the past year have been $112,571 62, total expenditure, including interest, $91,030 19.

Quarterly Report of the New York Post Office.

The following statements show the business transacted at the New York Post Office in the Foreign Department with Europe and the West Indies for the quarter, ending December 31, 1868:

EUROPE.

Despatched—

	Letters.	Postage.
British	529,446	$65,971 84
French	189,900	29,118 48
Bremen and Hamburg	269,999	27,718 54
North German Confederacy	131,343	20,016 69
Belgium	9,434	1,383 95
Netherlands	14,621	2,176 55
Switzerland	22,598	3,388 30
Italy	11,761	1,755 95
Total	1,179,102	$151,525 35

Received—

	Letters.	Postage.
British	464,584	$54,517 88
French	151,705	23,571 66
Bremen and Hamburg	203,168	20,776 01
North German Confederacy	143,795	23,962 30
Belgium	8,113	1,251 51
Netherlands	11,322	1,698 30
Switzerland	21,708	3,258 10
Italy	14,710	2,212 50
Total	1,019,105	$131,248 21

WEST INDIES.

Despatched—

	Letters.	Postage.
Sundry ports	126,338	$16,567 27

Received—

Sundry ports	141,115	$18,227 55

RECAPITULATION.

Letters received	1,160,220	$149,475 76
Letters sent	1,305,440	168,092 62
Grand total	2,465,660	$317,568 38

Pittsburg Bridge and Street Railway Receipts.

The following is a statement of the gross receipts of the various bridges and street railways of Pittsburg for the year 1868, as returned to the U. S. Assessors. On the bridge returns a tax of 2½ per cent is collected, and on street railway returns 2 per cent:

BRIDGES.

St. Clair street	$50,452
Hand street	17,881
Mechanics street	10,952
Sharpsburg	10,093
Monongahela Suspension	37,368
Birmingham	21,105
Total	$147,851
Total tax	$3,696 25

RAILWAYS.

Citizens	$135,921
Allegheny and Manchester	132,258
Birmingham	70,672
Oakland	45,942
Minersville	11,310
Total	$396,098
Total tax	7,927 86

New Jersey Railroads.

During the past fiscal year the transit duties paid into the treasury of the state of New Jersey were as follows: Camden and Amboy Railroad Company, $140,985 91; Delaware and Raritan Canal and Transportation Company, $78,185 80; New Jersey Railroad and Transportation Company, $50,350 88; Belvidere Delaware Railroad Company, $79 06; Freehold and Jamesburg Railroad Company, $11 81. Total, $269,613 46. In 1867 these duties, including $26,724 51 due the previous year, were $268,269 96. Excess of 1868, $1,353 50.

Tax on capital paid in by corporations mentioned below were: Central Railroad Company, $38,540 40; Morris and Essex Railroad Company, $34,869 66; New Jersey Railroad and Transportation Company, $28,437 50; Paterson and Ramapo Railroad Company, $1,240; Warren Railroad Company, $10,295 25. Total, $113,382 81. Total for 1867, $99,971 15. Increase in 1868, $13,411 66

New York State Canals.

EXTRACTS FROM THE REPORT OF THE AUDITOR.

The care with which our present Constitution guards the State Treasury is one of its most valuable provisions. The seventh article of that instrument is admirably framed to check the debt-creating spirit of our people. The twelfth section provides, that, except to meet casual deficits, or failures in revenues to a limited amount, or to repel invasion, no debt shall be created, unless the law authorizing the same shall provide for levying a direct annual tax sufficient to pay the interest, and redeem the principal thereof in eighteen years. The yearly sums thus raised and set apart, constitute a Sinking Fund for that debt. The Canal Debts have been contracted at different periods, and under different circumstances.

Four separate and distinct Sinking Funds have been provided under as many different provisions of the Constitution, for the payment of these debts. Three of these Sinking Funds are dependent upon the surplus revenues of the canals for which they were established.

The means required to supply the fourth is derived from taxation.

The order and priority in which these Sinking Funds perform their functions are as follows:

1. *The Sinking Fund to pay the Canal Debt, under section one of article seven*, requires an annual contribution from the canal surplus revenues of $1,700,000. The contribution of 30th September last make this Sinking Fund sufficient to fully discharge its remaining obligations. No further contributions to this fund will be required. The functions of this Sinking Fund will, in future, be to hold the money and temporary investments, and apply the same to the payment of the interest and principal of the outstanding Canal Debt of 1846, as it becomes due, or to purchase and cancel the stock as fast as the same can be obtained.

The condition of this fund at the close of the last fiscal year was as follows:

The balance on hand 30th September, 1868 was $2,316,053 67. The outstanding stock debt, for which this fund is chargeable, was, $2,240,860, and matures as follows:

6's 1 July, 1867	$160 00	
5's 1 October, 1868	194,900 00	
5's 1 January, 1874	2,035,800 00	
	$2,240,860 00	
Since the 30th September there has been paid on the above debt	892,180 00	
Leaving a balance now outstanding of	$1,348,680 00	

2. *The Sinking Fund for the General Fund Debt* required an annual contribution from the canal revenues of $350,000 to pay the interest on said debt, until the accumulations of the Sinking Fund, under section one, shall be sufficient to pay that debt; thereafter the sum of $1,500,000.

As has been shown, the contributions to the fund, under section one, are now sufficient to pay that debt, therefore the sum of $1,500,000 must hereafter be contributed annually from the canal revenues to the General Fund Debt Sinking Fund, until a sum sufficient shall have accumulated to pay the principal and interest of that debt.

The management of this debt is in the charge of the Comptroller.

The annual contributions thereto from canal revenues are paid to that officer, who reports the balance due thereon 30th Sept. 1868	$4,707,826 40
The balance in the General Fund Debt Sinking Fund after payment of the $350,000—from surplus of canal revenues due 30th September, 1868, and since paid, was	153,178 54
Balance of debt to be paid from canal revenues	$4,554,647 86

3. *The Sinking Fund established under section three for the payment of the enlargement debt*, requires an annual contribution of $1,116,242 66.

On account of the prior claims upon them, the canal revenues have, for several years, been insufficient to make a full or in some years even a partial contribution to this Sinking Fund.

These deficiencies in the aggregate amount to $7,781,544 84.

A portion of this deficiency, namely, $3,381,776 61, has been supplied by taxation, as will fully appear by the following statement showing the constitutional charges on the canal revenues in favor of the debt created under Art. 7, Sec. 8, the amount realized therefrom, and the deficiencies from 1854 to 1868 inclusive:

	Amount required under Sec. 8.	Amounts contributed from Tolls.	Deficiencies.
1854..	$94,861 72	$94,861 72	.....
1855..	414,396 14	.....	$414,396 14
1856..	773,702 71	.....	773,702 71
1857..	1,034,230 24	.....	1,034,230 24
1858..	1,112,523 46	.....	1,112,523 46
1859..	1,116,242 66	.....	1,116,242 66
1860..	1,116,242 66	.....	1,116,242 66
1861..	1,116,242 66	645,842 16	470,400 50
1862..	1,116,242 66	1,146,242 66	.....
1863..	1,116,242 66	1,116,242 66	.....
1864..	1,116,242 66	1,116,242 66	.....
1865..	1,116,242 66	.....	1,116,242 66
1866..	1,116,242 66	824,756 39	291,486 72
1867..	1,116,242 66	780,165 14	336,077 52
1868..	1,116,242 66	1,116,242 66	.....
	$14,592,140 87	$6,840,596 05	$7,781,544 82

Taxes were levied and collected during above period on account of the above "deficiences," as follows:

In 1856	$232,500 00
1859	680,000 00
1862	1,580,742 61
1863	198,534 00
1866	690,000 00
	$3,381,776 61

The outstanding stock debt on the 30th September, 1868, for which this fund must provide, was $10,324,100, and matures as follows:

5s, 1 January, 1871	$25,000 00
6s, 1 July, 1872	1,822,300 00
6s, 1 January, 1873	943,500 00
6s, 1 July, 1873	2,615,500 00
6s, 1 November, 1873	2,167,800 00
6s, 1 October, 1874	2,250,000 00
6s, 1 October, 1875	500,000 00
	$10,324,100 00

The stocks dependent on this Sinking Fund for payment mature in less than six years; hence, it now becomes necessary to supply these deficiencies from the canal revenues so make this fund sufficient to perform its functions.

Two plans are suggested to accomplish this purpose.

a. After making the required contribution to the General Fund Debt, apply the entire balance of the surplus revenues to make good this deficiency.

b. After contributing to the General Fund Debt as above, make an annual contribution to the Sinking Fund in question of $2,340,000 which will give it the means to liquidate the debt without further resort to taxation.

4. *The Sinking Fund for the payment of the Float-*

ing Debt Loans by virtue of the provisions of section twelve was created to secure the payment of $2,500,000 borrowed to pay claims against the State arising from the enlargement and completion of the canals, and is to be supplied by a direct annual tax upon the people of $187,500.

The balance due on this debt on the 30th Sept. was	$1,685,000 00
Balance of Sinking Fund, same date	578,658 64
	$1,106,341 36

The application of the tax, now in process of collection will pay one year's interest on this debt, and reduce the principal about $100,000 below this sum.

Stocks issued and secured by this Sinking Fund are as follows:

Six per cent. due 1st July, 1872	$785,000 00
Six per cent. due 1st Dec., 1877	900,000 00
Total	$1,685,000 00

The application of the balance now in all the Sinking Funds to the payment of the several canal debts for which these funds were provided and set apart, would reduce them to $10,807,921 24 as will more fully appear by the following:

Statement of the Canal Debt on the 30th Sept., 1868, the balance in the Sinking Funds, and the amount of the debt after deducting the balances applicable thereto:

	Debt 30th Sept., 1868.	Balance of Sinking Fund 30th Sept. 1868, including temporary investments.	Balance of debt after applying Sinking Funds.
Under Art. 7, Sec. 1, of the Constitution	$2,240,800 00	$2,316,053 67	$.....
Under Art. 7, Sec. 3, of the Constitution	10,324,100 00	1,122,520 12	9,201,579 88
Under Art. 7, Sec. 12, of the Constitution	1,685,000 00	578,658 64	1,106,341 36
	$14,249,900 00	$4,017,232 43	$10,307,921 24

The following statement shows the entire receipts and revenues from all sources other than taxation of all the canals for the last fiscal year, and the expenditure and payments for the same period. It also shows the application of the surplus revenues in accordance with the requirements of the Constitution:

RECEIPTS.

Tolls	$4,417,559 50
Rent of surplus water	750 00
Interest on current revenues	32,791 69
Miscellaneous receipts	26,444 98
Total	$4,477,546 17

PAYMENTS

To Canal Commissioners for ordinary repairs	$241,647 18	
To contractors for rep'rs	775,118 74	
To superintendents for repairs	291 02	
To collectors for salaries, clerk hire, pay of inspectors and expenses of collectors' offices	76,761 11	
For salaries chargeable to the annual reven'es, refunding tolls, printing and other miscellaneous payments	77,079 29	
		1,184,245 04
"Surplus revenues,"		$3,293,301 13

Amounts set apart by article seven of the Constitution, viz.:

To Sinking Fund under section 1	$1,700,000 00
" " " 2	350,000 00
" " " 3	1,116,242 66
For the support of governm't, sec. 3	127,058 47
	$3,293,301 13

The item of $291 02 to superintendents of repairs was for outstanding claims for services rendered prior to June 1, 1867, but paid in 1868. No superintendents of repairs were employed or paid during 1868, as has been previously stated.

The aggregate receipts and payments on account of the canals for the last four years, are as follows:

	1865.	1866.	1867.	1868.
Receipts from tolls, etc.	$3,577,465.45	$4,309,746.12	$4,050,357.79	$4,477,546.17
Payments to superintendents & contractors for rep'rs	$1,505,671.85	$978,258.69	$761,196.03	$775,409.76
Payments by Canal Commissio'rs for repairs	186,412.14	255,265.20	318,681.88	241,647.18
Payments to collectors, weigh-masters, and assistant collectors	77,122.55	85,890.65	87,993.00	90,108.81
Refunding tolls, salaries, etc.	68,167.05	58,121.98	57,321.74	77,079.29
Over draft on Champlain Canal	.....	62,463.21	.....	.....
Total expense	$1,927,378.59	$1,434,989.73	$1,220,192.65	$1,184,245.04
Net receipts	$1,650,091.86	$2,874,756.39	$2,830,165.14	$3,293,301.13

An analysis of this comparative statement shows that the receipts of 1868 exceed either of the above named years.

Receipts of 1868 exceed those of	1867.		$427,188 38
1868	"	1866.	167,800 05
1868	"	1865.	900,080 72
1868 exceed the average of the preceding three years			498,356 38

The expenses of 1868 are less than either of the years above named.

The exps. of 1868 are less than	1867.		$35,947 61
" 1868 "	1866.		250,744 69
" 1868 "	1865.		743,128 55
The exps. of 1868 are less than the average of the preceding three years			343,273 62

The net receipts of 1868 exceed those of either the years above named.

The net receipts of 1868 exceed those of 1867	$463,135 99
The net receipts of 1868 exceed those of 1866	418,544 74
The net receipts of 1868 exceed those of 1865	1,943,209 27
The net receipts of 1868 exceed the average of the preceding three years	841,630 00

In accordance with the usual custom of this Department, the Auditor submits estimates of revenue from canal tolls for the next fiscal year as follows:

Actual receipts from 1st Sept., 1868, to the close of navigation	$1,983,968 97
Estimated receipts of tolls from opening of navigation to 1st Sept., 1869	2,300,000 00
Say in round numbers	$4,280,000 00
From which deduct the estimated cost of maintenance and ordinary repairs	1,000,000 00
Estimated surplus revenue	$3,280,000 00
Applicable to the Debt Sinking Funds as follows:	
Under section 2, article 7	$1,500,000 00
Under section 3, article 7	1,780,000 00
	$3,280,000 00

Railroad in West Virginia.

A convention is to be held at Moorfield, Hardy County, West Virginia, on the 22d February next, to take into consideration the propriety of organizing a company to construct a railroad from some suitable point on the Baltimore and Ohio Railroad up the south branch of the Potomac, through the Counties of Hampshire, Hardy, Grant, Mineral and Pendleton, in West Virginia.

In view of this meeting the people of Highland County, Va., met at Monterey, on the 14th inst., appointed delegates to the convention, and adopted the following resolutions:

Resolved, That we, the people of Highland Co., Virginia, believe the contemplated project to be a work of the highest importance, in that it will tend to develop the resources of a very large section of country, rich in all the products of agriculture, cattle, sheep and hogs—a country hitherto isolated from all the public channels of communication.

Resolved, That we consider the extension of such road up the south branch of the Potomac to its head and source, in the County of Highland, thence down Jackson's River, one of the main tributaries of the "James," to a point on the Chesapeake and Ohio Railroad, at or near Covington, or at the White Sulphur Springs, to be a route more practicable for the construction of such a road than any that can be found in the direction in which such a road ought to be extended in order to reach an eligible point of communication between the great West and a vast region of country eastward, lying between the leading lines of railroad now in operation between the East and the West.

It is believed that even the most sparsely populated sections through which this road would pass, the almost endless variety of forest timber, of the most valuable kinds, now so much demanded in other sections consequent upon the rapidly increasing population of the country, would furnish an item for transportation of untold value.

Wooden Railroads.

The following description of the Wooden Railroad recently constructed for the Clifton Iron Company, between Clifton and the Adirondack mines in this State, is from the pen of Mr. C. G. Myers, late President of the company:

The rails are of hard maple scanting, 4x6 inches, set on round ties, on which are framed slots 6x4. The rails, set on edge and keyed in the slots by two wooden wedges driven against each other, project two inches above the ties. The rails admit of bending sufficiently to make the curves. The ties are laid on the earth and ballasted in the usual manner to two inches of the bottom of the rail. It takes 21,120 feet, board measure, of scantling for a mile, and 1,760 ties at three feet apart. Our road is a very rough one. We have a great deal of trestle work, some of it over thirty feet high, which is vastly more expensive than a level route. The engines used weigh from ten to fourteen tons. The rails will probably last about five or six years. An engine will move about thirty tons of freight at about six to eight miles an hour, with heavy grades and sharp curves. The company expects to move over the road next year from 50,000 to 100,000 tons freight. Trains have passed over the road, light, at the rate of twenty miles an hour; but this would not do for freight.

☞ The Milwaukee and St. Paul Railway Company will pay on the 15th of February next, a cash dividend of seven per cent. on their preferred stock, and will divide in common stock ten per cent. to their preferred stockholders, and fourteen per cent. on their common stockholders, according to the list of stockholders, on Jan. 30,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Div.dend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,902	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,860,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 5
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J. A J&O	Jan.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,400		
Do., do. pref..100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....100	1,891,500	J. & D.	Dec. 68 4
Boston and Maine.....100	4 078,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J A J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	393,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921 412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 60	721,926	J. & J.	Jan.'69 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 3
Catawissa.....50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,110		Jan.'69 4
Central of Georgia.....100	4,666,300	J & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A.J&O	Jan '69 2½
Central Ohio.....100	2,630,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000		Jan.'69 2
Cheshire, preferred 100	2,017,325	Annual.	Jan. '69 4
Chicago and Alton.....100	3,886,643	M. & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	Sep. '68 5
Chicago, Iowa & Nebras*.100	2,600,000		Jan.'69 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton 100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'63 2
Cincinnati and Zanesville. 50	1,676,346		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	3,760,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chil. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan. '68 4s
Concord 50	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl.'68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	694,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,600,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do. do. pref.100	1,937,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100	2,369,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	A'g.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	----------	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,446		
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Sept.'68—
Green and Coates St (Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,550	M. & N.	Nov.'68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Oct.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	----------		Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A J&O	Jan.'69 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	J. & J.	July'68 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jul.'68 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	July'68 3
Louisville and Nashville..100	7,969,186	F. & A.	A'g. '68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'69 5
Michigan Central 100	8,477,366	J. & J.	Jan.'69 5
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	686,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,986,081		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	J'n'69 14s
" " " pref.....100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 c
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga.100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July'68 5
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Nov, '68 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec. '68 4
Northern of N. Jersey ...100	159,100		
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport ...100	4.848,320	J. & J.	Jan.'69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	2614,515		
Panama.....100	7,000,000	J.A J&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,561,800	J. & J.	Jan.'69 5s
Phil., Germ'n'n & Nor'n 50	1,635,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A.J&O	Jan.'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '68 5
Rutland preferred.....100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'68 3
Shore Line.....100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275		
South Shore 100	259,686		Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 6
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.)- 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West...100	6,700,000		
" " pref100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.).100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon 100	1,463,775		
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren.....100	1,547,650		3½
Worcester and Nashua ... 75	1 622,500	J. & J.	Jan'69 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10,000,000	F. & A	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	----------		
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'69 4
Fulton Coal.....	----------	J & J.	Jan.'69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '68 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan.'69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,433	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	404,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,559	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101.355	104.372	122.084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	329,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	347,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330.169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	406,616	570,383	488,155	480,212	408,082	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	529,800	478,000	544,900	559,900	401,100	381,400	4,541,973
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,160	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390.355	421,303	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000.086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,044,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615.962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839.949	956,445	948,059	848,783	770,148	731.243	687,092	816,801	965.294	1,024.649	1,035,321	10,469,481
1864	984,837	934,133	1,114,509	1,099.507	1,072,293	1,041,975	994.317	1,105,364	1,301,005	1,222.568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438.689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153.441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596.413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,644	14,139,264
1868	1,031,320	901,752	1,136,994	1,264,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,085	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125.252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84.351	81,181	96,388	103.373	98,043	106.921	104,866	113.504	112.952	123,802	1,201,239
1867	94,136	78,976	92.910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189.145	238.012	308,106	375.567	332.360	348,048	3,302,543
1864	256,600	304,445	338,454	330.651	267,126	315.258	278,891	358.862	402.219	407,107	448.934	411,806	4,120,152
1865	363,996	366,361	413,974	365.180	351,489	387,095	301,613	418,575	486,808	524,760	495.072	351,799	4,826,727
1866	312,846	277,234	412,715	413.970	418.024	384.684	338,858	384,401	429.177	496,655	429.546	352.218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	550.871	429,785	380.034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295.956	322.369	307.474	258.634	2,650,702
1863	242,073	245,858	236,432	238.495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,063	329.105	413.501	476,661	490,094	447.670	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429,161	493.640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752.841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041.522	1.045.401	1,157,818	11,009,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1.029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269.444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283.130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3.380.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379.367	336.066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,020	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466.557	454.826	4,088.837
1863	335,685	361,834	396,771	429.929	505,517	464.809	451,884	574,486	714,302	815.902	746,955	526,009	6.324,083
1864	436,742	532,786	617.021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9.555,510
1865	653,053	608.305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351,570	1,419,232	1,196.955	702.685	10,033,028
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	833,742	887,793	874.974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	966,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249.419	277,380	297,525	401,290	364.334	370,963	3,745,310
1863	337,350	366,598	461,965	462,787	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	651,297	588,066	525,751	532 911	506,641	625.547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,589	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606.218	669,037	784.800	690,598	573,727	7.242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,926	730,278	8,022,121
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143.748	162,921	1.554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202.966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	.....	.....
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2.050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374.024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,786	351,759	333,490	3,809,353
1868	278,712	265,793	263,250	292,285	260,529	298,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,393
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,696	84,462	100,312	75,243	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,957
1868	46,415	40,708	39,198	49,231	70,168	77,339	59,762	84,607	97,338	97,600	67,145	46,470	764,971

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	112
" " " ..... coupon		5	" "	1874	115
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125½
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,400	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,602,568,650	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	109½
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	108½
" " " (5-20s) ..... coupon		6	" "	1885	110½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	108½
" " " (5-20s) ..... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	5	Mar. & Sept.	1904	105½
" " " (10-40s) ..... coupon		5	" "	1904	108½
Pacific R. R. Bonds ..... (currency)	50,097,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 30, '61: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	7,207,503	---	presentation.	------	----
Gold Certificates of Deposit	27,036,020	---	presentation.	------	----
Compound Interest Notes 1864 '65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	55,865 000	---	------	------	----
Fractional currency	34,215,715	---	------	------	----
Navy Pension Fund	14,900,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	64½
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	130
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	100
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	99½
" — " " May, 1865 (free) ..	2,000,000	6	" "	1885	100
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	92½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	78½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,347,258	6	" "	'77-'79	100
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	----
" — " " ..... "	309,000	5	May & Nov.	1486	98½
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	98
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	100
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	696,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,882,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	76½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	71
" — " " (New) ..... "	392,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,932,500	6	June & Dec.	1879	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	96½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currey.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1840	----
" — " " Ches. & Ohio Can.).	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	96½
" — " " (Bounty)	501,000	6	"	1870	96½
" — " " (Ches. & Ohio Can.).	30,000	6	"	abt.'74	----
" — " " (Balt. & Susq. R.R.).	429,683	6	"	1885	----
Massachusetts—Funding Loan	15,000	6		1890	----
" " "	21,000	5	June & Dec.	1868	----
—General Statutes Loan	50,000	5	" "	1870	----
—Funding Loan	17,000	5	Jan. & July.	1870	----
		5	June & Dec.	1913	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'73	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	898,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" " " "	4,379,500	5	May & Nov.	1894	115
" " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,219,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	96
" " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	------	----
" " " (Union Bank)	5,000,000	6	------	------	Var.
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	87
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	101
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " ..registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	500,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,000,000	6	" "	1873	102½
" — " "	2,250,000	6	" "	1874	101½
" — " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	99½
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	64
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	280,356	6	Jan. & July.	1900	----
" — " "	2,183,532	6	Jan. & July.	1868	62
" — " "	1,600,000	6	" "	1870	100
" — " "	4,095,309	6	" "	1878	100
" — " "	2,400,000	6	" "	1881	101
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	" "	1886	101½
Pennsylvania—State Bonds ..... coupon	4,993,000	7	Jan. & July.	1875	102
" — " " ..... registered	5,083,052	5	Various.	'77-'82	95½
" —Inclined Plane Bonds	400,000	5	" "	'69-'70	100
" —State Bonds, 1st series	92,850	5	April & Oct	1879	----
" " " 2d series	99,480	5	Jan. & July.	1877	----
" " " 3d series	720,983	5	" "	1882	----
" " " 1st series	4,907,150	5	" "	1892	----
" " " 2d series	7,909,620	6	" "	1877	102
" " " 3d series	9,270,017	6	" "	1882	104
" —Military Loan Bonds	2,000,000	6	" "	1892	106
Rhode Island—State War Bonds of 1861	468,500	6	Feb. & Aug.	1871	101½
" — " " " 1862	1,196,000	6	April & Oct.	1871	100
" — " " " 1868	269,000	6	Mar. & Sept.	1882	100
" — " " " 1863	776,000	6	April & Oct.	1883	100
" — " " " 1864	917,000	6	Jan. & July.	1893	100
South Carolina—Free Loan Bonds	798,898	6	Feb. & Aug.	1894	100
" —State Bonds (various)	3,275,000	6	J. A. J. & O.	'68-'70	----
" " (new)	1,210,808	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " "	239,187	5	April & Oct.	1868	80½
" —Railroad, &c., Loan Bonds	1,706,000	5½	" "	Var.	----
" " endorsement	14,006,000	6	" "	1868	68½
" —New Bonds	2,207,000	6	Jan. & July	30 yrs.	----
Vermont—State War Bonds	6,000,000	6	" "	Var.	----
Virginia—State Bonds (sterling)	1,567,500	6	" "	1882	----
" — " " (sterling new)	1,865,000	6	June & Dec.	'71-'78	67½
" — " " ..... registered	466,250	5	Jan. & July.	long.	100½
" — " "	108,000	5	" "	long.	----
" — " "	21,569,596	6	" "	long.	----
" — " " ..... four on	10,900,000	6	" "	long.	50½
" — (new) ..... registered	1,379,500	6	" "	1876	56
" — " (") ..... coupon	489,300	6	" "	1886	68
" — " (")	89,600	6	" "	1990	----
Wisconsin—State Bond —	406,100		Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	699,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	393,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	836,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	434,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92
Loan of 1860	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
3d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	63⅝
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	99
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	499,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	98
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1905	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	77
Central Pacific of California:						
1st *Mortgage* (on 726 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	98½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	110
Convertible bonds	1,500,000	7*	" "	" "	1882	107½
National Loan	15,000,000	6	" "	" "	1895	101½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	8½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage / 1st Mortgage (convertible)	5,600,000	7 / 7	April & Oct.	New York.	1895	84½
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	90½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	89
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	93½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1892	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	86
4th Mortgage (or 3d Extension)	1,106,400	6	Jan. & July.	" "	1883	74½
Consol. S. F. Mort. ($5,000,000)	136,000	7	May & Nov.	" "	1900	96

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1883	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84¾
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1890	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000.	564,000	7	Jan. & July.	New York.	1871	95
1st Mort. (East. Ext.) $1,500,000.	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000.	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	$70,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	6*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	87
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	87
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	110½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1860	....
1st Mortgage	1,954,000	7	" "	" "	1860	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	114½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92½
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	90
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	95½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	92½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	92
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	105½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	95
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	105
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	66
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	84
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18[illegible]	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	92
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1878	99
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $8,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	76½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	6	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	6	March & Sept.	Alexandria.	1880	74
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'98	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1896	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	8,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,135,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	7	" "	"	1901	80
2d Mortgage for $3,000,000	600,000	6	" "	"	1886	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88½
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	$75,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	71½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	154
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	228,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	76½
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1897	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,812½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	6	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76½
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	71
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	96
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	101½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,987,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	86
Loan of 1865 for $1,000,000	760,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'68–'90	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,006,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,201,850	6	" "	"	1877	72
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,960,670	6	Jan. & July.	"	1882	69
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	85
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	lands,&c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....			338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ..New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....		69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....		68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....		—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166		565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ .N.Carolina.	.....	.....	.....	.....	.....	.....	.....		94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt	5,978,892	*	.....	.....	2,494,900	3,483,992	.....		150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	....	—	243	130	32	3,549	Baltimore and Ohio ¶ ..... Md. & W. Va	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	121
Sept. 30, 1865	30.0	....	—	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	....	—	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....		103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....		45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....		207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....		67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....		—	(Leased to Housatonic.)			42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704		59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....		—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,967	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,985	110,343	.....	.....	624,600	400,000	20,784		28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,350	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057		108.3	297,037	9,582,938	2,532,317	389,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	284,805	8	500	132½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	993,661	42,096,265	12,886,085	1,565,462	435,780	10	100	136
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	200,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....		—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb. .... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511		43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....		88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....		—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....		—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	110.0	—	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....		—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,464	307,900	83,380	346,178	1,479,668	4,288,880	111,314		156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	124
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871		60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437		12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6¾	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,648		18.8	27,300	595,989	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360		—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....		22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....		67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna .... New York.	589,110	.....	.....	.....	589,110	.....	.....		—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....		—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....		—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,866,800	786,000	65,913	863,808	232.2	585,338	.....	.....	2,220,948	863,803	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,290	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	113½
Jun. 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	3,100,000	*	.....	.....	5,600,000	2,500,000	66,631		137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	30½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	....	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....		60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....		—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....		40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....		—	(Leased to Phila. and Read.)			.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,096	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,802,861	1,224,608	10	100	150
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	190
Dec. 31, 1867	80.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....		30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....		—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10¤	100	82½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	133
Jun. 30, 1867		Lessees		of San.	&	Cin.			Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13¤	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7¤	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....		—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....		—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000		67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....		—	(Leased to Ind., Cin. and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258		45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	599	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,097	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	643,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,381,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	304.8	2,101,519	.....	.....	3,391,026	1,087,176	...	100	74
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	3,750,000	2,500,000	.....	378,705	138.8	804,676	.....	.....	2,659,347	983,418	10	50	102½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	95
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	145.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	106½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Ohio. & Ind. Cent.	Ohio, Ind & Ill	28,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Ktn.)	—	100	54
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	.....	(Operat	ed in conn	ection with	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	0.0	19.6	—	28	20	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,509,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,889	8	50	75½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,300	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	129½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	398,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,318,900	286,100	62,704	383,276	74.0	236,048	.....	.....	517,391	77,242	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	119½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,156	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	200	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	95
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,230,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,582	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	117
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Reading.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,000	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,000	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central.)	.....	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,600	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Central.)	.....	165,000	5	50	60
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	38½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	61,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,460	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsville	.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	504,567	3,540,000	—	109,074	510,281	93.5	506,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'as 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.8	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,007	.....	.....	1,003,724	491,889	0½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,826	1,610,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	524	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	104
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	.....	(Leased	to Pennsy	lvania.)	.....	153,284	7	50	111½
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	305,606	60,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York	17,506,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	1 6
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,766,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	139
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	34½
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,001	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,969	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicago	and Alton.)	.....	152,927	7	100	92
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	800,000	300,000	.....	.....	.....	(Leased	to Michig	an Central.)	.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,186	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,206,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1867	31.0	—	....	94.0	2	2	1	22	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Stations.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	50.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	323.0	—	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opened Jan. 1, 1868, & oper. by L. C & N. Co.			(Open. Jan. 1, '68)		—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	113½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	.....	.....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	12.8	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operated by Louisv., Cinc. and Lex.)				43,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	—	(Operated in connection with Col. & Xenia.)					8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	.....	.....	.....	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	.....	.....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	(Leased to Phila. and Read.)			.....	.....	4	50	87
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	45
Jun. 30, 1868	—	—	81.0	—	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operated by Louisv., Cinc. and Lex.)				103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,998,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased to Boston and Lowell.)				21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)				62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	577,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	.....	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	—	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Operated with Concord.)				97,928	9	100	129½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	680	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	—	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	95
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased to West Jersey.)			59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	74½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	.....	8	50	110
Aug. 31, 1867	236.0	—	....	—	36	19	8	213	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,683	.....	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	50.0	—	....	—	16	7	2	87	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashua and Lowell.....N. Hamp. & Mass.	678,919	95,684	.....	.....	.....	.....	.....	.....	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	81,122	720,000	.....	15,000	120,725	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	2,056,544	1,719,000	.....	.....	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern ¶..Tenn. & Ky.	4,600,755	*	92,000	406,087	1,526,459	2,366,801	678,154	110,232	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,396	*	211,964	89,139	1,157,736	3,464,050	317,626	159,529	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	1,436,600	246,000	69,665	228,233	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	500,000	174,000	.....	131,475	107.0	73,809	.....	2,744,092	79,781	26,289	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	1,100,000	.....	.....	14.9	(Operated by Pbg. F.W.&C.)			178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	Newcastle and Frenchtown....Delaware.	680,824	*	63,642	.....	233,000	164,200	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	744,520	.....	.....	.....	—	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	1,344,000	650,000	142,167	.....	33.8	677,201	.....	.....	1,865,303	747,351	10	100	130
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	462.6	—	289	296	90	5,530	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,636	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	164½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North. N. Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	140
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	New York and New Haven. N. Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,995,092	6,279,840	2,218,509	864,879	10	100	160
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,838	2½	100	80
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6	100	....
May 31, 1868	223.0	....	....	—	25	20	—	204	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
									North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,136	732,835	223.0	350,960	.....	.....	537,940	269,167	6a	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance-Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1867	106.1	102.9	....	....	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6½ mos.)	118,970	6,751		100	....
Dec. 31 1867	68.0	....	....	....	2	4	2	27	Spartanburg and Union ¶.South Carolina.									209.0	.....	.....	.....	1,006,953	408,969	9	100	90
Dec. 31, 1867	20.0	....	....	....					Springfield and Columbus.....Ohio.	346,000								68.0							100	....
Sept. 30, 1867	13.0	....	0.4	....	3	6	....	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....		(Leased to Cinc., Dayton and Eastern.)						100	....
Jun. 30, 1867	150.0	8.0	20.0	....	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*		.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	....	1.1	....					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,276,161	91,332		100	....
Nov. 30, 1867	13.2	....	....	....					Stony Brook.....Massachusetts.	267,383			.....	448,700			.....		(Leased to Housatonic.)						100	....
Dec. 31, 1867	....	....	....	22.0					Sullivan and Erie.....Pennsylvania.				.....	267,300			.....	13.2	(Leased to Nashua & Lowell.			17,700	14,113	5	100	....
Sept. 30, 1867	61.0	....	8.0	....	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,480	*	243,679	124,136	1,314,130	1,721,614	35,906	478,754	61.0	273,412	6,589,623	20,419,002	539,285	246,694		50	....
Dec. 31, 1867	....	....	....	166.0					Tennessee and Pacific ¶.....Tennessee.																100	....
Nov. 30, 1867	73.0	....	23.0	....	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,500	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	421,183	14	100	....
Oct. 31, 1867	30.6	....	4.9	....	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576,400	250,000	35,000		30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	66.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005		100	....
Dec. 31, 1867	454.8	45.2	....	....	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,363	1,022,471		100	60½
Sept. 30, 1867	34.9	....	0.3	....	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393		100	....
Sept. 30, 1867	6.0	....	6.0	....					Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)				19,208	7	100	46
Nov. 30, 1867	27.0	....	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....		(Operated by Vt & Mass., & T. & B.)				32,000		100	....
Sept. 30, 1867	2.1	....	2.1	....					Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....		(Owned by railroads centring in Troy.)						100	....
Oct. 31, 1867	20.4	....	....	....					Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....		(Leased to Pennsylvania.)								
Dec. 31, 1867	580.0	....	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....								100	....
Dec. 31, 1867	100.0	....	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....								100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	....	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....								100	....
Sept. 30, 1867	34.9	....	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	331,300	.....	.....	.....					1,625,166	.....		100	....
Sept. 30, 1867	12.0	....	....	70.0	2	....	....	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,670	7½	100	....
May 31, 1867	47.0	18.5	....	....					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0							100	....
Nov. 30, 1867	69.3	8.0	5.5	....	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,486,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120		(Leased to Vermont Central.)					8	100	108
May 31, 1867	117.0	2.0	27.3	....	58	42	14	1,159	Vermont Central.....Vermont.	8,202,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,596	1½	100	63
May 31, 1867	23.7	....	....	....	4	....	....	....	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,649	1,783,991	393,128		100	....
Feb. 28, 1868	140.0	....	....	....	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872		(Leased to Rutland.)						100	....
Sept. 30, 1867	188.6	....	....	....	26	13	11	184	Virginia Central ¶ .....Virginia.	5,549,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0				488,407	122,367		100	....
Sept. 30, 1867	204.0	9.5	....	....	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,226,008	554,511	107,648		100	....
Dec. 31, 1867	18.3	....	....	....					Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018		100	....
Sept. 30, 1867	10.3	....	....	....					Warwick Valley .....New York.	172,577				98,650	85,000	600	.....	18.3				458,606	155,928	7	100	....
Dec. 31, 1867	7.0	....	....	....	....	....	....	....	Washington, Alex. & George.D. C. & Va.			(In hands of receiver.)						10.3	(Operated by Erie.)			51,630	20,596	3	100	....
Dec. 31, 1867	23.0	....	....	....	....	....	....	....	Washington County.....Maryland.									7.0							100	....
Oct. 31, 1867	26.4	....	4.5	....	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....					23 0	(Opened Nov. 20, 1867.)						100	....
Nov. 30, 1867	156.0	17.8	184.2	....	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,680	165,260		50	....
Sept. 30, 1867	138.0	....	....	....	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)		8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	....	....	....	4	2	....	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729		100	....
Dec. 31, 1867	45.0	....	3.0	....	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820		100	....
Dec. 31, 1867	81.0	....	3.5	169.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985		100	....
Dec. 31, 1867	63.7	....	....	....					Western Pennsylvania.....Pennsylvania.	2,876,829	.....	49,660	.....	.....	2,318,000	.....	.....	84.5							100	....
Dec. 31, 1867	181.0	....	....	....	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	822,450	1,283,600	630,919	.....		(Leased to Pennsylvania.)						50	30
Dec. 31, 1867	37.5	....	....	....	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659		100	....
Dec. 31, 1867	....	....	....	90.0					Whitehall and Plattsburg ¶....New York.			804,150		1,018,000				37.5				278,639	119,287		100	....
Mar. 31, 1868	20.8	....	....	....					White Mountains.....New Hampshire.	200,000		(Under construction.)		200,000											100	....
Aug. 31, 1867	134.0	....	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	....	15.0	....	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,682	171.0	.....	.....	.....	224,357	27,441		100	....
Sept. 30, 1867	162.0	19.0	....	....	18	16	6	205	Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369		100	....
Nov. 30, 1867	15.5	....	....	....					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....					583,837	118,053		100	....
Dec. 31, 1867	38.0	....	....	....	.....	.....	.....	.....	Winchester and Alabama ¶....Tennessee	960,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Dec. 31, 1867	32.0	....	....	....	.....	.....	.....	.....	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....		(Leased to Balt. and Ohio.)			.....	27,000		100	....
Nov. 30, 1867	45.7	....	10.1	....	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	3	100	....
Dec. 31, 1867	13.0	....	....	....					Wrightsville, York and Gettysburg.Penn	293,230	.....	.....	.....	317,050	52,000	24,180	.....		(Leased to Northern Central.)						50	....
									CANALS, &c																	
May 31, 1867	13.6	....	....	....	....	....	....	....	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.0	.....	.....	.....	346,196	246,271	3	100	38
Dec. 31, 1867	164.5	....	....	....	....	....	....	....	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....		25	....
Oct. 31, 1867	60.0	....	....	....	....	....	....	....	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	99
Oct. 31, 1867	108.0	....	....	....	....	....	....	....	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	126
Dec. 31, 1867	43.0	22.5	....	....	....	....	....	584	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5				871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	....	....	....	....	....		Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0				120,583	14,758		50	126
Dec. 31, 1867	48.0	....	....	....	....	....	....		Lehigh Navigation.....Pennsylvania.	4,455,000	*	10,937,933	49,067	8,739,800	12,504,297	1,733,960	1,468,943	108.0							50	....
Feb. 29, 1868	101.0	....	....	....	....	....	....	540	Morris Canal.....New Jersey.	3,362,221	*	*	68,683	2,200,000	1,049,260	120,653	61,091	101.0				.....	247,603	8	50	64½
Oct. 31, 1867	173.0	5.0	....	....	....	....	....		Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,766	.....	.....	.....	178.0				449,652	162,972		100	....
Oct. 31, 1867	108.7	1.0	....	....	....	....	....		Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	186,275	109.2				282,654	46,450		50	....
Oct. 31, 1867	45.0	....	....	....	....	....	....		Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0				1,099,018	.....	6	50	20
Oct. 31, 1867	77.6	10.0	....	....	....	....	....		Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	2,000,000	.....	.....	97.6				155,872	42,170		50	24
Oct. 31, 1867	123.0	....	....	....	....	....	....		West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0				75,279	loss.		50	....
Oct. 31, 1867	64.0	....	....	....	....	....	....		Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	900,000	600,000	.....	.....	64.0				211,829	61,218		50	....
																						182,037	33,921	4	50	63

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	.....	97
30 Nov.'67	6.84	—	266	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	.....	60½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	.....	100
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,086	27,268	5,558	—	.....	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	43,984	154,987	loss.	—	.....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	.....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,548	94,200	—	—	—	—	—	.....	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,000	21,000	3,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,528,225	1,250,000	—	183,198	726,709	129,635	10	.....	64½
30 Nov.'67	7.21	—	254	47	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	.....	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Will. amath.	300,000	300,000	—	2,318	14,278	1,126	—	.....	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	358	loss.	—	.....	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	.....	—
30 Nov.'67	7.14	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	35,637	loss.	—	.....	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	.....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	.....	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	.....	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	803,870	200,000	24,000	117,842	868,351	13,015	6	.....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	59,800	—	238	4,300	3,867	4	.....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	.....	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	.....	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	.....	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	.....
30 Sep.'67	22.00	—	53	—	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	86,542	—	100	.....
30 Sep.'67	19.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	85,000	10,015	107,738	28,744	8	100	.....
30 Sep.'67	18.0	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	.....
30 Sep.'67	8.00	—	17	—	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	35,172	27,253	3,994	—	100	.....
30 Sep.'67	70.00	—	207	—	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	.....
30 Sep.'67	11.30	—	49	—	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	.....
30 Sep.'67	6.12	—	14	—	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	.....
30 Sep.'67	21.00	—	57	22	—	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	.....
30 Sep.'67	3.45	—	—	—	—	Buffalo Street	154,357	50,000	50,000	109,500	76,683	24,455	—	100	.....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,736	8½	100	.....
30 Sep.'67	24.00	—	121	14	—	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	.....
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	.....
30 Sep.'67	22.69	—	201	—	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	.....
30 Sep.'67	18.00	—	162	—	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	.....
30 Sep.'67	10.24	—	42	—	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	.....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	88,000	5,000	74,420	18,793	9½	100	.....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	.....
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	.....
30 Sep.'67	10.60	—	21	3	—	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	.....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	.....
30 Sep.'67	7.00	—	17	—	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	.....
30 Sep.'67	12.20	—	38	—	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	.....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,082	80,000	40,000	1,247	66,870	3,345	—	100	.....
30 Sep.'67	10.00	—	41	—	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	.....
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,600	468,945	9,470	—	100	46½
30 Sep.'67	8.37	—	81	—	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	.....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	.....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	.....
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onundago	31,000	31,000	—	—	6,590	1,178	5	100	.....
30 Sep.'67	18.00	—	180	—	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,200000	50 000	1,184945	222,222	12	100	180
20 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,962	44,150	19,000	11 283	12,446	2,140	—	100	.....
30 Sep.'67	16.50	—	—	—	—	Utica and Waterville	201,268	121,172	196,500	1,200	75,179	14,707	—	100	.....
30 Sep.'67	2.25	—	4	—	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,396	2,267	—	100	.....
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,389	240,000	134,000	2,700	104,223	14,721	9	100	.....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	—	7	Hoboken and Hudson City	82,000	80,000	—	2,000	.....	.....	—	.....	—
31 Dec.'62	5.05	2.50	—	—	6	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,988	3	.....	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,579	30,606	—	50	.....
31 Dec.'62	5.80	—	—	—	6	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	.....	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	166,000	56,300	7,700	144,008	52,180	24	50	.....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	.....
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.	—	50	.....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35½
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	25½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	.....
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	57,715	880	49,980	loss.	—	50	.....
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	.....	.....	4,600	2,382	—	100	.....
31 Oct.'67	7.08	—	277	45	2	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	58,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,533	285,307	—	—	93,888	23,243	8	50	22½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	.....
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	.....
31 Oct.'67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,200	—	40,799	6,725	2	50	.....
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	—	—	—	50	.....
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	46
31 Oct.'67	5.62	—	100	12	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	18½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	75
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	18
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66½
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	.....
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,000	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	4.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69 837	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	.....
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	.....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	99
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County: 1st Mortgage	6,500	7	.....	.....	.....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E, B'dw. & Battery: 1st Mortgage	560,000	7	J. & J.	.....	.....
Eight Avenue. 1st Mortgage	150,000	7	J. & J.	.....	.....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	99
Frankfort and Philadelphia: 1st Mortgage	50,000	7	.....	.....	.....
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	.....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex: 1st Mortgage	88,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	.....
Real Estate	6,000	..	.....	.....	.....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia: 1st Mortgage	100,000	7	.....	1869	.....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	66
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy. Plain bonds	58,100	..	M. & S.	1868	.....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1880	105
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	490,000	..	.....	.....	.....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	.....
Utica and Waterville: 1st Mortgage	100,000	?	.....	.....	.....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	.....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	.....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	...	44
Catawissa,* pref. and guar....	2,200,000	7	7	68½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	...	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	69½
Chicago and Alton, pref....	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	89½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	89½
Cumberland Valley, 1st pref....	241,900	8	8	....
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	96
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	85
Erie, preferred....	8,536,910	7	7	63
Hannibal and St. Joseph, pref....	5,253,836	...	...	106½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	67½
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	25
" " 2d pref....	4,051,744	6	...	9
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	95½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref....	3,500,000	7	7	77
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	80
St. Louis, Alton and T. H., pref....	2,040,000	7	7	69
Sandusky and Cincinnati, pref....	445,596	6	6	....
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	72
Schuylkill Navigation, pref....	2,888,997	6	6	41½
Union, preferred....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	38½
Mariposa Mining, pref....	5,774,400	7	7	24

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton	40 — @ 42 —
Pig, American, No. 1 (good to best).....	39 — @ 40 —
Pig, American, No. 2.....	37 — @ 38 —
Pig, American, Forge.....	35 — @ 36 —
Bar, Refined, English and American.....	90 — @ 95 —
Bar, Swedes, assorted sizes.....(gold)	82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes.....	— — @145 —
Bar, English and American, Refined.....	90 — @ 95 —
Bar, English and American, Common....	87 50 @ 90 —
Scroll.....	125 — @160 —
Ovals and Half-round.....	122 50 @150 —
Band.....	125 — @ — —
Horse Shoe.....	125 — @ — —
Rods, ½@3-16 inch.....	100 — @160 —
Hoop.....	135 — @185 —
Nail Rod .....per lb.	— 8½@ — 10
Sheet, Russia, assorted No.'s.....(gold)	— 10½@ — 11½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English.....(gold).....per ton.	54 — @ 56 —
Rails, American.....	75 — @ 76 —
Anvils, Eagle.....per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18 @ — 23
English Spring (2d and 1st quality).....	— 10 @ — 12½
English Blister (2d and 1st quality).....	— 11½@ — 20
English Machinery.....	— 13½@ — 16
English German (2d and 1st quality).....	— 14 @ — 16
American Blister "Black Diamond".....	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New .....per lb.	— — @ — 33
Bolts.....	— 33 @ — —
Braziers'.....	— 33 @ — —
Nails.....	— — @ — 42
Sheathing, &c., Old.....	— 22 @ — 23
Sheathing, Yellow Metal.....	— — @ — 27
Bolts, Yellow Metal.....	— — @ — 27
American Ingot.....	— 26 @ — 26½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— 31½@ — 32
Straits.....(gold).	— 31 @ — 31½
English .....(gold).	— 29½@ — 30½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	3 75 @ —	12 25 @ 12 50
I. C. Coke.....	7 — @ 8 —	9 75 @ 11 25
Coke Terne.....	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne.....	8 — @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— — @ — 23
Crude, 40 @ 47 gravity (in shipping order)	— 26½@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 34
Refined, Standard White (in ship'g order).	— — @ — 37
Refined, prime White (in shipping order).	— — @ — 38
Refined, S. W. (in merchantable order)....	— — @ — 35
Naptha, Refined, (60 @ 63 gravity).....	— — @ — 13
Residuum.....per bbl.	4 — @ 4 25

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9.....per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 8 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.	
(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 28 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @22 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Atlantic M. S. S. Co.....	....	....	....	....	....	22
Boston, Hartford & Erie.....	....	....	....	....	....	....
California 7s (gold).....	....	130	....	....	....	....
Canton Co.....	59½	58¾	59	61¼	61¼	61
Central of N. Jersey...114¾	114	113½	114	113¾	113	
Chicago & Alton.....	....	148	148	149	....	
.. pref....	148	....	149	150	150	
.. 1 M.....	....	....	....	....	....	
.. S. F.....	....	....	....	....	....	
.. Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	....	....	190	....	....	
.. 8s, 1883	....	....	....	....	....	110
Chi. & Gt. Eastern 1st m.....	....	....	80	82	84	
Chic. & Northwestern	82¾	82¼	83¼	....	82¾	
.. pref.....	86¾	87¼	87	89¾	88¾	88
.. 1st M.....	91¼	....	....	....	....	....
.. Interest.....	....	....	....	....	....	....
.. S. F.....	....	....	....	....	....	....
.. Consol.	93¾	93¼	....	....	....	....
Chic., Rock Isl. & Pac. 130¾	131¼	132	133	133¾	133	
Chicago & R. I. 7s, 1870	....	....	....	100¾	100¾	
Chi., R. I. & Pa. 7s, 1896 93¾	....	....	....	93¼	93¾	
Clev., Col., C. and Ind.....	....	....	....	74	....	
Clev. and Pittsburg..... 92¾	92¼	92¼	94¼	....	95¼	
.. 2 M.....	....	....	....	....	....	
.. 3 M.....	....	....	....	....	....	
.. 4 M.....	....	....	....	....	....	
.. Con.....	....	....	....	....	....	
Clev. and Toledo.....108¾	105¼	105¼	106¼	107	106¼	
.. S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C..... 47	46¼	....	48	....	53	
.. 1 M..... 79¾	79¾	80	81	84	84¾	
Cumberland Coal pref.....	38	....	37¼	38¼	38¼	
Del. & Hudson Canal...126¾	126	125¼	125¾	126	....	
Del., Lack. & Western.120	119	119	120	....	120	
.. 1 M. 7s.....	....	....	....	....	....	
.. 2 M. 7s.....	96	....	....	....	....	
Erie Railway..... 38¼	....	39	38¾	38¾	38¾	
.. pref.....	63	64	64	....	....	
.. 1 M. 7s, 1867....	....	....	....	....	....	
.. 2 M. 7s, 1879....	....	....	....	....	99	
.. 3 M. 7s, 1883....	....	91¼	....	92	....	
.. 4 M. 7s, 1880 88	....	....	....	....	....	
.. 5 M. 7s, 1888....	....	....	....	....	....	
Great Western 2d mort.....	....	78¼	....	78¾	....	
Hudson River..... 130	131	130¾	131	135½	130	
.. 1 M. 7s, 1869....	....	....	....	....	....	
.. 2 M. S. F.....	....	107¼	....	....	106	
.. 3 M. 7s, 1875....	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
.. bonds.....	....	....	....	....	....	
Lake Shore (C., P. & A.)101¾	100¾	....	102¼	102¼	102¾	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
.. 2d pref.....	....	....	....	....	....	
Michigan Central.....117¾	117	117¾	118¾	119	120	
.. S.F. 8s, 1882.....	....	....	116	117	116¾	
.. conv. 8s, '69....	....	....	....	....	....	
M. S. and N. I..... 92¾	94¼	95¾	93¾	94¼	94¾	
.. 1 M. S. F.. 95	96	96	....	....	97	
.. 2 M.....	90¾	91¼	....	....	92	
Mil. and P. du Chien.....	....	....	....	....	....	
.. 1st pref.....	....	....	....	....	....	
.. 2d pref.....	....	....	....	....	....	
.. 1st M.....	....	....	....	....	....	
Milw. and St. Paul..... 75¾	72	....	74¼	74¾	74¾	
.. pref..... 95	92¾	94¾	95¾	95¾	95¾	
.. 1st mort.....	91¾	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 8s.....104¾	....	....	106	....	....	
.. 7 3-10s con.....	....	....	....	95	....	
Missouri 6s 87¼	87¼	87¼	87	87¼	87	
.. H. & St. J. 1s....	87¾	....	87¾	87¾	87	
Morris and Essex..... 87	87¾	87¼	87¾	87	....	
.. 1st mort.....	96¾	96¾	97	96¾	96¾	
.. 2d mort.... 94	....	....	....	94	94	
N. Jersey R.R. & T. Co.128¾	129	....	....	....	....	
New York Central.....163¾	....	163	165	....	165	
.. 7s, S.F. 1876.....	....	....	....	....	....	
.. 7s, conv. '76.....	....	....	....	....	....	
.. 6s, S.F. 1883.....	....	90¼	....	....	....	
.. 6s, S.F. 1887.....	....	....	....	....	....	
N. York and Harlem.....	....	133¾	....	140	142¾	
.. pref.....	....	....	....	....	....	
.. 1 M. 7s, 1873....	100¾	101	....	....	....	
N. Y. and N. Haven	....	....	....	160	....	
N. Carolina 6s 63¾	64	64	64¾	64	64¾	
.. new 61	61¼	62	62	62¾	62	
Ohio and Miss..... 33¾	33¾	35¼	35	37¾	38	
.. pref.....	....	....	....	77	....	
.. 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co....117¾	118	....	121¾	121¾	121¾	
Panama	....	....	....	....	....	
Phila. and Reading..... 95¾	95¾	95	97¼	97	97¾	
Pitts., Ft. W. & Chicago.123¾	123¾	123	124	123¾	123¾	
.. 1 M.....101¾	....	....	....	....	....	
.. 2 M.....	....	....	....	....	....	
.. 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 24¾	25	25¾	25¾	....	24	
St. L., Alton & T. H.....	40	40¾	41¾	42¾	42¾	
.. pref.....	....	68	68	69	69	
.. 1 M.....	....	....	....	93	....	
.. 2 M. pref.....	....	....	....	....	....	
.. Income bds....	80	....	....	....	....	
Tennessee 6s.....	67¼	67¾	68¾	68¾	68	
.. new..... 67¾	67¾	67¾	68	67¾	67¾	
Tol., Wab. & Western.....	62¾	62¾	63¾	64¾	65¾	
.. pref..... 76¾	....	....	....	....	....	
.. 1 M. ex.....	....	94	....	....	....	
.. 2 M.....	83¾	....	83¼	83¾	....	
.. Equipment.....	76¾	....	....	76¾	76¾	
Virginia 6s, ex-coupon.. 58¾	....	58¾	58¾	....	....	
.. new..... 62¾	63	63¾	63¾	....	63¾	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	125¼	....	....	....	
U. S. 5s, 1871, coup	....	....	....	....	....	
U. S. 5s, 1874, reg	....	....	....	....	....	
U. S. 5s, 1874, coup	....	....	....	115	115	
U. S. 5s, 10-40s, coup	107¾	107¾	108¼	108¼	108¼	
U. S. 5s, 10-40s, reg	104¼	105	105¼	105¼	105¼	
U. S. 6s, 1881, reg	111¼	111¼	111¼	111¼	111¼	
U. S. 6s, 1881, coup	112¼	112¼	112¾	112¼	112¾	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	
U. S. 6s, 1881, " 1y	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62	108¼	108¼	109	109¼	109¼	
U. S. 6s, 5-20s, c. 1862	113	113¼	113¼	113¼	113¼	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	109¼	
U. S. 6s, 5-20s, c. 1864	109¼	109¾	109¼	109¾	109¾	
U. S. 6s, 5-20s, reg. '65	108¾	....	....	....	....	
U. S. 6s, 5-20s, c. 1865	110¼	110¼	110¾	110¼	110¼	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. n. '65	108¾	108¾	....	108¼	108¼	108¾
U. S. 6s, 5-20s, reg. '67	108¾	....	....	108¾	108¼	....
U. S. 6s, 5-20s, c. 1867	108¾	108¾	108¾	108¾	109	108¾
U. S. 6s, 5-20s, reg. '68	108	....	....	....	....	
U. S. 6s, 5-20s, c. '68	109	....	109	109¼	109¼	
U. S. 6s, Pac.R.R.issue	....	....	101¼	101¼	101¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa	....	....	....	....	....	....
" preferred	33¼	33¼	33¾	34	....	
Camden and Amboy	129	....	124	124	124	
" 6s, 1870	....	98	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	....	....	....	....	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89	....	....	....	....	....	
Elmira & Williamsport	....	....	....	....	....	
" pref	....	....	....	....	....	
" 7s	....	....	....	91	....	
Lehigh Navigation	29¾	31¼	31¾	31¾	31¾	32
" 6s, 1884	....	....	82¼	92¼	....	82¼
" Gold L	88¾	89¼	89¾	89¼	89¾	90
" R. R. L	83¼	83¼	83	....	....	....
Lehigh Valley R. R.	55¼	55¾	56¼	57	57	57
" 6s new	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	43¼
" 7s	....	....	....	....	....	....
Minehill	55¼	55¼	....	55	55	55
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	24	....	....	....	....	34¼
" 6s, 1880	....	....	....	....	89¼	....
" 7s	88	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	49	49	....	49	49	....
Pennsylvania R. R.	57¼	57¼	57	57¼	57¾	57¾
" 1st M	98	....	....	....	....	98¼
" 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	104	....	....	....	....	....
" 6s, 3d series	....	....	105¾	....	....	....
" 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	97	97	....	97	....	....
" new	100¾	100¾	100¼	100¾	100¼	100¼
Philad., Germ. & Nor	69	....	....	....	....	....
Phila. & Reading	47¾	47¼	47¼	47¼	48¼	48¾
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	27	....	....	26¾	....	....
" 6s	87	87	87	....	....	....
Schuylkill Navigation	....	....	....	....	10¾	10¾
" pref	20	20¼	20¾	20¾	20¾	20¾
" 6s, 1882	....	....	....	....	....	69
" 6s, 1876	67	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	12	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal	47	....	....	....	....	....
Green & Coates	38	....	....	....	38	....
2d and 3d streets	46	46	45¾	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	17¾	....	17¼	17¼	....	18

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	....	94¼	94¼	....	94¼	94¾
" 1886	....	....	....	....	....	96
" 1890	94	94	....	....	93¾	93¾
" 1893	....	....	....	....	....	....
Balt and Ohio	121	121	120¾	....	121	....
" bonds, 1875	....	....	92	92	....	92
" " 1880	....	....	....	....	....	....
" " 1886	....	....	....	94¼	....	94¼
Marietta & Cin. 1st M	92¼	92¼	....	....	....	....
" 2d M	72¾	72¾	....	....	....	....
Northern Central	....	49	49	....	49	....
" bonds, 1885	83¼	....	....	....	83¾	....
" " 1900	....	....	86	84	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	89
" 3d mort	....	....	....	....	....	....
City Passenger R. R.	18	17¼	17¾	17¾	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	....	147¼	147	....	146	
Boston and Lowell	....	....	....	132¾	....	
Boston and Maine	136	135¾	135¾	136	....	
Boston and Providence	136	....	....	....	135¾	
Boston, Hartford & Erie	28¾	28¾	28	27¾	27¾	27¾
" 7s, new	....	....	64¾	64¼	64¼	63¾
Cheshire, pref	....	....	69¾	69	69	69¾
Concord	....	75¼	....	75¼	....	....
Connecticut River	....	....	130	....	....	129¾
Eastern	115¾	116	116	....	....	117
Fitchburg	....	....	....	....	....	136
Manchester & Lawr'ce	....	....	....	....	....	129¾
Michigan Central	119	118	118	118	118¾	119
Northern, N. H	112¾	....	113	....	....	111¾
Ogdens. & Lake Champ	....	67	....	67	....	67
" pref	104¾	....	....	105	104¾	104¾
Old Colony & Newport	95¾	95¾	95¾	....	95¾	95¾
Eh., Wil. & Baltimore	52¾	....	52¾	52¾	....	52¾
Portl'd, Saco & Ports	....	100½	....	100½	100¾	....
Vermont & Canada	103	103	102¾	103	103	103
Vermont & Mass	....	63	....	....	63	63
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	103
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	100	....
Metropolitan	....	65	65	....	64¾	....
Middlesex	....	....	....	....	....	60
Central Mining Co	....	....	....	....	....	....
Copper Falls	16¼	17	16¾	16¾	16¼	16¾
Franklin	14¾	16½	16	....	16	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	8¼	9¼	9¼	9¼	9¾	9¼
Pittsburg	17¾	....	....	....	....	17
Quincy	25	....	26	....	....	25

London Stock Exchange.

	Closing Prices. Dec. 31.	Jan. 8.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	43¼— 44¼	43¼— 44¼
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	26 — 26¼	26¼— 26¾
Do. sterig. 6 p. c. convertible bonds	— —	— —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	78 — 80	78 — 80
Do. 100 dol. shares, all paid	95 — 96	95 — 96
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	95 — 97
Do. General mort. 6 p. c. 1910	88 — 96	84 — 86
Philadelphia and Erie 1st mort. 1881	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, January 30, 1869.

Stock Exchange and Money Market.

Money has been in more liberal supply, since our last, the offerings of capital to responsible houses through private channels especially having been considerably enlarged. The demand for accommodation has been active, most of the week, but has been as a rule, quite promptly met at the prevailing rates of 6@7 per cent. on call, and 7@9 per cent. per annum, in the discount form. The city banks have added over a million to their legal tender reserve, and about 1⅝ millions to their deposit line, while they report a loss of less than half a million of specie. They have added about 2⅝ millions to their loan and discount averages, and reduced their circulation a little. Their daily exchanges at the Bank Clearing Houses were not up to the average of the preceding week. They now hold over 54 millions of legal tender notes, against 48⅞ millions at the beginning of the year, and they control over 197 millions of deposits, against 180½ millions on the 2d inst. Their specie stock is now nearly 29 millions, against 27⅜ millions at the beginning of the current month. The enlargement of the loan item, since Jan. 1, has been about 5¾ millions. The U. S. Sub-Treasury has added more than 8½ millions to its cash balances, during the week, and about 8¼ millions since the close of December, now controlling a cash reserve of about 87 millions, as against 78⅝ millions on Dec. 30, 1868.

The specie reserve of the city banks is now $28,864,197, against $25,106,800 same time last year. The city bank deposits are now $197,101,163, against $210,063,084 week ending Jan. 25, 1868. The legal tender reserve amounts to $54,022,119, against $67,154,161 same time last year. The circulation now stands at $34,265,946, against $34,082,762 same time last year. The loans are now $264,954,619, against $258,392,101 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $111,872,424 a day, against a daily average of $112,682,602 the preceding week, and $117,962,008 the week ending with Jan. 6, 1869. The current week's exchanges average about $112,438,376 a day. The city banks, last week, lost $394,339 of specie, while they gained $1,616,320 of deposits, and $1,095,036 of legal tender notes. They increased their loans, $2,615,788; and reduced their circulation, $13,207.

National Bank notes to the amount of $134,470 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $311,926,826, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $12,180,060, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,746,766. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,447,600; and for the public deposits, $35,247,350—making a total of $377,694,950. The Treasury Department last week redeemed and destroyed $582,428 of worn and mutilated fractional currency, and issued $470,833 of new. The outstanding amount of fractional currency on the 1st of January, 1869, was $34,215,716, against $33,875,268 on the 1st of December, 1868.

The general abstract of the condition of the 1,626 National Banking Associations of the United States on the morning of the first Monday of the present month, before the commencement of business, embraces the following items, under resources, viz:

Loans and discounts	$643,090,736
United States bonds to secure circulation and deposits	372,828,300
Due from banks, &c	48,790,525
Cash items	142,405,590
Specie	29,590,960
Legal tender notes	87,980,726

Among the liabilities are:

Capital stock	418,858,931
Profits	116,439,650
Bank notes outstanding	297,000,000
Deposits	584,857,850
Due to banks, &c	121,431,000
Aggregates	1,589,669,920

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,882,178, average amount of specie $1,247,932, average amount of deposits $1,739,013.

The U. S. Sub-Treasury receipts, week ending with Jan. 23, were $13,940,717, including $2,601-

325 from customs duties; payments, $10,455,285, including $2,386,210 of coin interest; balance of the close of the week, $86,600,554, against $83,115,122, at the close of the preceding week, showing an increase of $3,485,431. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $1,207,981 including $311,315 from customs; and payments, $957,721, including $368,300 of coin interest; on Tuesday, receipts, $1,029,109 including $402,000 from customs, and payments, $902,742, including $295,199 of coin interest. The balance at the close of business on Tuesday stood at $86,977,180, against $83,298,837 a week previous; and $81,243,729, on Jan. 6, 1869.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was $27,036,020, against 23,255,840 on the 1st of Dec., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $2,699,000, and retired $2,505,825 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during December, reached $7,600,980.

Government revenues have been yielding comparatively well, since our last, particularly in the customs form. Washington advices intimate that the customs revenue of the Government at all the ports of entry this current month of January, will yield about 18 millions in coin. The New York Customs are yielding unexpectedly well, which circumstance tends to strengthen street confidence in the public credit. The excises, last week, yielded about 2¾ millions; customs at the port of New York, $2,601,325, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $7,495,571 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 81½ millions, according to the latest Washington advices.

Gold has been in more active request, since our last, for shipment and Custom House purposes, as well as on speculative account, at advanced figures, the range having been from 135⅜@136⅞, and the closing quotation on Wednesday 136½. The Custom House drain at this port last week was up to 2⅝ millions, and export call exceeded a million. The exports thus far in the current week have been as follows: On Tuesday, $558,000, and on Wednesday, $55,000. The Sub-Treasury coin interests disbursements, last week, averaged $397,702 a day; thus far, this week, they have been on the basis of a daily average of $331,750.

The customs demand for Gold last week, averaged $433,554 a day; thus far, this week, it has been equal to $356,657 a day, or equal to a weekly aggregate of $2,139,942. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $110,933, and since Jan. 1, $169,905 against $95,049 same time in 1868. The receipts from California, last week, were $532,419. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $67,155,724, against $62,042,133 same time in the preceding fiscal year. At the port of San Francisco in 1868, $8,382,829, against $7,622,827 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been $18,450,110, against $17,413,017 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $3,962,907. The exports of specie, from this port, last week, were $1,100,144, against $1,069,300 same week last year; total, since July 1, 1868, $23,989,471, against $34,367,517 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,386,210; since July 1, 1868, $59,516,687, against $46,433,019 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1868, were $36,358,091, against $48,224,237 same time in 1867.

Foreign Exchange stiffened a fraction in price, during the week, on a quite moderate offering of bonds, and a fair inquiry for prime bills, particularly in the sterling form. Toward the close, however, the market exhibited less buoyancy, on a diminished call from purchasers. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109¾, and on Paris to 5.18¾c. @5.15; sight bills on London to 110@110⅜, and on Paris to 5.12½c.@5.11¼. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,080,903, against $3,269,323 same week last year; total, since July 1, 1868, $90,698,923, against $104,503,089 same time in preceding fiscal year of 1867–'68.

An enlarged volume of business has been transacted in Government securities, since our last, at generally advanced prices, on much reduced offerings. The main call has been for the several issues of the Five-twenty, and the Ten-forty loans, both coupon and registered. The demand has been chiefly on investment account, from banks, bankers and private buyers. The growing ease in money and the rise in gold have tended to stimulate purcoases, as they give assurance of augmented buoyancy in values, particularly in view of the comparatively light offerings of all issues. At the close of Wednesday, some efforts were made to depress prices, but without success, the market having stubbornly resisted all the pressure from the *bear* interest.

U. S. sixes of 1881 closed here on Wednesday at 112⅜@112½; U. S. Five-twenties of 1862, 113½@113⅝; U. S. Five-twenties of 1864 at 109⅛@109¾; U. S. Five-twenties of 1865 at 110½@110⅝; U. S. Five-twenties of 1865, consolidated, 108⅝@108¾; U. S. Five-twenties of 1867, 108¾@108⅞; U. S. Five-twenties of 1868, 109⅛@109⅜; U. S. Ten-forties at 108⅛@108¼; U. S. Six per cent. currency bonds, 101½@101¾.

One thousand miles of the Union Pacific Railroad are now finished and in operation, and the Central Pacific Railroad Company having built five hundred miles, but two hundred and sixty-seven miles remain to be built. There is now no doubt that the entire line to the Pacific will be opened early this season. The earnings of the Pacific Railroad for the year 1868, are officially reported at $5,600,651.

The Central Pacific Railroad is completed five hundred miles east from Sacramento, within 26 miles of Humboldt Wells. The road will probably be finished before the 15th of April.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 13.	Jan. 20.	Jan. 27.
Consols	92⅞	93⅛	78¼
U.S. 5-20's of 1862	75⅛	75¾	75⅝
Erie	26	26⅛	26⅛
Ill. Central	96¼	93¼	92¾

Railway and miscellaneous stocks have been in quite active request, and generally strong and buoyant in price, though there have been frequent fluctuations in both the magnitude of the dealings, and in the ruling values.

At the regular monthly sale of Scranton Coal on Wednesday, the bidding evinced less spirit, and prices were lower, the principal change having been a decline of 25@47½ct. per ton long ton in the value of stove coal. Total amount sold 66,000 tons at from 4.10@6.82½ for the range of qualities, per 2,240 lbs., deliverable at Elizabethport, N. J.

A more generally active movement has been noted in the leading kinds of domestic produce, but at variable prices. Cotton and provisions closing buoyantly, while breadstuffs leave off in favor of purchasers, as a rule. Middling upland cotton closed buoyantly on Wednesday at 29@ cents per lb. The stock of cotton now here is estimated at about 47,500 bales. The receipts at the port this week, have averaged about 8,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,284,000 bales, against 1,179,000 bales same time in 1867–'8; exports, same time 647,000 bales, against 652,000 bales same time in 1867–'8; stock on hand at latest dates, 320,000 bales, against 351,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 517 pkgs., against 511 pkgs., same time last year. From Boston, 801 pkgs., against 1,828 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been moderately inqured for at 10@17½c. per lb.; week's receipts, 5,509. Veal calves in fair request at 9½@13c. per lb.; receipts, 292. Sheep and lambs at 6@8¼c. per lb.; receipts, 34,500. Swine, less active at 11⅛@11⅝c. per lb., all live weight; receipts, 7,389. There has been more animation in foreign merchandise, which has been generally held with increasing confidence in anticipation of a lively and remunerative trade, through the coming season. The total imports of foreign dry goods, last week, were $2,520,259, and the total amount marketed $2,246,998. The value of foreign merchandise imported last week, was $3,550,077—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,070,336, against $2,514,435 same week last year; total since July 1, 1868, $135,760,051, against $126,975,380 in 1867–'8. The ocean freight market has shown more firmness toward the close, on an increasing offering of produce. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 6d.@2s. by steamer, per bbl.; grain at 6½d.@7d. by sail, and 7d. by steamer, per bushel; cotton at ⅛d. by sail, and ⅛d.@$\frac{3}{16}$d. by steamer, per lb.; and heavy goods 17s. 6d.@30s. by sail, and 25s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 503.

The New York exports, exclusive of specie, for the week ending Jan. 26, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$3,269,323	$3,080,903
Prev. reported.....	10,091,381	7,991,016
Since January 1.....	$13,360,704	$11,071,919

The imports for the week ending January 23, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,281,490	$2,520,259
Gen. merchandise.....	1,232,945	3,550,077
Total for the week.....	$2,514,435	$6,070,336
Previously reported....	7,043,554	9,285,851
Since January 1.....	$9,557,989	$15,356,187

The balance in the Sub-Treasury on Wednesday was $87,465,657 83.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Coupon bonds, 100; Georgia 7s, 92¾; New York State 7s, Bounty Loan, reg., 109½; do., 6s, 1878, 102⅞; Louisiana 6s, 76½; do., 6s, Levee bonds, 71; do., 8s, Levee bonds, 87½; Ohio 6s, 1881, 101½; Rhode Island 6s, 100; Brooklyn 6s, W. L., 95; Am. Dock and Imp. 7s, 95; Buffalo, New York and Erie 2d mort., 82½; Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 85¾; Great Western 1st mort., 1889 89; Pacific R. R., 6s, guar. by Missouri, 93; New Jersey Central 2d mort., 101; Ohio and Miss. Consol. bonds, 86; Chicago and Milwaukee 1st mort., 89; Norwich and Worcester R. R., 98; Long Island R. R., 45; Hannibal and St. Joseph R. R., 104; do., pref. 106¼; Joliet and Chicago, 92; Dubuque and Sioux City, 95; Chicago and Gt. Eastern, 46; Adams Exp. Co., 61; Wells-Fargo Exp., 29; American Mer. Union Exp., 45; U. S. Exp., 52; Merchants' Union Exp., 17; Central Coal, 60; Pennsylvania Coal, 222; Mariposa Mining Co., 7¼; do., pref., 24; do., Tr. 10s, ctfs., 59½; Boston Water Power Co., 16; Western Union Telegraph, 87¾; do., 7s, 85; Bank of Commerce, 122; Central National Bank, 106½; Metropolitan Bank, 139; Shoe and Leather Bank, 130; Bankers and Brokers' Ass., 106; Tenth National Bank, 100; Fourth National Bank, 104¼; Mer. Ex. Bank, 118; Am. Ex. Bank, 115½; Merchants Bank, 124; Bank of America, 146; Phœnix Bank, 105½; Park Bank, 154; Continental Bank, 100; Ocean Bank, 103; Bank of Republic, 121¼; Bank of New York, 184½; Bank of North America, 110; Buchanan Farm Oil, 0.58; Consolidated Gregory Gold, 2.55; Central Petroleum, 0.65; Grass Valley, 0.31; La Crosse Gold, 0.16; Lehigh and Susq., 0.80; Midas Silver, 0.15; Montana Gold, 0.50; New York and Eldorado, 0.20; Quartz Hill Gold, 0.69; Smith and Parmalee, 2.25; Walkill Lead, 0.15.

Philadelphia.—West Penna. R. R. bonds, 80½; Northern Central 6s, 1885, 83¼; Phila. and Reading 6s, 1844–'80, 88⅛; Steubenville mort., 6s, 70¼; Oil Creek and Allegheny River R. R., 39½; Germantown Pass. R. R., 27; Fifth and Sixth streets R. R., 35¼; St. Louis War Loan, 102¼; Pittburg 5s, 70; Allegheny County Comp. 5s, 75⅛; Penna. State 5s, coupon, 95¼; New Jersey 6s, 101; Keystone Zinc, 1⅛; Ocean Oil, ⅛; Feeder Dam, ⅜; N. Y. and Middle Coal Fields, 4⅜; Phila. Bank, 157; Bank of North America, 289½; Farmers' and Mechanics' Bank, 123½; Commercial Bank, 57½; Mechanics' Bank, 81⅞. The latest quotations are: City 6s, 96½@97; do., free of tax, 100¼@100½; State 5s, reg., 100@100; do., coupon, 95@95½; do., 6s, W. L., 101½@102; do., 1st series, 108@103; do., 2d series, 104¼@105; do., 3d series, 105¾@106¼; Reading, 48½@48⅝; do., 7s, 1893, 104½@105¼; do., 6s, 1880, 89@90; Camden and Amboy, 123½@124; do., mort. 6s, 1889, 93@93½; do., 1883, 88½@89; Penn. R. R., 57⅜@57½; do., 1st mort., 98@98½; do., 2d mort., 95¾@96; Little Schuylkill R. R., 43@44; Morris Canal, 29@32; do., pref., 67@75; do., bonds, 85@87; Wyoming Valley Canal, 30@35; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@58; Sch. Nav., 10@10½; do., pref., 20⅝@20¾; do., 6s, 1882, 68½@69; Delaware Div. Canal, 49@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@44; do., 7s, 1873, 90½@91½; do., 5s, 60@65; Lehigh Coal and Navigation, 31⅝@31⅞; do., 6s, 1884, 82¼@82¼; do., R. R., Loan, 83@84; do., Gold Loan, 89⅞@90; North Pennsylvania, 34@35; do., 6s, 88@89; do., Chattle 10s, 109@109; Philadelphia and Erie, 26½@27; do., 6s, 86½@87½; Minehill, 55@55¼; Catawissa, 9@11; do., pref., 34@34; Lehigh Valley, 56¾@57; do., 6s, new, 91@—; Fifth and Sixth streets, (horse,) 35¾@36; Second and Third, 45½@46½; West Philadelphia, 66@67; Spruce and Pine, 26@—; Green and Coates, 39@40; Chestnut and Walnut, 46@46; Thirteenth and Fifteenth, 17½@17¾; Girard College, 27¾@29; Tenth and Eleventh, 68@—; Union, 40@42; Hestonville, 11@11¼.

Boston.—Vermont Central 1st mort., 7s, consol., 79; Central Pacific R.R. 7s, gold, 110; Old Colony and Newport 7s, 1877, 103½; do., 6s, 1875, 95½; Rutland and Burlington 1st mort. 7s, 154; Cheshire 6s, 1880, 92; do., 1877, 93; Sullivan and Erie Coal and R. R. 7s, 1882, 82; Boston and Lowell 6s, 1879, 99; Eastern R. R. 6s, 1874, 96; Stanstead, Shefford and Chambly 7s, 76; Union Pacific R. R. 6s, gold, 96; Sandusky, Cincinnati, and Cleveland R. R., 25½; do., 7s, 1900, 76; Conn. and Pass. Rivers pref., 89½; Rutland R. R., 85; Summit Branch, 24; Indianapolis and Cincinnati R. R., 17⅜; Worcester and Nashua R. R., 131¾; Indianapolis and Vincennes R. R. guar., 84¾; Troy and Greenbush R. R., 46; Norwich and Worcester R. R., 98¼; Boston Water Power Co., 16½; Cary Imp. Co., 8⅛; Essex Co., 130; Short Mt. Coal, 12; Roaring Brook Coal, 15; Mt. Pleasant Coal, 14½; Gilberton Gold, 23; Massachusetts 6s, 1872, gold, 119½; do., 6s, 1871, gold, 118¼; do., 6s, 5-20s, currency, 101½; do., 5s, 1891, gold, 108¼; New Hampshire 6s, 1877, 99¼; Maine 6s, 1880, 99¼; Boston 6s, 1876, currency, 101¼; do., 5s, 1871, gold, 117¼; do., 5s, 1878, gold, 107¾; Roxbury 6s, 1878, 101¾. Cambridge 6s, 1883, W.L., 99¾; Bath 6s, 1891, 90; do., 1898, 94⅞; Chicago 7s, W. Loan, 98⅞; do., Municipal, 98½; do., River Imp., 98; do., sewerage, 99½; St. Louis 6s, 1886, 83¾; do., 1888, 81⅞; Portland 6s, 1869, 96; do., 1870, 97¼; do., 6s, 1887, 93¾; Atlantic National Bank, 129; Blackstone National Bank, 135¼; Bunker Hill National Bank, 123¾; Everett National Bank, 107½; First National Bank, 165; Globe National Bank, 127; Hide and Leather National Bank, 101; Howard National Bank, 111¾; Market National Bank, 111½; New England National Bank, 131; Revere National Bank, 140¾; Suffolk National Bank, 122; Shoe and Leather National Bank, 133¼; Second National Bank, 149¼; Webster National Bank, 112¼; Allouez Mining Co., 6¾; Calumet, 50; Concord, 2; Hancock, 3½; Manhattan, 50c.; Native, 50c.; Pontiac, 37½c.; Rockland, 1½.

Baltimore.—Maryland Defense Loan, 99; Virginia 6s, old, reg., 50½; do., 1866, reg., 53; do., 1867, reg., 51¼; Memphis 6s, 53¾; Orange, Alexandria and Manassas 7s, 74; do., 2d mort., 8s, 80; do., 3d mort., 8s, 74; Richmond and Danville bonds, 71¼; Atlantic Coal, 3.15; George's Creek, 67; Bank of Baltimore, 115; National Exchange Bank, 99; Peoples' Bank, 20. The latest quotations are: Balt. and Ohio, 120¼@121; do., 6s, 1875, 92@93; do., 1880, 92@93; do., 1885, 91½@94½; Northern Central, 49@50; do., bonds, 1885, 83@83½; do., 1900, 83½@84¼; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 92@93; do., 2d mort., 89@92; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 92¼@92¾; do., 2d mort., 72¼@73; Central Ohio, 80@81; do., 1st mort., 85¼@86; Western Md. 6s, 1890, 75@75; do., guar., 89½@90; do., 2d mort., guar., —@90; Richmond and Danville bonds, 71@71¼; Baltimore 6s, 1875, 94⅝@95; do., 1886, 95@—; do., 1890, 93½@93¾; do., 1893, 96@96½; do., 5s, 1838–'70, 78@78; City Passenger R.R., 17½@18; George's Creek Coal, 65@67; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.20.

OFFICE OF THE ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY, 12 WALL ST:

The COUPONS from the Bonds of this Company, maturing February 1st, proximo, will be paid on and after that date at this office in United States GOLD COIN, *Free of Government Tax.*

H. H. BOODY, Treasurer.

NEW YORK Jan. 14, 1869.

THE FIRST MORTGAGE, FIFTY-YEAR CONVERTIBLE BONDS of the ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY, pay the PRINCIPAL AND SEVEN PER CENT. INTEREST—1st FEB. and 1st AUG.—IN GOLD COIN, *Free of Government Tax.*

The bonds are offered at 97½ and accrued interest in currency. Persons subscribing now will save the premium on the coupon payable Feb. 1st, proximo, equal to a reduction of one per cent. in the price of the Bonds.

Pamphlets with maps giving full information, sent on application.

All Bonds subscribed for sent by Express free of charge.

The Bonds may be had of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street, New York.

☞ Proposals will be received until the 6th of February, for the graduation culverts, bridges and track of the Hackensack and New York Extension Railroad, to a point near the New York State line, a distance of about 9¼ miles. Specifications, etc., may be seen at the office of L. W. Post, in Hudson City, N. J., until February 3d, and afterwards at the Essex street depot in Hackensack. Address D. P. Patterson, President, Hackensack, N. J.

British Finances.

The following will show the gross public revenue of the United Kingdom of Great Britain and Ireland for the fiscal years ending in 1867 and 1868:

	1867.	1868.
Customs	£22,303,000	£22,650,000
Excise	20,670,000	20,162,000
Stamps	9,420,000	9,541,000
Taxes	3,468,000	3,509,000
Income tax	5,700,000	6,177,000
Post office	4,470,000	4,630,000
Crown lands	330,000	845,000
Miscellaneous	3,073,568	2,586,218
Total revenue	£69,434,568	£69,600,218

This is given in pounds sterling, and is equivalent to about three and hundred and forty million dollars annually. We annex a statement of the expenses for the same period:

	1867.	1868.
Public debt	£26,081,778	£26,571,750
Civil list	10,523,019	11,193,757
Army	14,675,540	16,418,582
Navy	10,676,101	12,168,949
Collecting revenue	4,823,958	4,883,204
Total expenses	£66,780,396	£71,236,242

There were two million pounds sterling included in last year's "supplementary" expenses for the Abyssinian expedition, which we have divided equally between the army and navy, although the actual account may show a different arrangement when the details are compiled. It will be seen that the total expenses thus increased by that expedition are in excess of the receipts about seven million dollars.

The revenue from customs is chiefly from seven or eight simple articles. The largest item is tobacco; the next sugars and molasses; then spirits and tea. The total from customs is about one hundred million dollars per annum, or not quite two-thirds as much as the present customs revenue of the United States. We annex a statement of particulars:

	1867.	1868.
Sugar and molasses	£5,647,787	£5,582,473
Tea	2,658,716	2,827,317
Coffee	397,190	390,161
Corn, meal and flour	797,639	869,323
Spirits	4,173,027	4,298,403
Wine	1,391,192	1,468,993
Tobacco and snuff	6,455,011	6,542,250
Other imports	577,666	581,481
Sundries	200,838	104,580
Total customs	£22,299,066	£22,664,981

We add also a summary of the separate receipts from excise, which are nearly as large as the cash duties:

	1867.	1868.
From spirits	£10,855,849	£10,511,530
" malt	6 816,385	6,302,419
" licenses	2,304,318	2,640,287
" all other	731,771	736,152
Total excise	£20,708,323	£20,190,338

The revenue from stamps is not all paid over as collected, so that the accounts lap over and remain unclosed from year to year. We have thrown together the items for the fiscal years ending in 1866 and 1867, which differ slightly from the total paid into the exchequer, but are near enough for all practical purposes:

	1866.	1867.
Deeds and other instruments	£1,633,923	£1,619,313
Probate of wills	1,580,776	1,623,273
Legacies and successions	2,604,332	2,568,044
Insurances, fire	1,178,385	952 338
Do., marine	472,562	482,167
Bills, notes, &c	900,705	859,731
Receipts and drafts	531,324	547,583
All others	703,498	718,214
Total from stamps	£9,605,505	£9,885,663

We propose some day to give a variety of details in regard to the income tax. The rate has been four pence per pound until last year, when it was temporarily raised to five pence on account of the extraordinary expenses in the expedition referred to above. This is about two per cent., and it is applied on all incomes above one hundred pounds, with an abatement of sixty pounds on incomes less than two hundred per annum.

We annex also the total imports and exports of the United Kingdom for the two fiscal years named, exclusive of specie:

	1866.	1867.
Imports	£295,290,274	£275,249,853
Exports	238,905,682	226,057,186

The total of this belonging to the trade with the United States for the last named period is not yet compiled in detail, but in 1866 the import from the United States amounted to £46,854,218, and the exports to this country added up £31, 843,836, all these items exclusive of specie. We propose in a few days to contrast some of these items with the corresponding totals of the revenue and commerce of the United States.—*Journal of Commerce.*

Journal of Railroad Law.

COMMON CARRIERS MAY LIMIT THEIR LIABILITY BY SPECIAL CONTRACT—WHEN PRESUMPTION OF NEGLIGENCE ARISES FROM LONG SILENCE ON THE PART OF A COMPANY TO WHOSE CARE HAVE BEEN ENTRUSTED GOODS FOR TRANSPORTATION.

The case of The American Express Co. *vs.* Sands, (55 Penn. St, 140,) was brought by Sands against this company to recover the value of a barrel saw shipped by them with the said express company from Pittsburg to Irvine, Pa. When the saw arrived at Irvine, it was cracked from 8 to 10 inches. On account of being thus broken, the defendants refused to receive it. It was received at Irvine by the agent of the express company, Dec. 12th, 1864, and remained there until Sept. 12th, 1865, when the agent resigned, and knew nothing more about it.

The opinion of the Court was delivered by THOMPSON, J.—The principles involved in this case were all discussed in an opinion delivered at this Term in Farnham *vs.* The Camden and Amboy Railroad Co. It was then held that the company might limit the extent of liability in case of loss or injury, by a special contract or special acceptance of the goods to be carried, and thus become subject to the laws of bailment only; but that there could be no limitation of liability where the loss or injury resulted from the negligence of the company or its servants.

Was there negligence in the case before us? There are numerous authorities cited in the case referred to, to show that when goods are lost or damaged while in the custody of the carrier under a special contract, and he gives no account of how it occurred, a presumption of negligence will follow of course. That is just the case before us, and hence it was right to hold the company liable to the extent of the full value of the saw. Had they been able to have shown a *prima facie* case of injury, without fault on their part, they would not have been liable beyond the limit fixed, unless the plaintiff could have established negligence against the company as to the manner of the injury, but their silence was reconcilable with nothing but negligence or wilfulness, either of which would be followed by liability to the full extent of the loss. We see no error in the instructions given to the jury, and the judgment is to be affirmed.

The Cincinnati, Hamilton and Dayton, Atlantic & Gt. Western and Erie Companies.

The terms of agreement between these companies, as signed by their respective Presidents in this city on the 11th inst., are as follows:

1. The Cincinnati, Hamilton and Dayton Company, party of the first part, agrees to lease to the Atlantic and Great Western Railway Company, party of the second part, the Cincinnati, Hamilton and Dayton, the Dayton and Michigan and the Cincinnati, Richmond and Chicago Railroads for the period of fifty years, commencing on the 31st day of March, 1869, with all the property thereto belonging. The said lease to carry with it every right and advantage, by way of contract or otherwise, which the party of the first part has in any other road or property or franchise whatsoever. And the Erie Railway Company, party of the third part, agrees to guarantee the obligations of the Atlantic and Great Western, party of the second part.

2. The party of the second part is to pay the interest on all the mortgage bonds on the Cincinnati, Hamilton and Dayton, the Dayton and Michigan, and the Cincinnati, Richmond and Chicago Companies now issued, and also an amount equal to eight per cent. on the capital stock of $3,500,000 of the Cincinnati, Hamilton and Dayton Company, free of Government and all other taxes, for the first three years; and thereafter, for forty-seven years, an amount equal to ten per cent. net. For the Dayton and Michigan and Cincinnati, Richmond and Chicago Companies the party of the second part is also to pay the interest on $765,000 of bonds to be issued, the proceeds of which are to discharge their liabilities to the Cincinnati, Hamilton and Dayton Company for amounts heretofore expended in construction; and after three years to pay six per cent. per annum on the capital stock of the two companies, amounting to $2,950,000 free of all taxes of every character. Also to pay an annual sum of $10,000 to defray the expenses of keeping up the several organizations of the companies whose roads are hereby leased. They are also to pay, in cash, at cost price, on taking possession of the roads, for all supplies and materials on hand for repairing and operating the several roads, not including old rails, and not exceeding in amount $150,000. The payments are to be made monthly; and in case any part is not paid as agreed, the party of the first part may forthwith, after the expiration of sixty days from such default, re-enter and take possession of said road leased, without notice or legal process, the parties of the second and third parts being responsible for any damages. And, as a further security for the performance of the stipulations of the party of the second part, the Erie Company agrees that, within the period of one year from March 31, 1869, it will complete the second track of the Cincinnati, Hamilton and Dayton road from Cincinnati to Hamilton, and within five years to Dayton, at its own proper cost.

3. The party of the second part is to assume all obligations of the party of the first part to other roads, for rentals and all contracts with warehousemen, shippers and others, for which the said first party is bound; and the party of the second part is to have all benefits arising from such rentals, contracts, &c.

4. The party of the second part is to keep the property insured in good and solvent companies for the same amount as the property may be insured when possession is given to them, and is to pay all taxes levied on the roads and property herein leased, as well as on the income. The party of the second part is to keep the several roads in good repair, and to leave the same in as good condition as received, and in the lease proper provision is to be made for that purpose by a clause binding the second party and giving the first party power to repair the roads and other property at the expense of the party of the second part, if there be a neglect on their part to keep the same in good condition and repair in all respects.

5. The party of the second part agrees to develop and increase both the local and through business of the several roads, in the best way practicable.

6. The franchise is to be conveyed by the proposed lease to the party of the second part, so far as may be necessary for the operating, maintaining and extending said roads.

7. It shall mutually be agreed that if any difference of opinion should arise as to the true intent and meaning of the lease, the same shall be arbitrated by persons competent and disinterested, to be chosen in the usual manner.

8. The lease to be submitted to the stockholders of the parties of the first and second parts, and is not to be binding unless approved by the said stockholders, as provided by their charter and the laws of the States under which said corporations were created.

Signed by the Presidents of the Cincinnati, Hamilton and Dayton, Atlantic and Great Western and Erie Companies, in New York, January 11, 1869.

Important Telegraph Decision.

COMPETING WIRES TO BE ALLOWED ON THE SAME POLES.

Judge Jameson, presiding in the Chancery branch of the Superior Court at Chicago on the 5th inst., delivered his opinion and made his decision in the matter of the rights of the Western Union Telegraph Company and the Pacific and Atlantic Telegraph Company, as to the use of the poles erected by the Great Eastern Railway Company by the Atlantic Telegraph Company. In this case there was a bill by the Pacific Company to restrain the tearing down of its wires upon these poles. There was also a cross bill to restrain the Pacific from stretching its wires upon the poles which, under a contract, the Western Union claimed as its own. The motion was to dissolve the latter injunction.

The facts are that in November, 1864, the Western Union Telegraph Company made a contract with the Great Eastern Railway, (which afterward, by change of name, became the Chicago, Columbus and Indiana Central Railway Company,) by which a set of telegraph poles were stretched along the line of the railway, for the use of the railway company and the telegraph company. The agreement, made on the 21st day of November, among other things, provided for an exclusiveness of right on the part of the telegraph company as against other similar companies; the setting up of instruments by the telegraph company, the stretching of a wire for the use of the railroad, and that at places where a railroad operator was stationed, where there was no agent of the telegraph company, the railroad employee should act, to receive commercial despatches, one-half of the price to go to the two companies, the railroad company binding itself to send no commercial despatches over its line from stations where the telegraph company should be represented.

Under this contract the Western Union placed its wires upon the poles, and since this was done it had been in occupancy and use of them.

On the 23d of May, 1868, the Pacific and Atlantic Telegraph Company sought to procure permission or license to make use of the same poles, and the company, by its President, accorded leave, provided the leave did not affect the privileges already granted so as to make the railroad company responsible, the permission being upon the ground that the telegraph company should assume the liability of a violation of the contract already stated.

The Pacific and Atlantic Company availed itself of the privilege thus accorded and stretched its wire from a point in Indiana into Illinois, placing its wires upon cross bars four feet in length, some three feet beneath the brackets of the Western Union. The fact was discovered and the Union line displaced these wires. Thereupon an injunction was sued out to restrain this destruction. The injunction was granted and the Western Union came in with a cross bill for an injunction to restrain the placing of the wires upon the poles it claimed to be its own. The latter injunction was refused. The case went to the Supreme Court, where an injunction was issued upon a confession of error, the injunction to be decided upon by this Court.

Two preliminary questions were raised in the case; neither of these touching the merits of the cause. The first was that as the injunction had been granted in the Supreme Court this inferior Court was precluded from acting. The Court decided this point to be bad, because, as he understood it, the order of the Superior Court provided for this very consideration. The second of these objections was that the Western Union held an exclusive privilege, and that if license had been granted to the competing line, then that by a letter of a later date the railroad company had revoked it.

The Court examined the letter claimed to be the act of revocation and found that it was not equivalent to such a revocation; there was in it no prohibition of the act of stretching the wires upon these poles—it contained the mere request that the new company should suspend its operations until some amicable arrangement should be made between the contending parties; then they gave a lawyer's construction of the contract. There was no denial of the license, and it was for the Court to consider whether such license had been given, and whether, if it was so given, the revocation did not come too late. The fate, therefore, of the motion must turn in some measure upon the force of the original contract.

The Court proceeded to consider the effect of the contract of the railroad company with the telegraph corporation, resolving that it was illegal by reason of the fact that it calculated an unwarranted partnership between two corporations chartered to carry on different business and limited in the scope of their action by the language of their charters.

But the Court would not dissolve the injunction upon these grounds, but would consider the relative situation of the parties, disregarding what be considered to be the illegal contract. Then it was to be considered whether an irreparable damage was to be done to the Western Union Company. The Court did not think that it could be said that a monopoly was to be created which should call for the interference of a chancellor. That question, if it arises at all, might justly arise in some subsequent proceeding, and therefore it was only to be considered whether the use of the poles, owned by the railroad company and used by the telegraph company under an invalid agreement by the contending corporation, would work an irreparable injury to the existing company. The Court thought that no such injury could occur, because, even in this case statistics had been produced showing the moments of lost time by the accidents of telegraphy. He thought where these were shown there could be no difficulty in showing the value of service so as to make a case at law. Such a case being able to be made it was not his duty, as Chancellor, to interfere. The Court thought this was only a quarrel between two persons engaged in the same business. If each was courteous to the other no irreparable injury could occur, wherefore he decided that it was not his province to act. The injunction was ordered to be dissolved.

Railroads of Arkansas.

The following railroad companies have filed applications regularly according to law for the proposed State aid of $10,000 per mile, to their respective roads:

The Little Rock and Fort Smith Railroad Company, C. G. Scott, President; J. H. Haney, Secretary. Office at Little Rock.

The Memphis and Little Rock Railroad Company, R. C. Brinkley, President; W. B. Waldran, Secretary, office at Memphis.

The Memphis and St. Louis Railroad Company, E. H. Porter, President; office at Memphis.

The Cairo and Fulton Railroad Company, M. Brayman, President; W. W. Leverett, Secretary; at office at Little Rock.

The Pacific and Great Eastern Railroad Company, Stephen K. Stone, President; D. D. Stark, Secretary, office at Fayetteville, Arkansas.

There are a number of other projected routes which it is understood will become applicants for State aid, but they have not as yet presented their claims.

The terminal points of the Pacific and Great Eastern Railroad, as at present contemplated are Fayetteville, Arkansas, and a point nearly due east on the Mississippi River below New Madrid, Missouri. It will thus traverse the Counties of Greene, Marion, Izard, Searcy, Newton, Madison and Washington. The design is eventually to push the enterprise westward to the Pacific. Until that consummation is attained, a completion of the portion contemplated would certainly prove successful from the fine section of country traversed.

Morris Canal and Banking Company.

This company have declared a dividend of ten per cent. on the amount of the Preferred Stock, payable in scrip redeemable in twenty years from the first day of February next bearing interest at the rate of seven per cent. per annum, payable semi-annually upon the first Tuesday of August and the first Tuesday of February then following. Certificates of this scrip will be delivered to the holders of the Preferred Stock on the first Tuesday (the 2d) in February next. This dividend, says the Philadelphia *Ledger*, is intended to cover the dividend passed at the last August semi-annual period and that to be passed at the coming February semi-annual period. As this company is bound to pay 10 per cent. annual interest on its preferred shares before it can pay anything on the common stock, it becomes a proper inquiry with the preferred shareholders whether this scrip dividend is a *payment* of 10 per cent. until the scrip itself is paid. If not, then the twenty years that the scrip is to run to maturity, looks like the period fixed by the Company for the suspension of dividends on the common stock.

☞ The following gentlemen have been elected directors of the Buffalo, Corry and Pittsburg Railroad: Jay Gould, James Fisk, Jr., Frederick A. Lane, L. D. Rucker, J. C. B. Davis, Thomas Struthers, William H. Seward, William H Whiteside, John F. Phelps, Mathew P. Bemis, Daniel Williams, Amos K. Warren, George W. Gifford, Jay Gould was elected President, Thomas Struthers, Vice President, and M. P. Bemis, Secretary and Treasurer.

Nebraska.

The Governor of this State, in his recent message to the Legislature, recommended the encouragement of immigration, a liberal free-school system, and land grants for the erection of bridges across the Platte river at Ashland, Columbus, Grand Island and North Platte. These bridges will enable the people of a rich portion of Southern Nebraska to avail themselves of the section of the Pacific railroad, from which the river is now entirely cutting them off. The State will soon have control over three millions and a quarter acres, and a quarter of a million acres of these lands will be sold within the next two years. The Governor also urges the immediate erection of a State university and agricultural college.

Debt of Arkansas.

The aggregate State debt of Arkansas, as completely and as accurately as it can be ascertained, is as follows:

Bonds outstanding on account of the real estate bank	$843,000
Bonds outstanding on account of the State bank	441,000
Unpaid interest on both, about	2,000,000
Amount borrowed and interest on the 500 hypothecated bonds	300,000
Total (about)	$3,584,000

Tehuantepec Route.

A letter to the N. Y. *Times* dated Mexico, Jan. 9, says: The most important of the recent acts of the Mexican Congress is the modification of the decree which was issued on the 6th of October, 1867, and which granted to Mr. Emilio La Sere, and the company organized by him, the right to construct a railroad across the Isthmus of Tehuantepec. The new decree obliges the La Sere Company to complete the work in four years and a half. It will be commenced forthwith. The line, it is supposed, will commence where navigation on the Coatzacoalcos River ceases, and run across the isthmus to the port of Ventosa. Pending the completion of the work, the company is obliged, by the terms of the decree, to establish communications across Tehuantepec by means of a wagon road.

Brooklyn Horse Railroads.

The following are the gross receipts of the Brooklyn Railroad Companies for the six months ending December 31, 1868, as returned to the Revenue department:

Brooklyn City	$623,930
Broadway	60,797
Grand street and Newtown	39,551
Atlantic Avenue	107,528
Brooklyn, Bath and Coney Island	18,594
Coney Island	56,422
Brooklyn and Rockaway Beach	10,761

☞ The Albany and Susquehanna Railroad Company have made a contract with the Delaware, Lackawanna and Western Railroad and Coal Company to transport coal to Albany. The first train of 22 cars arrived at Albany on the 25th inst.

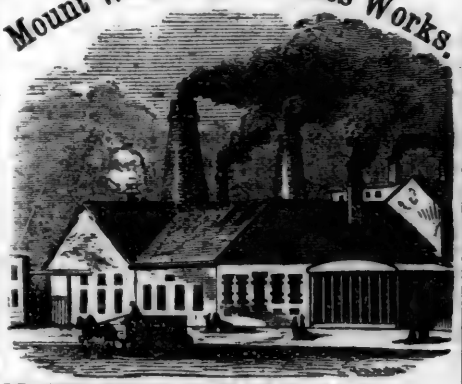
☞ The receipts of the Sixth Avenue Railroad in 1868, were $618,570 51; those of the Eighth Avenue Railroad, $783,288 79.

☞ The Pennsylvania Railroad bridge spanning the Susquehanna river at Columbia has been opened for travel.

☞ The Centreville (Md.) *Observer* states that the work on the Queen Anne's Railroad is progressing. The board of directors have ordered a survey to be made from Centreville to Queenstown. The road from Massey's Cross roads to Carville's is now nearly ready to lay the track upon. The road from Townsend to Massey's is also nearly completed.

☞ The value of the property owned by the Union (Mass.) horse railroad company, is said to be $262,534 05, divided between seventy-four cars, four hundred and forty-nine horses, and real estate to the value of $145,580 05. The whole number of persons employed by the company is two hundred and forty.

Mount Washington Glass Works.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimnies* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY,

61 Milk-St., Boston, Mass

Notice to Bridge Builders.

DEPARTMENT OF SURVEYS,

JANUARY 11, 1869.

In conformity with an ordinance of the Select and Common Councils of the City of Philadelphia—

I hereby invite the presentation of Plans and Estimates for an Iron Truss Bridge suitable to be erected over the River Schuylkill, on the site of the present Suspension Bridge at Fairmount, in said city. The abutments are now erected with a clear span of three hundred and forty (340) feet. The width of Bridge from out to out of footways to be fifty (50) feet, which footways will be not less than eight feet in the clear.

It must be provided with an upper and lower carriageway, the upper to be not more than 35 feet above the bottom of lower chord, or less than 28 feet above the lower roadway—the lower roadway to be not more than seven feet above the bottom of lower chord or it may rest upon the lower chords.

The entire structure to be of iron, excepting the flooring of the road and footways; to be proportioned for a weight of seventy-five pounds per square foot upon each roadway, including the footways. All wrought iron to be proportioned to resist a tension of 60,000 pounds, with a factor of five for security in large bars, and six for the small bars or rods.

A full and detailed estimate of quantities and cost will be required to accompany each plan.

The conditions of the Ordinance are, that the plans herein called for shall be submitted to a Commission of three Civil Engineers, in conjunction with the Chief Engineer and Surveyor of the city of Philadelphia—the best three of the plans to be retained by and become the property of the city of Philadelphia, for which they will be paid in order of merit, as may be determined by the Commission —800, 500, 300 dollars respectively. No design for a Portal will be required.

All plans must be deposited with the subscriber on or before the 1st day of April, 1869, at the Department of Surveys, 234 SOUTH FIFTH STREET, Philadelphia, with letter, giving the address of the Designer. Map and Profile of location may be seen at the Department of Surveys.

STRICKLAND KNEASS,

3t4 Chief Engineer and Surveyor.

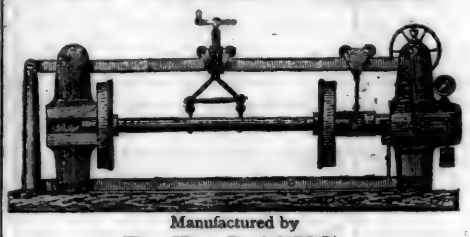
Union Pacific Railroad.

The gross earnings of this road for the year 1868, from way business only, on an average of less than 700 miles in operation, were as follows:

From passengers	$1,024,005 97
From freight	2,040,233 19
From express	51,423 08
From mails	136,235 59
From miscellaneous	91,626 27
From Government troops	104,077 77
From Government freight	449,440 33
From contractors' men	201,179 09
From contractors' material	968,430 32
Total	$5,006,651 61

One thousand miles of this road are now completed; and as 500 miles of the western portion of the line, beginning at Sacramento, are also done, but 267 miles remain to be finished to open the grand through line to the Pacific. This opening will certainly take place early this season, when it is estimated that the earnings of the road will be from fifteen to twenty millions a year.

CAR WHEEL PRESS.



Manufactured by

D. P. DAVIS,

Mechanical Engineer,

26½ BROADWAY, N. Y.

AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, A STATIONARY ENGINES, Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON,

R. S. MANNING, G. W. NORTON,

THE UNION PACIFIC RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR

First Mortgage Bonds AT PAR.

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about $29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received $22,158,000 of this subsidy, of which $1,280,000 was paid Dec. 6th, and $640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, *and no more*. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been $2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,

No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

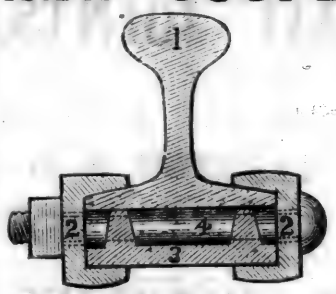
Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

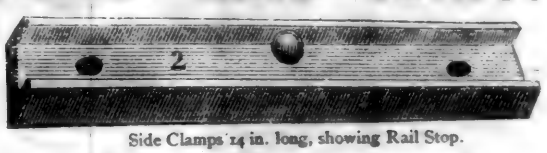
JOHN J. CISCO, Treasurer, New York.

Dec. 15, 1868.

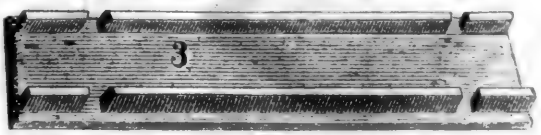
THE PHŒNIX IRON COMPANY'S NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint***, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3*,) with the flanges of the rail and the bottom plate embraced by the side clamps (*2*,) and held firmly in place by bolts (*4*.) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHŒNIX IRON COMPANY, Philadelphia, Pa.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,

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GERMAN STEEL AND HARDWARE

For sale by

LOUIS WINDMULLER & ROELKER,

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Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,

58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,

69 & 71 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

American Natural Oil Company

No. 7 Broadway, New York City,

SOLE PROPRIETORS OF THE CELEBRATED

American Natural Lubricating Oils

Prepared expressly for all classes of

MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the United States and Europe.

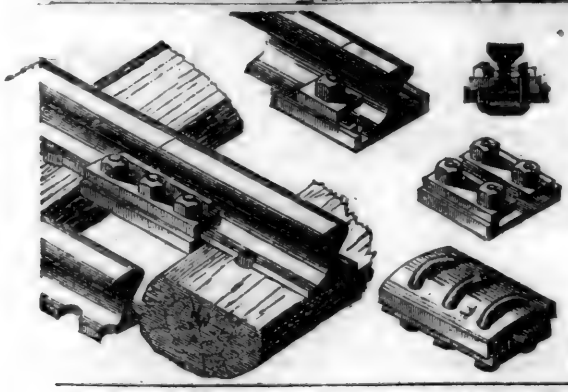
American Natural Paint Oils

At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

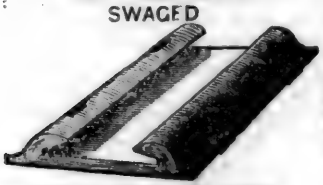
Post-Office Box 4781, New York City.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
SWAGED



Patented Sept., 18, 1866.

WROUGHT IRON
RAIL CHAIRS.

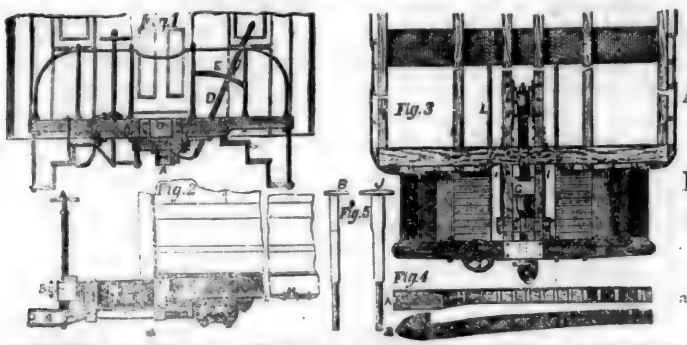
RAILROAD SUPPLIES.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,
18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
Passenger Cars.
OFFICE,
231 BROADWAY,
(Rooms 4 & 5.)
NEW YORK.
Send for Illustrated Pamphlet, and call and see working Models

MILLER, Patentee

MEAD RUBBER COMPANY,
12 Vesey Street, New York.
MANUFACTURERS OF
INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

COHOES ROLLING MILL.
—FOR MANUFACTURERS' USE—
SHAFTING, BAR & BAND IRON,
ALSO
SUPERIOR PATENT PUNCHED
AXE, PICK & MATTOCK POLLS.
MORRISON, COLWELL & PAGE,
OFFICE, TROY, N. Y.

STREET CARS FOR SALE.
82 NOT NEW TWO HORSE CARS.
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Hemp Packing.
BEST HACKLED HEMP PACKING,
For Sale by
WILLIAMS, PAGE & CO.,
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RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,
6m38 **83 Pearl street.**

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	$225	$150	$75.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH
On 1st, 9th, 16th and 24th,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Feb. 1, ARIZONA, Capt. Maury, connecting with CONSTITUTION, Capt. Hudson.

Steamer leaving Feb. 9, connects closely with steamer CHINA, leaving San Francisco March 5, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

HERMANN BOKER & CO.,
NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
HAGEN, PRUSSIA.

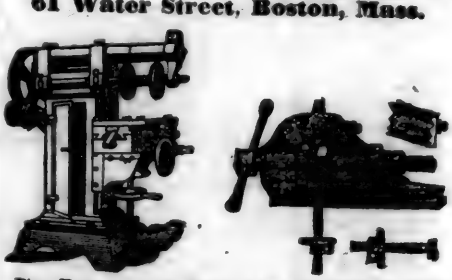
Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

RAILROAD TIES.
WHITE OAK, CHESTNUT AND CEDAR.
Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
6m48 **HOLLINS, KIRKUP & CO.,**
24 Dey street, N. Y.

UNION VISE COMPANY,
61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,200 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 6.] SATURDAY, FEBRUARY 6, 1869. [WHOLE No. 1,712, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 6, 1869.

Improvement of the Telegraph.

One of the great drawbacks heretofore in the efficiency of the Telegraph has been defective insulation. To work a circuit that is free and clear of escape is always an agreeable and pleasant occupation, while operating one that is ever changing and requiring continued adjustment of magnets is one of the most annoying and patience trying. Many of our railroads have improved their telegraphs during the past season by the use of the Brooks Insulators. With this invention much of the time formerly spent in adjusting the magnet can be devoted to other, and clerical duties, besides the liability to error is infinitely lessened. The galvanometrical tests and measurements of the amount of leakage show not as much escape over a line of one hundred miles in length, where the Brooks Insulators are used in a very wet day as over one insulator of the ordinary kind, and that there is more leakage over the ordinary insulator in a clear frosty day than over the Brooks in the most humid weather.

Richmond and Danville Railroad.

The earnings of this road for the fiscal years ending September 30, 1867 and 1868, were as follows:

	1866–'67.	1867–'68.
From passengers	$200,428 91	$182,650 63
" freight	399,500 93	368,000 92
" express freight	23,544 15	18,911 54
" U. S. mail	13,072 58	13,462 48
" telegraph line	3,115 66	994 82
	$639,662 23	$574,020 39
The ordinary expenses were:		
Repairs of road	$102,751 47	$98,898 02
" bridges	9,287 41	11,837 01
" buildings	5,691 66	5,537 45
" locomotives	17,646 64	17,122 07
" cars	22,575 01	28,699 29
" machinery	4,795 25	4,274 14
Passenger train exp	21,001 27	17,982 04
Freight train expenses	23,762 62	23,081 24
Fuel account	30,657 07	31,775 27
Oil, tallow and waste	5,025 18	3,977 75
Depot expenses	47,910 85	47,373 23
Telegraph expenses	7,254 14	4,253 85
Miscellaneous exp.	20,230 85	23,953 99
Losses and damages	9,649 88	6,191 24
Salaries of officers, etc.	15,778 01	17,750 10
Insurance	6,070 06	6,123 68
Internal revenue tax	9,363 82	6,099 32
	$359,451 19	$354,929 69
Earnings less expenses	$280,211 04	$219,090 70

The extraordinary expenses of 1866–'67, not included in the above, were $123,618 44—making the total expenses for that year $483,069 63. The expenses of 1867–'68, as above stated, include the following amounts on extraordinary account:

New depots and fixtures to replace those destroyed during the war	$8,119 94
New rails, spikes, chairs, and labor relaying track	16,149 85
New bridges	804 28
Total	$25,074 07

It will be seen that the total expenses of the past year are less than the ordinary working expenses of the previous year by $4,521 50; and are less than the ordinary and extraordinary expenses of that year combined by $128,139 94. The net earnings, therefore, notwithstanding a falling off of $65,641 84 in the gross receipts, show an increase of $62,498 10. The President in his report says:

The usual and necessary improvements of track and roadway have been effected, maintaining the progress heretofore made towards the restoration of the line to that standard of thorough repair which is regarded indispensable to its safe and economical operation. About 90,000 cross ties have been put on the line during the year, being about 20,000 more than the average quantity ordinarily required for the same period. About three miles of new rail have been put down during the year east of Powhatan station, and the track materially repaired on various other sections of the road. The large and costly Howe truss bridges erected since the war over the James, Appomattox, Roanoke, and Staunton Rivers, which have heretofore remained uncovered on account of the company's limited resources, have, during the present fall, been put under cover, and will in a few weeks be entirely protected, and in a condition of completeness and safety. Heavy trestles have been replaced at Belle Isle, the State Line, and other portions of the work. The depots and fixtures along the entire line south of Richmond have been refitted, refurnished, and improved to a condition adequate to the wants of the business everywhere.

Additional sheds and depot facilities at Richmond have been made; with some further extension of these as recommended by the Superintendent in his report, further expenditure in depot construction need not be made until such time as the convenience of the company will allow it.

In reference to the financial interests of the company, the Board are gratified to be able to present to the stockholders a much more satisfactory condition than has existed at any time since the reorganization of the company after the war.

The large and oppressive floating debt which was found to exist, and which had to be made active, has been nearly all paid or funded in the permanent securities of the company. The policy heretofore inaugurated by the Board, with the assent of the stockholders, of the conversion of the old funded debt in its different forms, and of the new floating debt into a single first mortgage consolidated debt, has been successful to a most satisfactory extent. The new consolidated security having nearly absorbed the entire liabilities intended to be embraced by it; thus relieving the company not only from the high rates of interest which it was compelled to pay upon its large floating liabilities as they then existed, but what is of greater consequence to the stockholders, permanently securing its credit from that perilous exposure which it necessarily suffered in every monetary panic under the burden of current demands of so large an amount.

Under directions of the Board and the personal supervision of the President, sales of the new consolidated bonds were effected in the early part of the year to an amount which, together with

the business income of the road, enabled the company to sink its floating debt to a sum manageable at the pleasure of the company; the balance on account of bills payable and receivable, as appears from the Auditor's report, being on the 30th day of September, 1868, $47,979, so that for some months past the company has been fully, and it is hoped forever, relieved from the dangerous necessity of dependence upon the current market as a borrower of large sums upon its own securities, as collaterals, involving the risk of great loss from unforeseen pressures, and even of insolvency from combinations against its credit. The aggregate amount of these bonds issued and disposed of for this purpose, is $760,500, at rates averaging from 64 to 70.

The general result to the company's credit from this permanent adjustment of its liabilities, effected as it has been under circumstances of almost unparalleled difficulty, has been to establish a fixed market demand for its securities as desirable investments, and sensibly to strengthen the demand for the stock also. The arrearages of annuity to the State which the company have been unable heretofore to touch since the war, accumulated from the first day of January, 1865, to the first day of July, 1868, inclusive, amounted to the sum of $168,000; of which during the present year and up to the present time, $126,000 has been satisfied by payments from the business income of the company.

The following statement is intended to represent a complete exhibit of the financial condition of the company at the close of the present fiscal year:

For Funded Debt:		
Consolidated first mortgage bonds issued		$1,706,500 00
Guaranteed and other mortgage bonds convertible into same		251,700 00
Bonds to Roanoke Valley Railroad not mortgaged		160,800 00
Annuity to State of Virginia of $42,000, to run until 1887, 2d mort.		
		$2,119,000 00
For Unfunded Liabilities:		
Bills payable	$52,491 21	
Amount due for old dividends	7,983 99	
Interest due on part of mortgage bonds uncalled for	56,621 22	
Balance due State of Virginia on account of unpaid annuity	56,773 79	
		178,870 21
		$2,292,870 21
Less—		
Cash on hand Sept. 30,'68.	$9,047 08	
Bills receivable	4,512 21	
Balance due from Piedmont Railroad Co.	186,263 01	
Balance due company on sundry accounts, per ledger	27,692 17	
Balance due from State of Virginia on subscription	11,401 50	
		238,915 97
Balance of debt to date.		$2,053,954 24
To which may be properly credited:		
The present value of 186 shares in the Richmond and Danville Railroad Company now held by the company	$3,360 00	
14,885 shares of stock in Piedmont R. R. Co.	1,488,500 00	
		1,491,860 00
		$562,094 24

It will be observed, that notwithstanding the aggregate tonnage has increased 7,041 tons over that of last year, the gross earnings from tonnage have decreased $36,500.

This results from the reduction of the tariff of tolls that went into effect on the first of March, 1868. It will be remembered that at the meeting of stockholders in December, 1866, a committee was appointed to take into consideration the subject of tariff charges, and report to the next annual meeting.

This committee submitted their report at the meeting of December, 1867, urging a further reduction of rates, which was adopted. In compliance with this expression of the wishes of the stockholders, the general rates were in March last materially reduced, as far at least as was deemed by the Board compatible with the important interests of the company, and with reference as a paramount consideration, to maintaining the income of the company at a standard of self-support.

The results of the year show, that the concessions thus required to be made for the relief of the country, have been carried as far as a prudent regard for the safety and good management of the company and its credit will allow. The existing rates compare favorably in cheapness and uniformity with any that have prevailed on the road at any period, and with those which now prevail on any well managed line in the South.

The condition of the country on which your road is dependent for earnings, in common with other sections of the Southern States, is anomalous and difficult, and its business consequently variable in character and reduced in amount; indeed, altogether incapable at present of its ordinary maximum production.

It is hoped and expected, that this state of things is soon to be exchanged for one of restored confidence and renewed energy in all the departments of industry.

This necessarily brings with it the fruits of increased business and income to your road.

A review of the last three years shows a steady increase of the business of the company through each successive year, and this, notwithstanding the seasons have continued most unfavorable for the production of all the crops that largely make up your tonnage, except only tobacco; this alone has yielded something like its ordinary volume of business. The wheat tonnage has materially increased during the past year; of which however a large part has been drawn from Southwest Virginia and Tennessee, out of which this road receives only a short and cheap transportation.

The indications are, that with a return of the ordinary seasons, the wheat tonnage of the line will be heavily and permanently increased. During the past fall a much larger surface has been seeded in the country tributary to your road, and more attention bestowed on the character of the seed and other circumstances, which give promise of the usual profitable yield. From the enlarged district of country now drained by the line, extended as it is for fifty miles in the State of North Carolina, the wheat transported over this road to the city of Richmond should not be less than 500,000 bushels in a season of ordinary fruitfulness of this important cereal. In 1867, the entire wheat transportation was 53,338 bushels, and during the past year 163,735 bushels. It is hoped that this amount will be more than doubled in the business of the ensuing year.

The Piedmont road is continued to be operated under lease to this company, on the same terms and in the same manner as heretofore reported to and approved by the stockholders. No reason exists for the interruption or modification of this arrangement, and its continuance is therefore recommended. The business derived to the company through the connections of the Piedmont road has not as yet approximated the proportions and value which must ultimately be realized from it. The causes which have retarded it are being constantly removed, and, as far as practicable, through the co-operation of this Board. Success in developing these connections is of paramount importance to your interests in the future. When developed, their value to this road cannot well be computed. Details of the prospects in this regard cannot be appropriately here given; but it is not doubted that, under the policy being pursued by the Piedmont Company, in connection with other lines South having a common interest with us, the day is not remote when the Piedmont line will yield an immense contribution as well to your tonnage as your travel.

Within a few weeks past the Richmond and York River Company have resumed active work in replacing their track between the White House and West point, with every prospect of ability to continue it to completion up to West Point, within a reasonably short period. With this prospect, the mutual interests of both companies require that a track connecting their respective depots shall be built. Under authority heretofore conferred by the stockholders, the Board of this company have agreed to construct such connecting track, with a view to continuous transportation over the two roads, both being now of corresponding gauge. Preliminary surveys have been made, and it is deemed the interest of this as well as of the York River Company, that this work shall be commenced at once. Its value and importance to us need not be at present further enforced.

In roadway, buildings and equipment, the entire line from Richmond to Greensboro' may now justly be said to be in a condition of thorough efficiency for service, and capacity for economical operation. What is now wanted is business—more tonnage and more travel. To secure this, an intelligent management will direct its best energies.

In respect of local and wayside business, there is every reason to expect that the supporting country will continue to afford an increase of contributions in a ratio greatly accelerated over that of the last two years. Industry of almost every kind is getting into better organized and more successful operation. Population and capital from adjacent and foreign States have commenced their long desired advent and settlement among us; and as the cloud of disordered politics passes away, the light of renewed confidence, free circulation of capital, and hopeful energetic enterprise reappears, with its invariable sequel of general prosperity and content.

In respect of foreign or through business, your line is entitled by position to a still more rapid growth. To develope it in its natural and legitimate proportions, no practicable effort has been spared during the last three years. Much has been accomplished towards ultimate success; but much yet remains to be done. The magnitude of the interests at stake should allow no remission of effort. The recent opening of the Columbia and Augusta road from Columbia, South Carolina, to Graniteville, a point on the South Carolina road, twelve miles east of Augusta, has already given you the short line by about 70 miles between Southern and Central Georgia, and adjacent localities, and Richmond, and the Northern cities. When so organized as to give this line a fair competition for the travel, this improvement must afford a valuable accession to your business.

But a still more important development to us is the Air Line road between Atlanta, Georgia and Charlotte, North Carolina. This work is rapidly assuming, in the public regard, its just proportions of a great inter-state enterprise of immense value and importance to great and vital interests, both local and general. These most reasonably look to its construction with increasing interest, as destined to afford, with its connections—of which your line is a leading part—a channel of communication unrivalled in directness, grades and climate: one by which, not only are the trade relations of the great commercial centres of the North with the interior and remote South to be placed under new and most beneficial forms, but also a great interior development to be effected, and a grand trunk thoroughfare organized for six hundred miles, through the heart of the Piedmont Atlantic slopes—a country the most desirable for reasonable thrift and social happiness

that the white man has yet found on this continent.

This important work it is expected will soon be in active progress, and in such relations to this company as to secure forever your impartial access to the immense business it is destined at some time in the future to contribute to its eastward connections.

In conclusion, the Board think the period of poverty and extreme peril to your corporate interests has passed, and the dawn of a permanent and increased prosperity arisen. They have labored diligently to hasten its advent, and expect to rejoice with you in its noontide beneficence.

The length of the Main Line between Richmond and Danville is 140.5 miles. Branch to coal yards at Rockett's 1.52 miles. Sidings and turnouts laid 11.25 miles. Total equivalent single track 153.27 miles. The length of the Piedmont Railroad (leased) from Danville, Va., to Greensboro', N. C., is 48.5 miles, or including sidings and turnouts (1.98 miles) 50.48 miles. Total length of main and branch line operated by company 190.52 miles. Total miles of iron, 203.75.

The company have 23 locomotives, 16 passenger, 6 baggage and mail, and 263 freight, etc., cars. Miles run with passenger trains, 138,893; with tonnage trains, 116,091; mileage on road service, 29,536—total, 284,520.

Total number of passengers carried, 85,662; do., carried one mile, 4,086,393. Average amount received per passenger per mile, 4.49 cents; average cost per passenger per mile, 3.28 cents. Aggregate miles run by all passenger, baggage and express cars, 639,969. Estimated weight of passenger trains, including passengers, etc., but exclusive of engine and tender, hauled one mile during the year, 9,595,212 tons. Earnings of do. per ton per mile, 2.188 cents; do., per mile run, $1 50. Average expenses per mile run by passenger trains, 96.60 cents. Total earnings of passenger trains, $210,024 65; expenses allotted to passenger transportation, $134,171 93—net revenue from do., $75,852 72.

Total number of tons of freight carried, 88,679; do., hauled one mile, 6,123,789. Average amount received per ton per mile, 6.05 cents; average cost per ton per mile, 3.60 cents. Aggregate miles run by all tonnage trains, 116,091. Estimated weight of tonnage trains, including freight, but exclusive of engine and tender, hauled one mile during the year, 17,765,987 tons. Earnings of do., per ton per mile, 2.04 cents; do., per mile run, $3 12.68. Average cost per mile run by tonnage trains, $1 90.15. Total earnings from tonnage, $363,000 92; expenses allotted to freight for the year, $220,757 76—net revenue from do., $142,243 16.

Gross receipts per mile run by all trains, $2 01.75; expenses, do., $1 39.15—net earnings, 62.60 cents. Per cent. of expenses, including internal revenue tax on gross earnings, 61.8; per cent. of earnings, 38.2.

The receipts of the company from all sources, during the year (including $9,172 85 from the previous year,) were $922,460 12; and the disbursements, $913,413 04—leaving a balance of $9,047 08.

The following is a statement of receipts, disbursements and liabilities of the company from its organization, November 20, 1847, to September 30, 1868:

Receipts.		
Capital stock		$4,000,000 00
Loan of the State of Virginia redeemable in about 34 years from April 3, 1853, to Sept. 30, 1854, by payment of annuity of 7 per cent.		600,000 00
Bonds guaranteed by State of Va. due 1875 and 1878		161,600 00
Bonds extended, due 1863		8,000 00
Bonds 4th mort., registered, due '73		53,000 00
Bonds 4th mort., coupons, due 1875		15,000 00
Bonds for funding interest, due 1869 and 1876		14,100 00
Bonds consolidated mortgage, coupons, due 1875 and 1890		1,298,000 00
Bonds consolidated mortgage, registered, due 1875 and 1890		408,500 00
Bonds for Roanoke Valley Railroad Company, due 1869 and 1876		160,800 00
Transportation to Sept. 30, 1867		7,838,794 66
Transportation for the year ending Sept. 30, 1868		574,020 89
Liabilities:		
Interest due on bonds	$56,621 22	
Interest due Board of Public Works as ann'ty	56,773 79	
Dividends	7,983 99	
Bills payable	52,491 21	
Sundry accounts	44,568 93	
		218,439 14
		$15,350,254 19

Disbursements.		
Increase of capital stock		$2,000,000 00
Cost of road and property to 1868.		4,929,000 00
Cost of transportat'n to Sept. 30, '67		5,277,429 48
Cost of transportation for the year ending Sept. 30, 1868, viz:		
Maintenance of roadway and real estate	$118,985 75	
Maintenance of mach'y	50,137 70	
Operating expenses	174,954 10	
Insurance	6,123 68	
Internal revenue tax	6,099 82	
Interest	148,328 83	
Salary	17,750 10	
Lease of Piedmont R. d. 12 months	45,000 00	
		567,379 48
Discount on bonds sold		230,127 68
Dividend account		480,123 10
Fund for redemption of loan of $600,000		86,908 65
Company's stock		7,301 00
State of Virginia due on subscript'n		11,401 50
Piedmont Railroad Co. stock acc't.		1,488,500 00
Piedmont Railroad Co., balance due		186,263 01
Bills receivable		4,512 21
Sundry accounts, per ledger		72,261 10
Cash in banks		9,047 08
		$15,350,254 19

President.—A. S. Buford.

Directors on the part of the State.—W. T. Sutherlin, A. Y. Stokes, Thos. Branch. *Directors elected by Stockholders.*—Wood Bouldin, J. R. Edmunds.

Superintendent.—Thomas Dodamead.

Secretary and Auditor.—John D. Blair.

Treasurer.—E. A. Barber.

Eastern Railroad.

At the annual meeting of this company held in Boston on the 1st inst., the following gentlemen were elected directors for the ensuing year: Geo. M. Browne, Samuel Hooper, Nathaniel Thayer, Franklin Haven, and Benjamin E. Bates, of Boston; Wm. L. Dwight, of Portsmouth; and Henry L. Williams, of Salem. The annual report of the directors was accepted, and placed on file, and a resolution passed authorizing the directors "to issue bonds to an amount not exceeding $1,000,000, in conformity with the statute, for the purpose of providing means to meet the indebtedness of the company."

Supreme Court Decisions.

We give elsewhere the opinion of Mr. Justice Nelson in the case of the Northern Central Railway *vs.* Jackson. In this case the plaintiffs sought to exact from a non-resident alien holder of their stocks the five per cent. income tax imposed by the act of Congress, and a three mills tax authorized and imposed by the State of Pennsylvania, under an act of the Legislature consolidating a Pennsylvania corporation with a Maryland one. The Court held that the internal revenue act does not contemplate the payment of such a tax by non-resident foreign holders; and that the State of Pennsylvania did not have jurisdiction to impose the tax levied in this case, because the corporation was created under the laws of Maryland, and was therefore beyond her jurisdiction.

Mr. Justice Swayne delivered the opinion of the Court in the case of the Pacific Insurance Company *vs.* Frank Soule; on a certificate of division in opinion between the judges of the Circuit Court of the United States for the district of California. In this cause the Court held that it was the duty of the assistant assessors to reduce to their value in currency all returns made in coin, and that the person or the corporation making such return is liable to pay income tax on the amount thus rendered in currency, and that such income tax is not a direct tax, but a duty or excise, and as such obligatory and valid.

In the New York Bank cases, the opinion of the Court was delivered by Mr. Chief Justice Chase. In this cause the Court held that certificates of indebtedness and United States notes or greenbacks, are binding obligations of the Government, and are therefore "securities" in such a sense as exempt them from State taxation, thus reversing the decision of the Court of Appeals of the State of New York.

Railroad from St. Louis to Galveston.

The St. Louis *Republican* says that a proposition is on foot to give St. Louis a new southern railroad connection by building a railroad from St. James, near Rolla, on the southwest Pacific road, through Dent, Shannon, Texas and Howell Counties, in Missouri, thence by Cairo and Fulton Railroad survey, to Little Rock, Arkansas, and thence to Galveston. The authorities of the counties named have signified their willingness to make subscriptions of $2,000 or $3,000 per mile for the line in that State, and subscriptions are being circulated preparatory to organizing a company under the general railroad laws of the State. Such a road, even if it did not promise a through route to the Gulf, would still be of great importance to St. Louis in opening up a portion of the State, now without an outlet for its produce, as well as aiding the development of the iron deposits of Dent County, which are reported to be as rich as the famous ores of Iron Mountain and Pilot Knob. This new route will strike the Cairo and Fulton road near its northern terminus and follow it to Red River, whence it will branch off to Galveston, the prospective route of the Cairo and Fulton, which is but a link in the great International Pacific Railroad to San Blas on the Pacific coast, with a branch from the crossing of the Rio Grande to the city of Mexico.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool.....	$573,838	$920,675
" cotton...	645,633	1,310,812
" silk	1,011,850	1,467,814
" flax	496,704	859,166
Miscellaneous dry goods..	432,027	508,366
Total entered for consump.	$3,160,052	$5,066,833

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool.....	$485,651	$599,617
" cotton...	387,824	361,290
" silk	180,473	289,208
" flax	438,948	580,131
Miscellaneous dry goods..	112,078	107,028
Total withdrawn from warehouse	$1,604,974	$1,937,274
Add entered for consump.	3,160,052	5,066,833
Tot. thrown on the market..	$4,765,026	$7,004,107

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool.....	$742,515	$897,950
" cotton...	474,220	475,672
" silk	285,623	487,172
" flax	321,216	621,718
Miscellaneous dry goods..	135,733	111,670
Total entered for wareh'g..	$1,959,307	$2,594,182
Total entered for consump.	3,160,052	5,066,833
Total entered at the port..	$5,119,359	$7,661,015

The imports of foreign dry goods at New York for seven months from January 1st, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	$9,195,939	$9,590,551
" cotton..	4,578,045	5,942,329
" silk	8,357,742	10,968 290
" flax	3,920,755	5 128,781
Miscellaneous dry goods.	3,258,096	2,335,453
Tot. entered for consump.	$29,310,577	$34,960,404

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	$7,919,569	$7,256,930
" cotton..	1,774,648	1,381,304
" silk	2,757,381	2,301,345
" flax	2,699,641	2,390,460
Miscellaneous dry goods.	830,986	592,401
Total withdrawn from warehouse	$15,982,225	$13,922,440
Add entered for consump.	29,310,577	34,960,404
Total thrown on the market.....	$45,292,802	$48,882,844

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$7,561,547	$7,100,819
" cotton..	1,916,246	2,046,393
" silk	2,410,205	2,855,613
" flax	2,559,792	3,019,822
Miscellaneous dry goods.	725,350	694,474
Total entered warehouse.	$15,173,140	$15,716,621
Add entered for consump.	29,310,577	34,960,404
Total entered at the port..	$44,483,717	$50,677,025

Imports of foreign dry goods at New York for the month of January.

Year.	Invoiced value.
1864	$8,184,314
1865	2,350,635
1866	15,769,091
1867	11,928,872
1868	5,119,359
1869	7,661,015

Tea Trade of the United States.

The following statement of the Tea Trade of the United States for 1868, is from the *N. Y. Shipping List:*

	Pounds Greens.	Pounds Japans.
Stock in bond, Jan. 1, 1868.	3,383,012	1,756,156
Direct importations from China and Japan, including receipts *via* San Francisco from Jan. 1, 1868, to Jan. 1, 1869.....	14,341,011	7,211,286
Indirect importati'ns (chiefly from England & Canada), same period.....	1,858,151	294,506
Total supply for 1868..	19,582,174	9,261,948
Withdrawn from bond for consumption from Jan. 1, 1868, to Jan. 1, 1869.....	15,297,527	6,805,335
Leaving.....	4,284,647	2,456,613
Withdrawn for export and inland transportation in bond, same period.....	1,123'784	356,064
Leaving stock in bond, Jan. 1, 1869.....	3,160,863	2,100,594
Total supply 1867	19,026,466	6,731,497
Withdrawn from bond, for consumption in 1867....	14,023,130	6,800,254
Withdrawn for export and inland transportation, in bond, in 1867	1,620,324	1,175,227

	Pounds Blacks.	Total all kinds.
Stock in bond, Jan. 1, 1868.	3,820,881	8,959,209
Direct importations from China and Japan, including receipts *via* San Francisco, from Jan. 1, 1868 to Jan. 1, 1869.....	12,544,938	34,975,575
Indirect importation (chiefly from England & Canada) same period.....	575,051	2,727,708
Total supply for 1868..	16,940,370	45,724,492
Withdrawn from bond for consumpt'n from January 1, 1868, to Jan. 1, 1869..	11,245,272	33,248,134
Leaving	5,695,098	12,436,358
Withdrawn for export and inland transportation in bond, same period.....	704,140	1,183,988
Leaving stock in bond, Jan. 1, 1869.....	4,990,958	10,252,379
Total supply in 1867..	17,052,619	45,810,472
Withdrawn from bond, for consumption to 1867.....	12,790,360	33,619,744
Withdrawn for export and inland transportation, in bond, in 1867.....	435,778	3,231,529

The Guaymas Railroad.

The American and Mexican Railway Company has had its concession renewed by the Mexican government. The bill was signed by the President on the 13th of January. This concession was revoked by President Juarez in 1866 under plea of non-fulfillment of terms on the part of the company. It was proven, however, before the Mexican Congress that the terms were fulfilled, and therefore the company is restored to its old footing. The route is two-thirds surveyed, and will run from Guaymas to Presidio del Norte, on the Texas frontier, making with any road that connects with it from the east, a shorter line to the Pacific by 400 miles than that to San Francisco.

Exports of San Francisco.

The exports of merchandise from San Francisco to domestic, Atlantic and foreign ports, during the year 1868, amounted to $22,844,235, making a total since January 1, 1848, of $165,369,926. The exports of treasure for the past year amounted to $36,358,096, making a total since January 1, 1848, of $897,968,267. Adding merchandise and treasure, the exports for the 21 years ending December 31, 1868, reach the enormous aggregate of $1,063,338,193. The details for each year have been as follows:

	Merchandise.	Treasure.	Total.
1848-50*.	$2,000,000	$66,000,000	$68,000,000
1851	1,000,000	45,989,000	46,989,000
1852	1,500,000	45,779,000	47,279,000
1853	2,000,000	54,965,000	56,965,000
1854	2,500,000	52,045,633	54,545,633
1855	4,189,611	45,161,731	49,351,342
1856	4,270,516	50,697,434	54,967,950
1857	4,369,758	48,976,692	53,346,450
1858	4,770,168	47,548,026	52,318,189
1859	5,533,411	47,640,462	53,173,873
1860	8,532,439	42,325,816	50,858,355
1861	9,888,072	40,676,758	50,564,830
1862	10,565,294	42,561,766	53,127,055
1863	13,877,399	46,071,920	59,949,319
1864	13,371,752	55,707,201†	68,978,953
1865	14,554,130	44,426,172	58,980,302
1866	17,281,848	44,365,668	61,640,516
1867	22,421,298	40,671,797	58,093,095
1868	22,844,235	36,358,096	59,202,331
Totals.	$165,369,926	$897,968,267	$1,063,338,193

* Estimated. † Including $5,000,000 duties on imports on Government account.

Imports of General Merchandise.

The following is a comparative statement of the imports of a few leading articles of general merchandise, other than Dry Goods, at New York, from foreign ports for the years:

	1867.	1868.
Books	$929,167	$1,111,115
Buttons	1,557,005	1,590,313
Cheese	218,489	233,018
Chinaware	656,717	571,470
Cigars	493,350	669,262
Coal	567,699	369,195
Coffee	14,433,119	15,925,976
Cotton	76,865	113,521
Earthenware.....	2,280,305	1,820,819
Furs.....	2 251,629	2,525,090
Glassplate	944,289	947,306
India rubber.....	2,400,349	1,902,691
Indigo	487,979	834,596
Leather and dried skins..	4,493,680	4,024,447
Undressed do.....	9,132,298	8,052,681
Brandy.....	350,512	452,081
Whiskey	50,515	98,196
Copper	54,144	43,382
Iron, bars.....	2,436,417	2,558,712
Iron, pig.....	1,024,128	501,704
Iron, Railroad.....	2,149,685	4,094,569
Iron, sheet.....	634,467	350,443
Lead	2,217,311	2,286,218
Spelter	175,322	338,146
Steel	3,248,602	3,382,146
Tin and tin plates.....	5,794,094	6,023,759
Zinc	206,146	187,511
Molasses.....	3,936,006	5,090,436
Rags	1,354,432	1,403,510
Salt.....	429,055	422,942
Saltpetre	79,451	113,286
Sugar.....	18,845,192	26,969,044
Tea.....	10,507,346	10,683,755
Watches	1,990,369	1,904,272
Wines	2,468,466	1,303,160
Wool and waste.....	3,421,784	2,005,403

☞ Rutland, Vt., has subscribed $400,000 to the capital stock of the Woodstock Railroad Company.

Lease of the Columbus, Chicago and Indiana Central Railway.

This road has been leased in perpetuity to the Pan Handle Company and the Pennsylvania Railroad Company jointly. The terms are understood to be as follows: The lessees are to keep the Road in first class condition, and furnish all the equipment which may be required, without charge to the lessors. All through traffic is to be prorated over the Roads of the three companies; all taxes are to be first paid out of the gross earnings, and the balance of the gross earnings is to be divided, thirty per cent. to the Columbus, Chicago and Indiana Central Railroad Company, and seventy per cent. to the lessees, and the lessees guarantee that the minimum sum produced by the thirty per cent., each and every year, shall be not less than the interest on the entire bonded debt of the Columbus, Chicago, and Indiana Central Company—if in any one year it should be insufficient for that purpose, the lessees are to make up the deficiency without charge to the lessors. The lessees are also to provide for the sinking fund of the Columbus, Chicago and Indiana Central Company for the redemption of its bonds out of their own funds. All existing contracts of the Columbus, Chicago and Indiana Central Company, are assumed and guaranteed by the lessees, and the lease precludes any contract for a division of earnings between the Pittsburg, Fort Wayne and Chicago and Pan Handle Companies without the consent of the Columbus, Chicago and Indiana Central Company.

Lease of the Atlantic and Great Western Railway.

This indenture, made this 7th day of December, 1868, between the Atlantic and Great Western Railway Company, party of the first part, and the Erie Railway Company, party of the second part:

Witnesseth, That for the period of twelve years from this date, the party of the first part hath leased and rented, and by these presents doth demise, lease, and let unto the party of the second part, its successors and assigns, the railroad of the party of the first part, and all the land of the party of the first part, from and including Salamanca, in the State of New York, to and including the terminus at Dayton, in the State of Ohio, and at all points in any State or States between the termini of said railroad and all branches or leased lines of railroad which now are or may hereafter be in operation, including all equipment and property of every name and kind belonging to or in anywise appertaining unto said railroad and branches.

And also so much of the franchise and privileges of the party of the first part as may be necessary, or as are usually exercised in and about the operation of a railroad, or may be necessary for the construction, repair and improvement or for the operation of such railroad, or any extension of the same, or any branch or branches thereof, and to collect, demand, and receive tolls and emoluments thereof during said term; and all such franchises as are usually exercised by railroad companies in protecting and securing to itself the full use and enjoyment of such railroad either in the States of New York, Pennsylvania or Ohio.

The party of the first part reserves to itself the franchises of being a corporation and of keeping up its organization, and the right to defend and maintain suits, and to take all requisite steps for the protection of its rights as a corporation, and of its shareholders.

Said party of the second part paying, or causing to be paid, as and for rent of the aforesaid railroad property and premises, thirty per cent. of the gross earnings of said line and branches, as now, or hereafter in operation, and as hereby demised, such payments to be made quarterly on the 15th days of April, July, October and January, at the office of the party of the second part in the City of New York.

And the party of the second part agrees that it will use all reasonable efforts to develop and increase thereby both the local and through business of the said demised railroad and branches.

And whereas, by a decree or order of the court of Common Pleas, in the County of Trumbull and State of Ohio, made in November, 1868, in the case of Samuel Gurney and others, against the Atlantic and Great Western Railway Company and others, the same decree or order in the same action being also made by the Supreme Court at Special Term of the State of New York, held at Buffalo on the 22d day of October, 1868; the same decree having also been made in the State of Pennsylvania; by which said orders and decrees it is provided that the debts of the Receiver in said action, as per schedule hereto annexed, must be paid before a delivery of the said railroad and its property can be made by said Receiver over unto the officers of the said Atlantic and Great Western Railway Company; and whereas the party of the second part has advanced and paid, said moneys as provided in said decree:

Now, therefore, the said party of the second part is, by these presents, placed in the stead of the said receiver, with the same rights to protect itself for the moneys thus advanced to pay the said receiver's debts, as the said receiver now has or could have, with all the rights, privileges and privities of the said receiver, to secure the said debts now paid by the party of the second part; and the said party of the second part hereby has a prior right, and a mortgage lien upon the said demised property and franchises of the party of the first part, to secure the party of the second part for the cash advance above mentioned.

Provided always, that if the rent above reserved, or any part thereof, shall remain unpaid for sixty days after any day of payment when the same ought to be paid as herein agreed, then and from thenceforth it shall be lawful for the parties of the first part, their successors and assigns, having first repaid the moneys advanced by the said Erie Railway Company as above specified into and upon the said demised premises and property of every kind, and every part thereof, absolutely to reenter and remove all persons therefrom, and the same to have again, repossess and enjoy as in their former state; anything herein contained to the contrary notwithstanding.

And thereupon this indenture, and all the provisions herein contained and the estate herein created, are by these declared to be and the same shall be henceforth forfeited, and shall cease and determine, except so far as to enable the parties of the first part to collect the rent due or unpaid up to the time this indenture is so forfeited and determined; and also any damages the said party of the first part may sustain by reason of the failure of the party of the second part to perform this lease or any of its covenants; and the said parties of the first part may thereupon forthwith actually reenter and take and keep actual possession of the said demised premises and property, and each and every part thereof, without delay or legal process.

The said parties of the second part, and their successors, agree to pay, bear and discharge all taxes and assessments of every name and kind which may be lawfully levied, assessed, or imposed on said demised premises and property, or on the use or occupation thereof, or on the income the party of the second part may receive or derive therefrom, and have the parties of the first part harmless therefrom, and the demised premises and property from sale or forfeiture for the nonpayment thereof. The said second part will hereafter, at their own expense, maintain and keep in operating condition the said railroad, and everything therewith connected or which properly belongs to the said railroad of the party of the first part, using the same in a legal and proper manner, and doing all the acts for the preservation of the franchises, rights, property, and interest of the said Atlantic and Great Western Railway which good faith, fair dealing, and the laws require.

And the said parties of the second part, their successors and assigns, hereby agree, that at the expiration or other sooner determination of the term hereby granted, they will surrender said railway with all the depots, stations, shops, grounds, buildings, structures, appurtenances, engines, machinery, equipments, and all other property hereby demised to them under and by virtue of this indenture, in as good state and condition as when they received the same; but the party of the second part is not bound to surrender or return any property to which the title of the party of the first part may have terminated, unless said title shall have been again invested in the party of the first part at its own expense.

And it is mutually agreed by the parties hereto, that if any difference of opinion shall arise as to the true intent and meaning of this contract, or as to any difference which may arise under it in any manner legitimately connected herewith, that all such questions, disputes, and differences shall be referred to three arbitrators, one to be chosen by the party of the first part, one by the party of the second part, and a third by the two chosen as aforesaid, and the decision of a majority of said arbitrators, given in writing and signed by two of the said arbitrators, shall be binding and final upon the parties hereto.

Possession of the demised premises is to be delivered to the party of the second part on the final execution of this agreement.

In witness whereof the parties hereto have caused their corporate seals to be affixed, the day and year first above written, and the signatures of their Presidents and Secretaries to be hereto signed.

(Signed) HENRY G. STEBBINS,
President of the Atlantic and Great Western Railway Company.
(Attest)—W. ARCHDALL O'DOHERTY, Secretary.
JAY GOULD,
President of the Erie Railway Company.
(Attest)—H. N. OTIS, Secretary.

Columbus and Xenia Railroad.

The Cincinnati *Commercial* states that the Columbus and Xenia Railroad has been leased to the Little Miami Railroad, and this lease has been confirmed by the stockholders of the former. These roads have heretofore had a close running arrangement, with two Boards of officers and directors. Hereafter they will be operated as one road. It is generally understood, however, that this step is preliminary to a lease of the entire road—from Cincinnati to Columbus—to the Pan Handle Company, which is owned by the Pennsylvania Railroad Company.

☞ The Susquehanna Canal Company have sold to the Columbia and Port Deposit Railroad Company the old canal property along the east side of the river, extending northward from Port Deposit some ten miles to Bald Friar Ferry. Price $13,000.

☞ The Williamsport *Standard* says that the Pennsylvania Railroad Company, having previously purchased the West Branch Canal, has recently bought the line up to the North Branch, and purpose deepening it, and otherwise increasing its capacity for business.

☞ A proposition to build a railroad from Carlisle in Nicholas Co., Ky., by way of Cynthiana and Georgetown, to Frankfort, is being agitated in all those places.

☞ Work has been commenced on the Passaic and Peapack Railroad at Bernardsville, Somerset Co., New Jersey.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Div.dend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,745,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref.. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,500,000	A. & O.	Oct. '68 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A. J&O	Jan.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 3
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref..100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J. A. J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City..... 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 5
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,110	----------	Jan. '69 4
Central of Georgia..... 100	4,666,300	J & J.	Jul. '68 7
Central of New Jersey....100	13,768,000	J.A.J&O	Jan.'69 2½
Central Ohio..... 100	2,600,000	J. & D.	Dec.'68 3
Do. pref..... 100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*..... 100	380,000	----------	Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '69 4
Chicago and Alton..... 100	3,888,643	M & S.	Sep. '68 5
" " pref...100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Sep. '68 5
Chicago, Iowa & Nebras*.100	2,000,000	----------	Jan.'69 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,558,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,676,340	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,788,200	J. & J.	Jan. '68 4s
Concord..... 15	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,00.	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do. do. pref.100	1,937,351	J. & J.	Jan.'69 3½
Eastern (Mass.)..... 100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	2,369,730	----------	----------
East Tenn. and Virginia....100	657,800	----------	----------
Eighth Avenue (N. Y.)....100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	----------	F. & A.	Feb.'66 4
Do. pref.....100	8,533,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	2,143,445	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	----------	Sept.'68—
Green and Coates St (Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,258,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central..... 100	23,416,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind.... 100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Oct.'68 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J&O	Jan.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200.000	A. & O.	Oct. '68 3
Macon and Western..... 100	1,500,000	----------	Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'69 5
Michigan Central 100	8,477,386	J. & J.	Jan.'69 5
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	583,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chion..100	2,986,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	5,406,883	J. & J	J'n'69 14s
" " " pref.....100	3,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan.'68 3
New Jersey..... 100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Mar.'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
New York and Harlem..... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '68 3
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,643,900	F.M.A.N	Feb. '69 2
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh...100	3,06 .400	J. & D.	Dec. '68 4
Northern of N. Jersey 100	159,100	----------	----------
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport 100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri..... 100	3614,515	----------	----------
Panama..... 100	7,000,000	J.A.J&O.	Jan. '69 8
Paterson and Ramapo..... 100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan'69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan.'68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*..... 50	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Dar'by... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred. 100	----------	F. & A.	A'g.68 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. 68 3
South Western, Georgia...100	3.203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch 50	250,000	J. & J.	Jan.'69 5
Syr., Bingham, and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan.'68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W.D. pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	634,400	J. & J.	Jul. '68 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,000,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,405	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	5,228,595	----------	----------
Delaware Division..... 50	1,623,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 10	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 176,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,505,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.....	----------	J & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'68 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,225	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	644,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,228	323,030	271,247	3,695,153
1867	343,787	157,532	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,184	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,473	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
Erie:													
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,026
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224.058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113.504	112,952	123.802	1,201.239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,802,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411.806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429.546	352,218	4.650.328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4.663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3.168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3.970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414,604	308,669	4.260.115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9.693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	1,059,028	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13.357,709
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372.618	412.553	284.319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,006	272,053	3,459,310
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,570	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,755	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654.926	757.441	679,935	555,222	7.467.217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690.598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,026	730,278	8,022,121
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,375	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,705
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,565	151,052	134,563	111,339	1,439.798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	408,766	351,759	333,490	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59.862	75,677	92.715	61,770	87,830	689,382
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,166	77,339	59,762	84,607	97,338	97,600	57,146	45 470	764,971

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	113
" " " ..... coupon		5	" "	1874	115
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125½
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	111½
" " " ..... coupon		6	" "	1881	112½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,400	6	Jan & July.	1881	111½
" " " ..... coupon		6	" "	1881	112½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,602,568,650	6	May & Nov.	1882	109½
" " " (5-20s) ..... coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	109½
" " " (5-20s) ..... coupon		6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	109½
" " " (5-20s) ..... coupon		6	" "	1885	110½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ..... coupon		6	" "	1886	108½
" " 3d series (5-20s) ... registered		6	" "	1887	108½
" " " (5-20s) ..... coupon		6	" "	1887	108½
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	5	Mar. & Sept.	1904	102½
" " " (10-40s) ..... coupon		5	" "	1904	103½
Pacific R. R. Bonds ..... (currency)	50,097,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 20, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	7,207,503	---	presentation.	------	----
Gold Certificates of Deposit	27,033,020	---	presentation.	------	----
Compound Interest Notes 1864 '65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	55,865 000	---	------	------	----
Fractional currency	34,215,715	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	64½
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan & July	1876	----
" — " " (") ... "	638,000	5	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	809,000	6	April & Oct.	1861	----
" —* " " (State Bank).. "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... cupon	3,727,500	7	Jan. & July.	1877	126
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " Nov., 1863	2,000,000	6	" "	1883	----
" — " May, 1864	2,000,000	6	April & Oct.	'74-'84	99½
" — " May, 1865 (free) ..	2,000,000	6	" "	1885	100
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	92½
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	----
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	78½
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100
" — " " " ..... registered	1,229,687	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	100
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	98½
" — " " ..... "	309,000	6	May & Nov.	1486	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) .... "	2,928,000	6	various.	'89-'99	76½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	67
" — " " (New) ..... "	892,500	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5		1889	----
" — " " (R.R. various) "	120,000	5		1889	----
" — " " (") currcy.	159,974	5		89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,359	5		1890	----
" — " " (C. and O. Can.) "	3,259,916	5		1890	----
" — " " Ohio. & Ohio Can.).	2 000,000	6		1870	----
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	96½
" — " " (Bounty)	501,000	6		ebt.'74	96½
" — " " (Ches. & Ohio Can.).	30,000	6		1885	----
" — " " (Balt. & Susq. R.R.).	429,688	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1890	----
" —Funding Loan	17,000	5	June & Dec.	1871	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" " "	172,000	6	" "	'70-'72	120
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	838,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" " " "	4,379,500	5	May & Nov.	1894	115
" " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" " "	2,150,000	6	" "	'74-'76	117
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	110½
" " " " (stg.)	554,180	5	" "	'88.'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'78-'83	95
" " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1868	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	86½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	87
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	101
" — " " 1863 (")	1,002,900	6	" "	'86-'98	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	107½
" — " " " ..registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	200,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	5,000,000	6	" "	1873	102½
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	109½
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	62½
" — " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	61
" — " "	2,163,532	6	" "	1868	100
" — " "	1,600,000	6	" "	1870	100
" — " "	4,095,300	6	" "	1875	101
" — " "	2,400,000	6	" "	1881	101½
Oregon—State Bonds (Relief and Bounty)	218,674	6	" "	1886	102
Pennsylvania—State Bonds ..... coupon	4,993,000	6	Jan. & July.	1875	----
" — " " ..... registered	5,083,052	5	Various.	'77-'82	95½
" —Inclined Plane Bonds	400,000	5	"	'68-'70	100
" —State Bonds, 1st series	92,850	5	April & Oct	1879	----
" — " " 2d series	99,480	5	Jan. & July.	1877	----
" — " " 3d series	720,983	5	" "	1882	----
" — " " 1st series	4,907,150	5	" "	1892	----
" — " " 2d series	7,909,520	6	" "	1877	----
" — " " 3d series	9,270,017	6	" "	1882	103
" —Military Loan Bonds	3,000,000	6	" "	1892	105
Rhode Island—State War Bonds of 1861	468,500	6	Feb. & Aug.	1871	106
" — " " " 1862	1,196,000	6	April & Oct.	1871	100½
" — " " " 1863	269,000	6	Mar. & Sept.	1882	100
" — " " " 1863	776,000	6	April & Oct.	1883	100
" — " " " 1864	917,000	6	Jan. & July.	1893	100
South Carolina—Free Loan Bonds	798,898	6	Feb. & Aug.	1894	100
" —State Bonds (various)	3,275,000	5	J. A. J. & O.	'68-'70	----
" — " " (new)	1,210,803	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " "	239,187	6	April & Oct.	1868	60½
" — " "	1,706,000	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	14,006,000	6	" "	1868	----
" — " endorsement	2,207,000	6	Jan. & July	30 yrs.	67½
" —New Bonds	6,000,000	6	" "	Var.	----
Vermont—State War Bonds	1,567,500	6	" "	1882	----
Virginia—State Bonds (sterling)	1,865,000	6	June & Dec.	'71-'78	67½
" — " " (sterling new)	466,250	6	Jan. & July.	long.	100½
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,869,598	6	" "	long.	----
" — " " ..... ioin on	10,900,000	6	" "	long.	50½
" — " (new) ..... registered	1,379,500	6	" "	1876	56
" — " " (") ..... coupon	489,300	6	" "	1886	62½
" — " " (")	39,600	6	" "	1890	----
Wisconsin—State Bond	405,100	6	Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	629,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July	"	1875	93
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	90
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	63½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	" "	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1890	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100½
2d Mortgage	600,000	7	May & Nov.	" "	1875	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	98½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	109½
Convertible bonds	1,500,000	7*	" "	" "	1883	107½
National Loan	15,000,000	6	" "	" "	1896	101½
Charleston and Savannah:						
1st Mortgage (guar by S Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,000,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	88½
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	95
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1892	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	89
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1883	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,480	6	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (June. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	85½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816 000	7	" "	" "	18—	....
Income Bonds	1,600,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgge for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1890	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000.	564,000	7	Jan. & July.	New York.	1871	95
1st Mort. (East. Ext.) $1,500,000.	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000.	1,633,000	7	March & Sept.	" "	1881	96½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	674,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	87
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	87
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1883	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	110
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	100
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	115
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	963,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92½
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	95½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1893	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	93
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	8,582,000	8	.....	" "	18—	102½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	95
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$800,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	62
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,000	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	396,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	97½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	860,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	105
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1860	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	84
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	92
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	74
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	220,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	71½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,000	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	75
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R. & D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77½
S. F. B. (Tol., W. & W. 499 m.)	289,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	71
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	98½
2d Mortgage (Gov. subsidy)	20,165,000	6	" "	" "	1897–8	101½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	70½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,037,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	80
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	60½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	83,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	9
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0				338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna †...New York.	4,976,083	439,846	660,825		1,774,824	2,486,000	259,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0						—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,722	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,222,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	585.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf †.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,706	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio †.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,866	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,381	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,367,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	146½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ....Mass.	820,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	302,628	454,886	88,993	1,891,500	944,500	72,[illegible]	236,874	71.0	328,971	15,029,600	12,054,236	1,565,462	435,780	10	100	136
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,782	4,269,724	———	306,973	976,017	119.4	893,661	42,096,266	12,880,085	1,066,147	275,952	10	100	135½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,942,502	781,421	10	100	....
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	———	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	———	———	—	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,886,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	———	139,078	359,640	600,000	298,511	———	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	———	———	5,000,000	1,000,000	———	———	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	———	———	950,000	2,395,000	———	———	—	(Leased	to Erie.)	———	———	———	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	———	———	———	———	———	———	———	———	———	———	———	———	———	———	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	———	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	128	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	———	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	124½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	———	———	1,103,043	1,034,380	127,871	———	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	———	———	721,050	319,000	44,437	———	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	———	66,962	721,926	———	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	———	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	———	———	447,000	200,000	97,360	———	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	———	———	———	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	———	———	3,359,500	262,500	———	———	67.5	236,991	.....	.....	502,918	143,361	—	50	22
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	———	———	———	589,110	———	———	———	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	———	———	———	5,432,000	3,590,000	———	———	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	113
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	———	137.0	(Leased	to Balt. and Ohio.)		888,080	———	—	100	30½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* †.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	———	———	———	380,000	———	———	———	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	153
Apr 30, 1868	370.0	30.0	100.0	—	122	56	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	189
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	10	—	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	———	———	———	2,600,000	1,110,000	———	———	—	(Leased	to Chic. and N. W.)		———	———	—	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10‡	100	83½
Mar. 31, 1868	403.8	50.0	.....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	130½
Jun. 30, 1867	—	Lessees	—	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio.	620,000	———	———	———	155,000	465,000	———	70,456	191.0	431,581	.....	.....	679,999	157,123	18‡	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,178	7‡	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	———	———	———	500,000	2,000,000	———	———	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	———	———	———	———	———	———	———	—	(Leased	to Kentucky.)		———	———	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	———	———	1,852,004	1,200,000	400,000	———	67.0	121,637	899,108	———	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	———	———	———	400,000	400,000	———	———	—	(Leased	to Ind., Cin. and Laf.		———	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	———	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,240	Cleveland, Col., Cin. & Ind	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	73
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,058,400	1,542,600	.....	.....	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	102½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	93¾
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	105½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	52
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,042	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	75½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	298	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,610	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,284	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	130
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec.	1867.	.....	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	.....	9,628	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	119½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	83	29	20	1,525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	97
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	250,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	116½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northern	Centra	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northern	Centra	l.)	165,000	5	50	62
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,648	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,488,279	.....	.....	14,317,213	2,936,988	—	100	38½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,681,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	.....	.....	.....	.....	European and North American	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American	N. Brunsw	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment	.)	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	'ss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,096	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,684	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Frechold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk	Canada.	84,298,325	*	2,853,100	3,633,218	13,984,803	74,478,168	1,721,672	.....	1,344	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western	Canada.	24,434,553	*	1,200,000	1,565 835	16,668,037	8,601,221	1,208,680	357,152	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia	S. Carolina.	2,692,554	363,680	123,230	25,825	1,516,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	257,931	127,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph*	Missouri	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,147	12,965,380	19,922,754	1,716,270	516,270	—	100	104
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,600	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	225
Jan. 31, 1868	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,208,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,668	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central	Texas.	2,642,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	136½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	139½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	*	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	50	35
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,950	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	(10 mos.)	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,336	2,900,000	3,139,000	220,825	788,969	226.0	.....	.....	.....	914,726	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicago	and Alton	.)	152,927	7	100	92
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central	.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	(Open. J an.1,'68)		—	100	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C & N.Co.		—	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	534,154	193,776	6	50	.....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	3,580,764	1,372,063	10	50	113
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	38,718	5,642	—	100	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114.749	8,267	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704.058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	.....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	1,110,055	29,979,623	.....	1,985,764	483,225	.....	.....	.....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	87
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	.....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	45
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	.....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,180	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	.....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	.....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	.....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	.....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250.000	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	50	.....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97.925	9	100	131
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	Operat	ed and oper	ty Conc.)	50,267	1,950	—	100	.....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,266,266	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	.....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	.....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	.....	—	100	.....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102.365	.....	10,649	.....	528.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	94
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	6.6	.....	.....	.....	15,128	5,090	—	100	.....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	.....	.....	.....	.....	.....	.....	.....	(Leased	to West J	ersey.)	50,329	36,482	12	100	.....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	66½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Read	ing.)	.....	3	50	110
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	238.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129.000	236,828	15,301	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	.....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	116.9	172,918	.....	.....	411,714	143,722	—	100	.....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	845	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	.....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶..Tenn. & Ky.	4,600,555	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233.000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	.....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744.520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil.,W	and B.)	13,294	—	50	.....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	.....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,814	2,393,297	631,137	6,000,000	1,362,614	194.010	403,618	33.8	677.201	.....	.....	1,865,303	747,351	10	100	130
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	.....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	165
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,789,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	138
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	150
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,668,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	.....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1867	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6½	100	.....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.																						
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,648	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.										(Leased to Selma and Meridian.) ¶										
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5s	50	68½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	24,836,528	3,690,868	917,016	8	50	98½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	113
ept. 30, 1867	21.8	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.9	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	97½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	8	100	69
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,833	122,225	340.0				4,459,319	1,063,529	—	100	33
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	77
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	95
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	344
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.															—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000										—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	115½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	192	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	48.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)			125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville....Illinois.	1,100,000				550,000	550,000			71.0						—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			215,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	52½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	138
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	96½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418	.....	1,099,120	200,000			33.3				863,705	254,288	10	100	123½
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore. Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	105½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati.Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,120	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,564	10	100	118½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.5	—	....	—	14	4	—	147	Portland, Saco and Portsmouth.....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	103½
.....1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord.....[illegible]										(Leased to Boston & Maine.)					7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	870,000				170,000	200,000				(Leased to Eastern.)			76,425	26,600	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.															—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.0	—	—	—	1	99	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,429	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	16.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	34½
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.															—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67. I. & St.L.)			2,218,402	608,112	—	100	41½
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.															—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	—	St. Louis, Jacksonville and Chicago...Ill.						1,500,000									—	100	....
May 31, 1868	80.0	—	....	160.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000	50	51½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	80,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,286	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,677	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	20	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	—	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)				30,000	—	100	....
Dec. 31, 1867	18.0	—	—	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,999,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,000	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	18	South Shore .....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	3	17	3	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	9.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶.Va.	3,726,690	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,000	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,969	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.									68.0								
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196,000	150,000										100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	(Leased	to Cinc., D	ayton and	Eastern.)			100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*		.....	1,983,141	6,739,000	.....	.....	201.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700					.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383			.....	267,300					(Leased	to Housat	onic.)		31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.									13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	51.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,006	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.																100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	2.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,240	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	65
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass., &	T. & B.)	19,208	7	100	46
Sept. 30 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy	.)	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	.....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	962,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased	to Vermo	nt Central	.)		8	100	101½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	64
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased	to Rutlan	d.)			—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	83,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,928	7	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	000	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,598	8	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget.D. C. & Va.			(In ha	nds of r	eceiver.)				7.0							100	....
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.									23 0	(Opened	Nov. 20, 1	867.)			—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	10	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)		4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.		.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,698	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg ¶...New York.			(Und	er const	ruction.)											100	....
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Leased	to Boston,	Concord a	nd Montreal.)		6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia	600,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	300,000	203,333	.....	.....	.....	(Leased	to Balt. an	d Ohio.)		27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg.Penn	293,230	.....	.....	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	129½
														317,050	52,000	24,180	.....	.....	(Leased	to Northe	rn Central	.)			50	....
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	40
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	100
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	126
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	63
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	21
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	24
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,822	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	23,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	60½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	91	—	—	9.0	—	100
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,9 4	154,987	loss.	—	10	—
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	25½	—
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	—	65½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	60
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,31	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,50	368	loss.	—	—	—
30 Nov.'67	0.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1-	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,800	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	0.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mnl.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	203,870	200,000	24,000	117,8 2	368,351	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	2,8	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	103,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	24.00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,74	298,418	56,543	—	100	—
30 Sep. '67	19.70	—	—	—	37	Broadway (Brooklyn)	280,561	200,000	85,000	10,015	107,738	28,744	8	100	—
30 Sep. '67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	808,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	29,557	129,267	14,852	—	100	—
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,3 3	192,290	9,470	—	100	—
30 Sep. '67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,560	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,40	17,646	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,8	531,915	16,285	—	100	—
30 Sep. '67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,7	118,307	228	—	100	—
30 Sep. '67	22.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,00	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g	172,000	170,0 0	38,000	5,00	74,420	18,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,300	100,000	3,50	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	85,900	124,000	7,000	69,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	183,400	100,000	13,00	48,256	1,500	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,68	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5.048	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6.59e	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,280000	50 00	1,184945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 2	12,446	2,140	—	100	—
30 Sep. '67	16.50	—	—	—	—	Utica and Waterville	301,288	121,17	196,500	1,2	75,179	14,707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st & Erie Basin (Bk'n)	87,000	75,000	12,000	1,4 4	17,396	2,267	—	100	—
30 sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,0 0	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,225	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,671	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	220,480	106,000	56,300	7,700	144.008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	425	2	25	—
31 Oct. '67	10.60	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,66	16,780	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35½
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	39
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66.529	13,04	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	lo-s.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	2.5,000	150,000	61,911	226,044	58.011	10	50	47
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	28,371	9.452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	255,307	—	—	93,888	23,343	3	50	22½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,016	138,501	22.495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,360	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	62,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,148	18½	50	46
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11.384	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	68½
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84 648	—	50	19
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	275,000	160,000	—	281,058	50,692	10	50	65½
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	676,666	—	31,540	239,059	21,058	—	—	17½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69 837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	198,000	7	J. & D	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg:					
1st Mortgage	56,300	7	J. & J	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,100	7	J. & J	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–77.	91½
Malden and Melrose:					
1st Mortgage gua antied	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Maldon & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J	1890	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J	1868	99
2d Mortgage	114,200	7	J. & J	1869	101
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1878	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1880	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	68
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	69½
Chicago and Alton, pref.	2,425,400	7	10	153½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	92
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89¾
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	85
Erie, preferred	8,536,910	7	7	63
Hannibal and St. Joseph, pref.	5,253,836	...	...	109¾
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	74⅞
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	25
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120⅛
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	...	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	68
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	70
Schuylkill Navigation, pref.	2,888,997	6	6	41½
Union, preferred	...	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	...	6	...	38½
Mariposa Mining, pref.	5,774,400	7	7	26½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton 40 — @ 42 —
Pig, American, No. 1 (good to best)	39 — @ 40 —
Pig, American, No. 2	37 — @ 38 —
Pig, American, Forge	35 — @ 36 —
Bar, Refined, English and American	90 — @ 95 —
Bar, Swedes, assorted sizes	(gold) 82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @145 —
Bar, English and American, Refined	90 — @ 92 50
Bar, English and American, Common	85 — @ 87 50
Scroll	125 — @160 —
Ovals and Half-round	122 50 @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅜@3-16 inch	100 — @160 —
Hoop	135 — @185 —
Nail Rod	per lb. — 8½@ — 10
Sheet, Russia, assorted No.'s	(gold) — 10½@ — 11½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English	(gold) per ton. 55 — @ 56 —
Rails, American	74 — @ 76 —
Anvils, Eagle	per lb. — 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.. (2d and 1st quality)	per lb. — 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New	per lb. — — @ — 33
Bolts	— 33 @ — —
Braziers'	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 26½@ — 26¾

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — — @ — 32
Straits	(gold). — 31 @ — 32
English	(gold). — 30 @ — 30½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 75 @ — —	12 25 @ 12 50
I. C. Coke	7 — @ 8 —	9 75 @ 11 25
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall. — 21½@ — 22
Crude, 40 @ 47 gravity (in shipping order)	— 26 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 36
Refined, Standard White (in ship'g order)	— — @ — 37
Refined, prime White (in shipping order)	— — @ — 38
Refined, S. W. (in merchantable order)	— 36 @ — —
Naptha, Refined, (60 @ 63 gravity)	— 12½@ — 13
Residuum	per bbl. 4 — @ 4 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 28 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9	per 50 feet. 7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.	(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10	per 50 feet. 8 50 @ 6 25	
8 by 11 to 10 by 15	9 — @ 6 75	
11 by 14 to 12 by 18	10 — @ 7 50	
13 by 18 to 16 by 24	11 — @ 8 —	
18 by 22 to 18 by 30	13 50 @ 9 —	
20 by 30 to 24 by 30	16 50 @10 —	
24 by 32 to 24 by 36	18 — @12 —	
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —	
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —	
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —	
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —	

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	126	....	126	....	....
Canton Co.	61½	61	....	60	60	60¾
Central of N. Jersey	113¾	113	112¾	113	113	113
Chicago & Alton	151	....	....	152	....	....
.. pref.	150	....	....	153½	....	....
.. 1 M.	....	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	188	187	189	....	....
.. 8s, 1883	....	111	....	....	....	....
Chi. & Gt. Eastern 1st m.	84½	....	86½	....	....	85½
Chic. & Northwestern	83½	84½	....	84¾	83¾	84
.. pref.	90¾	92	92	91	92	91¾
.. 1st M.	....	....	....	....	88½x	....
.. Interest	....	91	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Consol.	....	....	....	93¾	93¾	94½
Chic., Rock Isl. & Pac.	....	....	....	130½	131	....
Chicago & R. I. 7s, 1870	....	101	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	93¾	93¾	93¾	93¾	93¾	93¾
Clev., Col., C. and Ind.	74	75	74	74	74	73½
Clev. and Pittsburg	95½	....	....	93½	....	94
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	90	....	....	....	....
.. 4 M.	....	75	....	....	....	....
.. Con.	....	....	....	....	....	....
Clev. and Toledo	106¾	105¾	105¾	104¾	104¾	104¾
.. S. F. 7s	....	....	....	99¼	99¼	....
Col., Chi., & Ind. C.	54	57	57	53¾	51	51¾
.. 1 M.	....	84¾	86	86½	86	86	84¼
Cumberland Coal pref.	38¼	....	38¼	38¼	....	....
Del. & Hudson Canal	125¼	125¾	126	125½	125¼	126
Del., Lack. & Western.	119¼	120	....	....	....	....
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M. 7s	....	....	....	....	96½	....
Erie Railway	38¾	38½	38½	....	....	....
.. pref.	63	....	....	....	....	....
.. 1 M. 7s, 1867	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	98	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	....	....	....
.. 4 M. 7s, 1880	....	....	....	87	87	
.. 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	78½	....	78½	78¾	79	....
Hudson River	136¾	135	....	135	136	136½
.. 1 M. 7s, 1869	....	....	....	....	....	100
.. 2 M. S. F.	....	106	106	....	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	139	....	139½	....	....	....
.. bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	103	102½	102	101½	101¾	102
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	9	....	....	....	....	....
Michigan Central	119½	119½	120	....	....	119½
.. S. F. 8s, 1882	....	....	....	....	....	....
.. conv. 8s, '69	....	....	....	....	....	118
M. S. and N. I.	95½	95¾	94½	94½	94½	94½
.. 1 M. S. F.	97½	....	....	....	....	97
.. 2 M.	92	92½	93	....	93	....
Mil. and P. du Chien	....	....	....	....	....	....
.. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
.. 1st M.	....	....	....	....	....	....
Milw. and St. Paul	75¼	77	....	66¼x	....	66¼
.. pref.	95¼	96	96½	....	81¾x	81½
.. 1st mort.	92	....	92	....	....	91½
.. 2d mort.	....	....	....	....	....	....
.. 8s	105½	....	....	....	....	....
.. 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87	87	....	86½	86½	86½
.. H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	87	87	....	86	87½	87
.. 1st mort.	....	....	....	....	97½	....
.. 2d mort.	93¾	....	....	....	90½x	....
N. Jersey R.R. & T. Co.	130	....	....	....	130	....
New York Central	164¾	163¾	....	....	161½	165
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	90¾	90½	....	....	....	....
.. 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	130	136	136	....	....	138
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	101	101½	....
N. Y. and N. Haven	....	155	....	150	....	....
N. Carolina 6s	63¾	....	....	63½	63	63
.. new	61¼	62	....	....	....	61¾
Ohio and Miss.	38¼	38½	39	38¾	38	38½
.. pref.	....	....	....	....	....	76
.. 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	121¾	121½	120	118½	119½	117¾
Panama	....	....	....	....	....	....
Phila. and Reading	98¼	97¾	....	96¾	96½	96½
Pitts., Ft. W. & Chicago	123¾	123½	124	121	120	121
.. 1 M.	....	....	....	....	....	....
.. 2 M.	....	....	....	97¼	....	....
.. 3 M.	....	93	93	....	....	....
Quicksilver Mining Co.	23¼	24¾	24½	....	23¾	24
St. L., Alton & T. H.	42¾	....	42	41½	....	....
.. pref.	....	....	....	68¾	....	....
.. 1 M.	....	....	....	....	....	93
.. 2 M. pref.	....	....	....	....	....	84
.. Income bds.	....	....	....	....	....	....
Tennessee 6s	68	67¾	....	67¾	67¾	67¾
.. new	67¼	67¾	67¾	67¾	....	67¾
Tol., Wab. & Western	66¾	67	65	65¼	65¾	65¾
.. pref.	78	....	....	....	....	....
.. 1 M. ex.	94	....	95	....	....	....
.. 2 M.	....	....	....	....	84	....
.. Equipment	....	....	....	77	....	....
Virginia 6s, ex-coupon	58¼	....	....	....	....	57¾
.. new	63	63	....	62¼	....	62¾

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

	Th.28.	F.29.	Sat.30.	M. 1.	Tu. 2.	W. 3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	112½
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	108¼	108¼	108¼	108¼	108¼
U. S. 5s, 10-40s, reg	....	....	102¼x	102¼	102¾	....
U. S. 6s, 1881, reg	111¼	....	111¾	....	....	....
U. S. 6s, 1881, coup	112¼	....	112½	....	....	112½
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	108	....	....	....
U. S. 6s, 5-20s, reg. '62	109½	....	....	....	....	109½
U. S. 6s, 5-20s, c. 1862	113¼	....	113	113	113	113½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	109½	109½	109½	109½	109½	109½
U. S. 6s, 5-20s, reg. '65	....	109¾	....	....	....	....
U. S. 6s, 5-20s, c. 1865	110¼	110¾	110¾	110½	110¾	110¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	108¼	....
U. S. 6s, 5-20s, c. n. '65	108¼	108½	108½	108¾	108¾	108¾
U. S. 6s, 5-20s, reg. '67	108¾	108½	....	....	....	....
U. S. 6s, 5-20s, c. 1867	108¾	108¾	108¾	108¾	108¾	108¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109½	109	108⅞	108⅞	108⅞	108⅞
U. S. 6s, Pac.R.R.issue	101⅜	101½	....	101½	101¾	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M. 1.	Tu. 2
Catawissa	....	....	....	....	....	....
.. preferred	34¼	34¾	34½	34½	....	....
Camden and Amboy	124	....	124½	124½	124½	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	88½	....	88½	....	86⅝	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '80	93½	....	9½	....	....	....
Elmira & Williamsport	31	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	91½	....	....	....
Lehigh Navigation	31⅞	31⅞	31⅞	31⅞	31⅞	31⅞
.. 6s, 1884	82½	82½	82½	82½	....	....
.. Gold L.	90	90	90½	90½	90½	90½
.. R. R. L.	83½	....	84	84½	85	85
Lehigh Valley R. R.	56⅞	56⅞	56⅞	56⅝	56⅛	56½
.. 6s new	....	....	....	....	....	94⅞
Little Schuylkill R.R.	43½	....	43½	....	....	43½
.. 7s	....	....	....	....	....	....
Minehill	55	....	....	....	55	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	70
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	34½	....	....	....
.. 6s, 1880	89½	....	....	....	....	....
.. 7s	88	88	....	88	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	49	....	....	....	....	....
Pennsylvania R. R.	57½	57⅝	57	57½	57½	57⅝
.. 1st M.	98½	....	....	....	....	....
.. 2d M.	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	103	....	....
.. 6s, 2d series	....	....	....	....	105	105
.. 6s, 3d series	106	....	....	....	....	....
.. 6s, W. L.	....	....	....	....	....	100½
Philadelphia City, 6s	....	97	....	97	97	97½
.. new	100½	100½	100½	100½	100½	100⅝
Philad., Germ. & Nor.	....	....	69	....	....	....
Phila. & Reading	48½	48¾	49	48⅝	48½	48⅛
.. 7s, 1893	105	105	....	....	....	....
Philadelphia and Erie	....	....	26½	....	....	26½
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	10¼	....	....	....	....	....
.. pref.	....	20¾	....	....	....	....
.. 6s, 1882	....	68	....	....	68¼	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	11	11	11½	11⅜	11⅜	11⅜
Chestnut & Wal.	....	....	....	....	....	47
Green & Coates	39	39	....	....	....	39½
2d and 3d streets .. 46	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts. .. 18	....	18	....	....	....	18½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M. 1.	Tu. 2
Baltimore City 6s, 1875.	95	95	....	....	....	....
.. 1880	....	....	....	....	....	....
.. 1890	93¾	94½	94½	94¾	94½	94½
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	120
.. bonds, 1875	....	....	....	....	....	93
.. .. 1880	....	....	....	....	....	....
.. .. 1885. 9	4½	....	....	....	....	....
Marietta & Cin. 1st M.	92⅝	....	92⅝	....	89	....
.. 2d M.	74⅜	....	72⅜	....	72⅜	....
Northern Central	49½	....	49½	....	49⅜	....
.. bonds, 1885	83½	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	90	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	17⅛	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

	Th.28.	F.29.	Sat.30.	M. 1.	Tu. 2.	W. 3
Boston and Albany	146¼	146½	146½	147	....	146⅜
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	135½	135½	....	136	135½	136
Boston and Providence	135½	....	....	....	....	136⅜
Boston, Hartford & Erie	27½	27¾	27⅝	27¾	27⅞	27⅝
.. 7s, new	....	....	....	63½	63¾	....
Cheshire, pref.	69¾	....	70	69¾	69¾	69¼
Concord	....	....	....	....	....	....
Connecticut River	128	130	130	....	....	....
Eastern	117	....	116½	116¾	116¾	116½
Fitchburg	136	....	....	....	136	....
Manchester & Lawr'ce	....	....	131½	....	130	131
Michigan Central	120	120	120½	....	120	120
Northern, N. H.	113	113	113	....	113	
Ogdens. & Lake Champ	68	67	....	....	68	69
.. pref.	105	....	105	....	....	....
Old Colony & Newport.	95	....	95	95	....	95
Ph., Wil. & Baltimore	52⅞	53	....	....	52⅝	52⅛
Portl'd, Saco & Ports.	102	....	....	....	103½	....
Vermont & Canada	102½	....	102½	....	102¼	101¾
Vermont & Mass.	63	63	64	64	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	103	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	64¾	....	....	65½	66	65½
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	16½	16½	17	....	....	16
Franklin	16¼	....	16	15⅞	15⅝	16
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	9¼	9¼	9¼	9¼	9¼	....
Pittsburg	....	....	....	....	....	....
Quincy	....	....	25¾	....	27	....

London Stock Exchange.

	Closing Prices. Jan. 15.	Jan. 8.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	45¾ — 46¼	43¾ — 44¼
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	26½ — 27	26¾ — 26¾
Do. sterig. 6 p. c. convertible bonds	— — —	— — —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	79 — 81	78 — 80
Do. 100 dol. shares, all paid	92½ — 93½	95 — 96
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	84 — 86	84 — 86
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, February 6, 1869.

Stock Exchange and Money Market.

The Money Market has shown more activity since our last. The available supply of Money has been liberal; but the speculative, as well as the mercantile, demand has been on an enlarged scale, and rates have been well supported at 6@7, generally at 7 per cent. on call, and 7@9 per cent. per annum in the discount form. The banks made a less satisfactory exhibit, in their last weekly return, having reported a loss of $115,701 in the deposit line, and $1,079,274 in the specie reserve. They made an addition of $725,450 to their legal tender average, during the week, and of $216,490 to their loan and discount footing. These variations, however, have not been deemed of importance. The change to ease is more gradual than that which occurred this time last season, when the loans and discounts were expanded eight millions for the week ending Feb. 1, 1868. The Banks are showing, at present, a commendable caution in view of the fact that, while they temporarily hold nearly four millions more gold, they return ten and a half millions less in greenbacks than at the beginning of February last year. The domestic exchanges are generally in favor of New York, or if adverse, as at New Orleans, the difference is too slight to require the transmission of currency from New York. Trade shows, for the week past, some improvement in the line of exports, and we learn that freight engagements to a fair extent have been made for cotton chiefly per steamer to Liverpool. The market begins to exhibit signs of responding to the recent speculation on this side. The U. S. Sub Treasury reduced its cash balances, about three millions, last week, and about 4¼ millions in all January, holding at the close of the month $83,673,755, against $87,901,161 at the beginning of it.

The specie reserve of the city banks is now $27,784,923, against $23,955,320 same time last year. The city bank deposits are now $196,985,462, against $213,330,524 week ending Feb. 1, 1868 The legal tender reserve amounts to $54,747,569, against $65,197,153 same time last year. The circulation now stands at $34,231,156, against $24,068,321 same time last year. The loans are now $265,171,109, against $266,415,613 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $103,226,716 a day, against a daily average of $111,872,424 the preceding week, and $112,682,602 the week ending with Jan. 13, 1869. The current week's exchanges average about $119,450,000 a day. The city banks, last week, lost $1,079,274 of specie, $115,701 of deposits, while they gained $725,450 of legal tender notes. They increased their loans, $216,490; and reduced their circulation, $34,790.

National Bank notes to the amount of $201,200 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $312,128,026, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $12,382,260, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,745,766. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,570,600; and for the public deposits, $35,047,350—making a total of $377,617,950. The Treasury Department last week redeemed and destroyed $741,600 of worn and mutilated fractional currency, and issued $1,054,377 of new. The outstanding amount of fractional currency on the 1st of January, 1869, was $34,215,716, against $33,875,268 on the 1st of December, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,375,589, average amount of specie $1,344,083, average amount of deposits $1,919,190.

The U. S. Sub-Treasury receipts, week ending with Jan. 30, were $7,097,628, including $2,246,626 from customs duties; payments, $10,024,455, including $1,825,887 of coin interest; balance at the close of the week, $83,673,727, against $86,600,554, at the close of the preceding week, showing a decrease of $2,926,826. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $741,273 including $305,000 from customs; and payments, $916,726, including $263,000 of coin interest; on Tuesday, receipts, $1,189,606 including $387,000 from customs, and payments,

$674,007, including $137,315 of coin interest. The balance at the close of business on Tuesday stood at $84,015,873, against $86,977,180 a week previous; and $88,298,837, on Jan. 13, 1869. The aggregate receipts of the office in January were $60,627,079, including $9,702,416 from customs, aggregate payments, $61,854,493, including $18,543,453 of coin interest.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was $27,036,020, against 23,255,840 on the 1st of Dec., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $946,600, and retired $2,171,628 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during January, reached $10,964,000.

The revenues of the Government yielded fairly last week again, particularly in the form of customs. The excises, last week, yielded about three millions; customs at the port of New York, $2,246,626, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $7,120,360 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 84½ millions, according to the latest Washington advices.

Gold has been more freely dealt in, through the past week, chiefly by speculative operations for both higher and lower figures, especially on Monday and Tuesday.

The offerings of gold on Monday through a single brokerage firm were some four millions, which had the effect of weakening the price materially. Late on Monday, a brisk purchasing demand set in, leading to a sharp rally in the premium. On Wednesday, the dealings were on a less extensive scale, and the market exhibited less buoyancy. The range for the week was from 135¼ to 136¾, and the latest quotation on Wednesday was 135⅝. The exports last week were a little less than a million. Thus far in the current week, the shipments have been $536,000 on Tuesday, and none on Wednesday. The Government income in coin from customs at this port in January was nearly 2½ millions more than in January of last year, the aggregate having been $9,702,416, against $7,204,590. The coin certificates issued by the office in January reached nearly 11 millions; and the coin interest disbursements, about 18½ millions.

The customs demand for Gold last week, averaged $357,771 a day; thus far, this week, it has been equal to $346,000 a day, or equal to a weekly aggregate of $2,076,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $13,199, and since Jan. 1, $141,732 against $277,783 same time in 1868. The receipts from California, last week, were $473,172. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $69,445,951, against $64,308,723 same time in the preceding fiscal year. At the port of San Francisco in 1868, $8,382,329, against $7,622,827 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been $13,923,282, against $19,712,441 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $4,789,159. The exports of specie, from this port, last week, were $962,907, against $169,100 same week last year; total, since July 1, 1868, $25,023,378, against $34,536,617 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,825,887; since July 1, 1868, $61,234,802, against $49,465,520 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1868, were $36,358,091, against $48,224,237 same time in 1867.

There has been a fair inquiry most of the week for prime drafts of foreign exchange at a trifle stronger prices for bankers' sterling bills, the offerings of which have not been notably extensive. Bankers' prime sixty day bills on London closed on Wednesday at 109⅝@109⅞, and on Paris to 5.18¾@5.15; sight bills on London to 110@110⅜, and on Paris to 5.12½c.@5.11¼. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,705,274, against $3,218,000 same week last year; total, since July 1, 1868, $94,404,197, against $107,721,089 same time in preceding fiscal year of 1867–'68.

Government securities have been less sought after by all classes of buyers, and have been consequently less firm and less buoyant in price; but the offerings have been comparatively limited, and there has been no pressure to sell on the part of regular holders; though some operators for lower figures, have been endeavoring to depress the market, with, however, nothing like encouraging success for their interest. The latest dealings were indicative of reviving vigor, both as regards the magnitude of the business, and the course of prices. The market was particularly strong for the exportable bonds on Wednesday. In these bonds, a rather extensive *short* interest was said to be in urgent need of protection, and that the recent efforts to manipulate the market both at home and in Europe were designed to benefit the *short* sellers.

U. S. sixes of 1881 closed here on Wednesday at 112¼@112½; U. S. Five-twenties of 1862, 113⅜@113½; U. S. Five twenties of 1864 at 109⅝@109¾; U. S. Five-twenties of 1865 at 110¾@111; U. S. Five-twenties of 1865, consolidated, 108½@108¾; U. S. Five-twenties of 1867, 108¾@108⅞; U. S. Five-twenties of 1868, 108⅞@109⅛; U. S. Ten-forties at 108½@108⅝; U. S. Six per cent. currency bonds, 101⅞@102¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 20.	Jan. 27.	Feb. 3.
Consols	93⅛	93¼	93¼
U. S. 5-20's of 1862	75¾	75⅞	76¼
Erie	26½	26½	25½
Ill. Central	93¼	92¾	93½

Railway and miscellaneous stocks have been in active demand, most of the week, at, on the whole, well maintained and generally buoyant prices. On Monday, the Boards formally enforced the rule recently adopted of calling only such stocks as had provided trustworthy places of registry, within easy reach of the brokers.

A fairly active business has been reported in domestic produce, particularly in Cotton and Provisions, which have improved in price. Breadstuffs have been depressed, under more liberal offerings. Middling upland cotton closed buoyantly on Wednesday at 30cts@30¼cts per lb. The stock of cotton now here is estimated at about 56,000 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,345,000 bales, against 1,231,000 bales same time in 1867–'8; exports, same time 673,000 bales, against 713,000 bales same time in 1867–'8; stock on hand at latest dates, 339,000 bales, against 355,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 691 pkgs., against 555 pkgs., same time last year. From Boston, 807 pkgs., against 1,843 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand and depressed in price, ranging from 10@17c. per lb.; week's receipts, 5,805. Milch cows ranged from $40@110; receipts, 101. Veal calves plenty and in less request at 9@13c. per lb.; receipts, 834. Sheep and lambs less sought after at from 5@7¾c. per lb.; receipts, 32,130. Swine in light supply and demand at from 11@11¾c. per lb., all live weight; receipts, 7,860. Foreign merchandise has been in good request, especially Groceries and Hides, which have been held with more confidence. The total imports of foreign dry goods, last week, were $2,734,227, and the total amount marketed $2,857,111. The value of foreign merchandise imported last week, was $2,496,120—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,230,347, against $3,947,594 same week last year; total since July 1, 1868, $140,990,398, against $130,922,984 in 1867–'8. A moderate business has been noted in the ocean freight line, the market closing more firmly. For Liverpool we quote flour at 1s. 9d. by sail, and 2s. by steamer, per bbl.; grain at 6½d.@7d. by sail, and 7d.@7¼d. by steamer, per bushel; cotton at 3/16d.@¼d. by sail, and ¼d.@⅜d. by steamer, per lb.; and heavy goods 17s. 6d.@27s. 6d. by sail, and 25s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 466.

The New York exports, exclusive of specie, for the week ending Feb. 2, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,218,009	$3,705,274
Prev. reported	13,360,704	11,071,919
Since January 1	$16,578,713	$14,777,193

The imports for the week ending January 30, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,321,855	$2,734,227
Gen. merchandise	2,625,769	2,496,120
Total for the week	$3,947,624	$5,230,347
Previously reported	9,557,989	15,356,187
Since January 1	$13,505,613	$20,586,534

The balance in the Sub-Treasury on Wednesday was $84,119,970 70.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., E. D., 86; do., W. D., 83⅛; St. Louis and ron Mt. 1st mort., 84; Am. Dock and Imp. Co. s, 95; Chicago and Milwaukee 1st mort., 89; Ohio and Miss. Consol. bonds, 86; Stonington R. R., 80; Norwich and Worcester R. R., 97; Dubuue and Sioux City R. R., 97; Hannibal and St. Joseph R. R., 110; do., pref. 109¾; do., conv., bonds, 110; do., Land Grant bonds, 108; Brooklyn 6s, W. L., 95½; Jersey City W. L., 94; Louisiana 6s, 73; do., 6s, Levee bonds, 67; Georgia 7s, 92⅛; Alabama 8s, 92¼; New York 7s, 1870, 101½; American Mer. Union Exp., 51; Merchants' Union Exp., 19⅝; Adams Exp. Co., 65; Wells-Fargo Exp., 30¾; U. S. Exp., 55½; Boston Water Power Co., 15¼; Mariposa, 8; do., pref., 26¾; do., Tr. 10s, ctfs., 61; Western Union Telegraph, 38¼; do., 7s, 84; Ashburton Coal, 2; Central Coal, 60; St. Nicholas Bank, 106; Fourth National Bank, 103½; Bank of Commerce, 122; Merchants Bank, 124; Bankers and Brokers' Ass. 110; Ocean Bank, 107; Park Bank, 154; Continental Bank, 99; Metropolitan Bank, 138; Bank of Republic, 116; Ninth National Bank, 109; Shoe and Leather Bank, 130; Bank of New York, 134½; Am. Ex. Bank, 115¼; East River Bank, 102; Tenth National Bank, 100; Bennehoff Run Oil, 0.40; Black Hawk Gold, 2.50; Consolidated Gregory Gold, 2.70; Central Petroleum, 0.85; Corydon, 0.10; Grass Valley, 0.45; Gunnell Gold, 0.60; Lehigh and Susq., 0.90; Montana Gold, 0.50; Manhattan Silver, 90.00; Nye Gold, 0.04; Smith and Parmalee Gold, 2.30; Walkill Lead, 0.25.

Philadelphia.—Sunbury and Erie 7s, 99; Phila. and Sunbury 7s, 91½; Lehigh Coal and Nav. Con. Loan, 76; West Jersey 6s, 90; Belvidere Delaware 2d mort., 90; do., 3d mort., 80: Phila. and Reading 6s, 1844–'80, 89; Oil Creek and Allegheny River R. R., 38½; Phila. and Trenton R. R., 123½; New Jersey State 6s, 102; Pittburg 5s, 70½; Camden City bonds, 90¼; Penna. State 5s, coupon, 92½; St. Louis War Loan, 102¾; Phila. City 5s, 88; Tenth and Eleventh streets R. R., 68½; Girard College R. R., 27; Delaware Division Canal, 50; Chesapeake and Delaware Canal, 40; Feeder Dam Oil, 0.44; McClintock Oil, ⅜; Keystone Zinc, 1½; Union Bank, 58; Seventh National Bank, 102; Farmers' and Mechanics' Bank, 123½; Mechanics' Bank, 31⅞; Phila. Bank, 157½; Girard Bank, 59; Manuf. Bank, 31; Bank of North America, 240; Commercial Bank, 57. The latest quotations are: City 6s, 97@97¼; do., free of tax, 100⅝@100¾; State 5s, reg., 97@99; do., coupon, 92½@93; do., 6s, W. L., 98½@—; do., 1st series, 103@103½; do., 2d series, 105@105½; do., 3d series, 106½@107½; Reading, 48⅜@48½; do., 7s, 1893, 105@105¼; do., 6s, 1880, 88@90; Camden and Amboy, 124⅜@124½; do., mort. 6s, 1889, 93¼@93½; do., 1883, 86@87; Penn. R. R., 57⅝@58; do., 1st mort., 98@98½; do., 2d mort., 95½@96; Little Schuylkill R. R., 43@43½; Morris Canal, 29@80; do., pref., 67½@70; do., bonds, 85@87; Wyoming Valley Canal, 28@35; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@56½; Sch. Nav., 9⅞@10½; do., pref., 20½@20¾; do., 6s, 1882, 68@69; Delaware Div. Canal, 49@50; do., bonds, 80@80; Elmira and Williamsport, 30@31; do., pref., 40@44; do., 7s, 1878, 90¼@91½; do., 5s, 60@65; Lehigh Coal and Navigation, 31½@31⅝; do., 6s, 1884, 83@83; do., R. R., Loan, 84¾@85; do., Gold Loan, 90⅛@90¼; North Pennsylvania, 34@34½; do., 6s, 89@89; do., Chattle 10s, 109@109; Philadelphia and Erie, 26@26¼; do., 6s, 85@87; Minehill, 55@55¼; Catawissa, 9½@11; do., pref., 34@34¼; Lehigh Valley, 56⅜@56½; do., 6s, new, 94¼@—; Fifth and Sixth streets, (horse,) 35½@36; Second and Third, 46¼@46¼; West Philadelphia, —@64½; Spruce and Pine, 25@27½; Green and Coates, 38½@39½; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 19@20; Girard College, 26½@29; Tenth and Eleventh, 70@—; Union, 40@43; Hestonville, 12½@12½.

Boston.—Burlington and Missouri River R. R. 7s, Land Grant, 89½; Rutland and Burlington 1st mort. 7s, 153; Vermont Central 1st mort., 7s, consol., 79⅛; Union Pacific R. R. 6s, gold, 98¼; Central Pacific R. R. 6s, gold, 98½; do., 7s, gold, 109½; Old Colony and Newport 7s, 1877, 103; do., 6s, 1876, 95; Boston and Lowell 6s, 1879, 98¼; Cheshire R. R. 6s, 92⅞; Eastern R. R. 6s, 1874, 95½; Cedar Rapids and Missouri R. R. 7s, 93¼; Norwich and Worcester R. R., 97¾; Summit Branch R. R., 21½; Sandusky, Cincinnati and Cleveland R. R., 25¾; do., 7s, 1900, 75; Worcester and Nashua R. R., 129⅝; Indianapolis and Cincinnati R. R., 17½; Rutland, 34½; do., pref., 76; Taunton Branch R. R., 115; Conn. and Pass. Rivers R. R., 89¾; Housatonic R. R. pref., 74⅞; Boston Water Power Co., 15⅝; Cary Imp. Co., 8⅛; Waverly Land, 2; Essex Co., 131; Bullion Consol., gold, 62½c.; Vermont 6s, 99¾; New Hampshire 6s, 1873, 99½; Rhode Island 6s, 1883, 99⅝; Massachusetts 6s, 1872, gold, 120¼; do., 6s, 5-20s, currency, 101½; do., 5s, 1891, gold, 107½; St. Louis 6s, Wharf bonds, 89; Albany 6s, 1888, 95; Bath 6s, 1898, 94½; Charlestown 6s, 1888, 100; Portland 6s, 1879, 97½; do., Building Loan, 97½; do., 1874, 96½; Chicago 7s, River Imp., 98½; do., W. L., 98⅝; do., Municipal, 94½; do., School Fund, 98; Cook Co., Ills., 7s, 97; Salem 6s, 1883, W. L., 100; Boston 6s, 1876, currency, 101¾; do., 5s, 1878, gold, 108; Atlantic National Bank, 129¾; Boyleston National Bank, 146½; City National Bank, 109; Hide and Leather National Bank, 105; Howard National Bank, 111; Market National Bank, 112⅛; Merchants' National Bank, 117; North National Bank, 121; Revere National Bank, 140½; Rockland National Bank, 142¼; Shoe and Leather National Bank, 132¾; State National Bank, 111¾; Traders' National Bank, 107½; Webster National Bank, 113¼; Allouez Mining Co., 6½; Hancock, 3⅜; Rockland, 1½.

Baltimore.—Atlantic and Gulf R. R. 1st mort. 7s, consolidated, 84; Richmond and Danville bonds, 71½; Orange, Alexandria and Manassas 1st mort., 80; do., 2d mort., 7s, 72; Maryland Defense Loan, 99¾; Virginia 6s, old, reg., 50½; do., 1867, reg., 51¼; Memphis City 6s, 52¾; Central Ohio R. R., 30½; Atlantic Coal, 3.20; Bank of Baltimore, 113; Farmers' and Merchants' Bank, 49; Mechanics' Bank, 11; Merchants' Bank, 114; National Exchange Bank, 99¼; Union Bank, 57½; Franklin Bank, 13¾. The latest quotations are: Balt. and Ohio, 120@120½; do., 6s, 1875, 92@93; do., 1880, 92½@93; do., 1885, 94⅜@94½; Northern Central, 49⅛@49¼; do., bonds, 1885, 83½@83¾; do., 1900, 83¾@84¼; Parkersburg Branch, 23¼@25; N. W. Va. 1st mort., 92@93; do., 2d mort., 89@90; do., 3d mort., 1873, 88@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89@90; do., 2d mort., 72⅜@72¾; Central Ohio, 30½@31; do., 1st mort., 85½@86; Western Md. 6s, 1890, —@74½; do., guar., 89@90; do., 2d mort., guar., —@90; Richmond and Danville bonds, 71@71¼; Baltimore 6s, 1875, 95@95; do., 1886, 95@96; do., 1890, 94½@94⅝; do., 1893, 96½@96½; do., 5s, 1838–'70, 73@75; City Passenger R.R., 17¾@18; George's Creek Coal, 65@67; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.30.

THE FIRST MORTGAGE, FIFTY-YEAR CONVERTIBLE BONDS of the ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY, pay the PRINCIPAL AND SEVEN PER CENT. INTEREST—1st FEB. and 1st AUG.—IN GOLD COIN, *Free of Government Tax.*

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The Bonds may be had of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street, New York.

Railroads in Georgia.

The Augusta *Chronicle* of yesterday states that a prospect, and a strong one, too, exists of having Macon and Augusta united by rail, thus cutting off Savannah, to some extent, and detracting from her carrying business.

The firm of Dabney, Morgan & Co., the large capitalists of New York City, who have advanced the funds for constructing the Macon and Brunswick Railroad, had, we understand, an agent in this city a few days since, who came here to confer with Presidents King and Magrath, of the Georgia and South Carolina roads, on this subject. His proposition, as we understand it, is that these capitalists will procure the money and build the road from Milledgeville to Macon for the sum of six hundred thousand dollars—twenty thousand dollars per mile—and take in payment for the work the bonds of the road at ninety cents on the dollar, provided that these bonds receive the indorsement of the Georgia and South Carolina Railroads. We must confess that there is nothing unusually liberal in these terms but still it is the only hope we can see of the building of the road, and we indulge the hope that it may be to the interest of the other two corporations to accept the offer of Dabney, Morgan & Co.—*Savannah Advertiser, Jan.* 31.

☞ The following bill passed both Houses of the Pennsylvania Legislature on the 3d inst., and received the signature of the Governor. It is designed to prevent the New York Railroad Companies from obtaining control of the Pittsburg, Fort Wayne and Chicago Railway:

"It shall be lawful for the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railroad Company, by lot or otherwise, to so classify the members thereof that one-fourth, as near as may be, shall terminate their official terms as directors at the first next annual election. After being thus classified, the stock and boudholders shall elect only members of the Board of Directors necessary to fill vacancies created by expiration of the period of services fixed as aforesaid."

☞ The Locust Mountain Coal and Iron Company announces a semi-annual dividend of 4 per cent., free of tax.

Erie Canal.

RECEIPTS AND SHIPMENTS OF FREIGHT AT BUFFALO, FOR NINE YEARS.

The following is a statement showing the eastward movement of freight in tons from Buffalo by the Erie Canal for nine years:

	Products of the forest. Tons.	Products of Animals. Tons.	Vegetable Food. Tons.	Other Agric'l Prod'ts. Tons.
1860	293,048	3,103	755,549	289
1861	176,325	4,703	1,323,658	491
1862	301,219	35,256	1,575,468	1,163
1863	269,013	55,978	1,301,089	1,900
1864	332,160	25,692	978,895	3,950
1865	234,301	5,901	1,004,049	1,843
1866	341,172	567	1,168,645	759
1867	367,141	796	932,127	2,730
1868	420,987	531	928,533	2,088

	Manufactures. Tons.	Merchandise. Tons.	Other Articles. Tons.	Total Tons.
1860	6,012	3,982	51,786	1,113,754
1861	18,118	2,456	54,989	1,579,715
1862	16,130	5,224	46,522	1,980,982
1863	18,137	3,885	42,090	1,692,651
1864	14,580	2,222	45,380	1,402,859
1865	8,371	1,533	51,519	1,307,507
1866	5,794	1,952	81,411	1,600,300
1867	4,172	2,494	108,991	1,418,451
1868	3,749	1,362	119,018	1,476,298

	Total Value.	Total Tolls.
1860	$24,412,883	$1,187,315 45
1861	33,300,920	2,102,012 37
1862	53,424,892	3,084,081 99
1863	65,644,792	2,632,335 27
1864	83,575,127	2,162,907 57
1865	49,867,199	1,935,283 76
1866	60,146,478	2,272,067 28
1867	63,672,314	2,055,727 17
1868	65,902,063	2,010,015 16

The following is a statement showing the receipts of westward moving freight at Buffalo by the Erie Canal for nine years:

	Products of the forest. Tons.	Products of Animals. Tons.	Vegetable Food. Tons.	Other Agric'l Prod'ts. Tons.
1860	20,033	93	4,871	206
1861	16,015	103	4,770	93
1862	23,094	100	4,859	124
1863	18,830	283	7,253	205
1864	24,791	122	6,729	22
1865	22,655	63	8,244	62
1866	10,598	360	2,381	274
1867	8,403	202	2,168	32
1868	5,628	165	3,258	11

	Manufactures. Tons.	Merchandise. Tons.	Other Articles. Tons.	Total Tons.
1860	60,199	84,154	69,730	246,184
1861	90,063	42,096	86,732	239,883
1862	120,705	64,212	141,328	353,422
1863	125,114	72,287	202,366	426,338
1864	85,522	63,282	272,819	461,287
1865	96,393	65,376	247,227	439,820
1866	105,507	76,463	394,370	589,953
1867	82,510	91,910	372,093	557,316
1868	83,981	108,044	481,759	682,916

☞ A charter was granted by the last session of the New Jersey Legislature authorizing the construction of a railroad from Camden to Medford, in Burlington County. The following gentlemen were designated commissioners to organize the company: Joseph Ellis, Thomas Evans, Lewis L. Sharp, Benjamin D. Shreve, W. R. Braddock, W. Braddock, Wm. Garwood, Jonathan Oliphant, Joseph C. Hinckman, Jacob B. Braddock, Zebedee R. Willis. A meeting to organize and elect directors is to be held on the 13th inst., in Camden.

Coffee Trade of the United States.

The following statement of the Coffee Trade of the United States for the years 1867 and 1868, is from the *N. Y. Shipping List:*

	1868.	1867.
From Brazil, lbs	122,269,650	122,936,403
St. Domingo	6,375,220	4,242,160
Java and Sumatra	6,854,475	5,102,660
Singapore	282,274	790,642
Manilla	537,308	25,720
Ceylon	2,715,165	1,320,950
Maracaibo	11,472,333	6,812,606
Laguayra and Porto Cabello	3,873,430	3,397,020
Jamaica	567,562	995,340
Cuba	4,846	16,400
Porto Rico	422	48,580
Curacao	144,540	145,610
Bombay	181,592	.....
Bolivar City	64,471	19,940
Costa Rica and New Granada	1,793,302	1,092,560
Rotterdam	711,641	175,680
Other ports in Europe	2,503,560	867,450
Other foreign ports	986,852	246,290
Total direct	162,338,643	148,237,011
Received coastwise—		
From Eastern ports	1,371,221	681,460
From Southern ports	724,910	42,880
Total receipts	164,434,774	148,961,351
Total receipts in 1866, lbs		117,204,367
" " in 1865		113,789,187
" " in 1864		118,890,045
Total receipts in U. S. during 1868		238,012,079
Stock January 1st, 1868		37,051,000
Exports in 1868		11,345,460
Stock January 1st, 1869		40,516,682
Consumption of the year		225,200,967

The following shows the consumption at different ports:

Taken from—	1868.	1867.
New York, lbs.	148,220,331	132,335,511
New Orleans	17,288,380	15 076,480
Baltimore	39,800,900	40,507,200
Philadelphia	8,080 360	5,058,910
Boston	4,705,046	5,010,570
Other ports	5,105,920	5,428,000
Total lbs.	223,200,937	203,506,671

The following shows the receipts and consumption of the United States for a series of years:

	Receipts.	Consumption.
1868 lbs.	238,012,079	225,200.937
1867	226,322.811	203,806,871
1866	165,392,983	159,918,881
1865	133,574,397	128,146,356
1864	145,304,957	109,086,003
1863	75,269,417	79,719,641
1862	98,558,680	88,989,911
1861	182,244,627	187,045,786
1860	185,779,689	177,111,923

Railroads in California.

The railroads at present in actual operation within the borders of California are as follows: Central Pacific, Sacramento to State line, 138 miles long; San Francisco and San Jose, 50 miles; California Pacific, from Vallejo to Sacramento, 60 miles; Vallejo junction to Calistoga, *via* Napa, 36½ miles; Sacramento Valley, from Sacramento to Shingle Springs, 45 miles; Central and Yuba, from Folsom to Marysville, 40 miles; Marysville to Oroville, 30 miles; Almeda to Oakland, 20 miles; Petaluma to Rudsill's Landing, 3 miles; total number of miles, 422½. Besides the railroads enumerated, there is one six miles long in Contra Costa County, which is used exclusively to transport coal from the Mount Diablo mines to water navigation.

Journal of Railroad Law.

DUTIES AND LIABILITIES OF COMMON CARRIERS—WHEN THEY CEASE—WHAT IS A REASONABLE TIME AFTER NOTICE—WHEN COMMON CARRIERS BECOME WAREHOUSEMEN—BURDEN OF PROOF.

The case of Goodwin *vs.* The Baltimore and Ohio R. R. Co., decided in our courts a few days ago, is one of the most interesting character, to all common carriers. The facts in the case are as follows:

The defendants herein undertook to convey from Wheeling, Va., to this City, in August, 1865, 650 bundles of sheet iron. There was no dispute that the Railroad Company were common carriers. The iron arrived here about the 4th of September, 1865, by steamer from Baltimore, and was soon thereafter placed on the Company's wharf. On the morning of the 5th September notice was given to the consignees of the arrival of the iron, but the same was not removed until the 9th of that month. Meanwhile a heavy rain storm came on, which had the effect to wet and rust the iron to such an extent that, as claimed by the plaintiffs great damage was done to it. Three bundles of the iron in question were never delivered, as per contract made by the common carriers. Besides, fourteen bundles of the iron, as claimed by the plaintiffs, were lost. The total amount of damage to the plaintiffs was $800.

The defendants gave testimony to the effect that they made efforts to protect the iron by covering it with tarpaulins, &c. On the other hand the plaintiffs adduced evidence to show that, owing to the crowded condition of the wharf, they were unable to get at the iron until the 9th of the month, after all the damage had been done, and that therefore there was no delivery. Counsel for defendants, in reply to this, undertook to convince the court and jury that the giving of notice was a delivery in law; that it was at least a duty incumbent on the plaintiffs to protect the iron by all the means in their power, and they not having done so, by their own showing, a judgment of nonsuit should be granted.

Judge CARDOZO declined so to hold, and charged the jury substantially as follows:

The plaintiffs seek to recover from the defendants, who are common carriers of goods for hire, the value of three bundles of sheet iron, which were lost while in the defendants' charge, and the damages which, they assert, a large number of bundles of sheet iron consigned to them suffered by the negligence of the defendants. So far as the loss of the three bundles is concerned, no dispute is to be made, and * * the plaintiffs will be entitled to recover therefor $29 54. As to the injury to the rest of the iron, the plaintiffs claim that about two-thirds of the whole consignment of 559 bundles was damaged, and as there is no conflict as to the amount of the damage, if the defendant be liable at all under the rules of law, which I shall give you, you will find no difficulty in calculating the amount of your verdict, not to exceed $659. The defendants being common carriers of goods for hire, are responsible by the common law as insurers of the property against everything except the act of God and the public enemies, until their obligation and duty as such carriers terminated. * * * The question disputed by the learned counsel for defendants is, when did their duty as common carriers cease?

Upon that subject I charge you, gentlemen, that that extent of duty and liability continued upon the defendants until the expiration of a reasonable time after notice to the consignees of the arrival of the iron for the latter to remove it from the possession of the defendants, and during the period until such reasonable time has elapsed the plaintiffs were under no duty, except to proceed with due and reasonable diligence to remove the property, and that, of course, includes the duty to endeavor by all reasonable exertion to reach and remove the goods whatever obstructions were there. Whatever you think was reasonable, under all the circumstances in that respect, the plaintiffs were bound to do. * * * But here arises the important question of fact for your determination. Had a reasonable time elapsed before the rain which injured the iron, after notice of its arrival for the plaintiff's to remove it? The term reasonable time must depend upon the circumstances, the character of the property to be removed, the condition of the pier, and such like matters. You must first consider the question of what was the condition of this pier; was it so obstructed by the other freight that the plaintiffs by usual care and diligence could not remove their goods as they claim, or was it as the defendants insist in such condition that the cartmen could get to and remove his goods by taking his stand among the other cartmen, and waiting his regular and reasonable turn as they claim others did. * * * As to so many of the bundles as could have been removed (by reasonable diligence) before the storm, the defendant's duty as common carriers ceased, but as to such bundles, as such time had not expired, the liability of the defendants as common carriers remained. But if you should be of opinion that as to all or any of the iron, a reasonable time for its removal had expired before the storm, still some duty rested upon the defendants. Their liability as insurers ceased, but they were bound nevertheless to exercise some duty as respects the property until the plaintiffs had actually removed it. From the time that the reasonable period for the removal of the goods expired, the defendants' duty and liability became that of warehousemen, which required that the defendants should have exercised over the property and for its protection, ordinary care and diligence; which means that degree of care which persons of ordinary prudence would usually take of such property. And if you find that the period of time had elapsed which, as I have explained to you, would convert the liability of the defendants from that of insurers to that of warehousemen, then it rests with the plaintiffs to satis y you upon the evidence that the defendants did not take that care of this property which persons of ordinary prudence would usually take of such goods; the burden of proof of negligence being then on the plaintiffs. And if you reach this branch of the case you will say whether the plaintiffs have proved that degree of negligence against the defendants. If they have, the defendants will be liable, even though their duty as common carriers was ended.

Under this charge the jury found a verdict for plaintiffs for $659.

☞ Arrangements are being made for the construction of the Houlton Branch of the St. Andrews Railroad. It is confidently expected that work will be commenced early in the Spring.

United States Supreme Court.

NON-RESIDENT ALIENS NOT REQUIRED TO PAY FEDERAL TAXES.

The Northern Central Railroad Company vs. John C. Jackson.—This is a writ of error to the Circuit Court for the District of Maryland. The defendant in error, a foreigner and a subject of Great Britain sued the plaintiff in error for $2,650, the amount of the coupons due on bonds of the company and held by him. Upon demand made the company offered to pay the amount, less five per cent. income tax to the United States and three mills upon each bond reserved to the State of Pennsylvania under the laws of that State. Upon the trial of the case the plaintiff in error gave in evidence the deed of trust or mortgage securing the bonds and the articles of union consolidating into one company corporations chartered by the States of Pennsylvania and Maryland, and the proceedings of those corporations authorizing and assenting to the legislation of the two States effecting such union. The Court was then asked to instruct the jury that by force of the act of Congress holders of bonds, wherever resident, were liable to pay the deduction of five per cent. and also, by the laws of Pennsylvania to pay the three mills additional tax, and on each bond. The Court refused to so instruct, but charged the jury that if they found from the evidence that at the commencement of the suit the plaintiff was the lawful holder of coupons representing interest due on bonds of the defendant held by him, and that the plaintiff, when he purchased the bonds, was a British subject, and resided in Ireland, and that he then resided there, the plaintiff was entitled to recover the amount of such coupons without deductions. The verdict was for the plaintiff, in accordance with the view of the Court. The company brought the case here by writ of error, where it is now held. Mr. Justice Nelson, delivered the opinion of the Court, that, by a true construction of the internal revenue laws, it was not intended to tax the incomes of persons other than citizens of the United States, wherever resident, and of residents, whether citizens or not; hence the stock of the defendant in error was not subject to the deductions made. As to the power of Congress to make a law taxing non-resident foreigners in such case, the Court expresses no opinion. It is also held that the tax imposed by the State of Pennsylvania cannot be exacted because the railroad in question is a Maryland corporation, and the subject for taxation was, therefore, beyond the jurisdictional limits of Pennsylvania. Both debtor and creditor were outside of her territory, and neither of them her subjects. The judgment below was affirmed.

☞ The receipts into the Treasury of West Virginia during the year ending September 30, 1868, (including $4,895 89 from the previous year) were $769,965 62; and the disbursements therefrom $751,395 51—leaving a balance October 1, 1868, of $18,300 11. The receipts for the current fiscal year are estimated at $525,150, and the disbursements at $579,215 67.

☞ The Richmond and York River Railroad has been finished. The rails are all laid, and the cars are now running through to West Point. A heavy force of workmen are engaged in rebuilding the wharf at that place.

Railroads of Iowa.

It will be seen by the following statement than in 1860 there were less than 600 miles of railroad in Iowa; now there are more than 1,500 miles in operation, with nearly a dozen roads, in progress, and some half dozen more in immediate prospect:

	Miles in 1860.	Miles in 1869.
Burlington and Missouri	75	180
Chicago and Northwestern	107	350
Dubuque and Sioux City	100	175
Dubuque Western	30	65
Des Moines Valley	82	165
Keokuk, Mt. Pleasant & Muscatine	25	25
Chicago, Rock Island and Pacific	140	305
Ackley and Eldora	..	22
McGregor and St. Paul	..	70
Minnesota and Iowa Central	..	40
Sioux City and Pacific	..	75
Council Bluffs and St. Joseph	..	70
Total	559	1,542

Including the one hundred miles required to complete the Burlington and Missouri to Council Bluffs, and the fifty miles required to complete the Chicago, Rock Island and Pacific to the same city, which will be speedily done, there will be 1,692 miles of railway in the State, early in the year 1869.

Portland and Ogdensburg Railroad.

This company was chartered February 11, 1867. The amount of subscriptions required by the charter having been obtained, the company have organized by the election of the following named gentlemen as directors: John B. Brown, Andrew Spring, John E. Donnell, William Deering, Samuel J. Anderson, H. N. Jones, F. G. Messer, William Putnam, of Portland, and D. R. Hastings, of Fryeburgh. The city of Portland, in its corporate capacity, has subscribed $714,300, and the citizens individually $266,200 more. Subscriptions in Vermont have so far progressed as to insure the beginning of the work in the early Spring. The subscriptions to the capital stock in Maine amount to between $11,000,000 and $12,000,000. The following is the probable route of the road: Up the east side of the Sebago Pond to Conway, New Hampshire, thence by way of White Mountain Notch to Connecticut River at Littleton or Dalton, thence by way of St. Johnsbury, Danville, Wolcott, Hyde Park, Cambridge, Fairfield and Sheldon to Swanton, Vermont.

The New York Stock Exchange and Open Boa of Stock Brokers on the 30th of November last, passed the following joint resolution:

Resolved, That on and after January 30th, 1869, neither Board will call, or deal in any active speculative stock, of any company, a registry of whose stock is not kept in some responsible bank, trust company or some other satisfactory agency, and which shall not give public notice at the time of establishing such registry, of the number of shares so entrusted to be registered, and shall not give at least thirty days' notice through the newspapers, and in writing to the President of each Board, of any intended increase of the number of shares, either direct or through an issue of convertible bonds, and shall not at the same time give notice of the object for which such issue of stock or bonds is about to be made.

Bangor has issued $250,000 of city scrip to the European and North American Railroad upon the completion of the first ten miles in a satisfactory manner, the city taking a mortgage of the road in return. The construction of the road is being rapidly pushed.

Baltimore and Ohio Railroad.

Under the charter given by Virginia originally to the Baltimore and Ohio Railroad it was provided that the company should be exempt from taxation within the State's limits until its earnings were equal to six per cent. on its cost. A question had, therefore, some time ago arisen as to the company's liability to tax, and the supervisors of Marshall County, West Virginia, brought suit against it. An opinion in the case was recently delivered by Judge Maxwell, of the Supreme Bench of that State. It will be seen that the Court decided all the points in favor of the people and against the corporation:

"The company claimed that, under their charter, they were exempt from all taxation till that part of the road within the State yielded six per cent. net profit on its cost, claiming also the right to include in that cost the five millions paid for the Northwestern Virginia Railroad. The Court decide that this five millions is not a part of the cost of the Baltimore and Ohio Railroad as contemplated by its charter; that its exemption does not depend on the income on that part of the road in the State by itself, but that, in ascertaining the income with reference to the exemption granted in the charter, the 'capital invested' in the whole road from Baltimore to Wheeling is to be the basis of calculation. They decide that, as a matter of fact, the net income on this capital invested did exceed six per cent. the year Marshall County levied her taxes, (1864,) and for several years before; and further, that the net income of that part of the road in this State separately exceeded that figure, not counting the purchase of the Northwestern Virginia Railroad as a part of the cost; so that, even on its own basis, the company is subject to taxation.

"The company claimed that if taxable at all it was only for State purposes, relying on the term 'general taxation' in its charter for this construction. The Court corrects such a construction, holding that the term has a precisely opposite meaning, subjecting the road to taxation for all purposes as contradistinguished from specific or special taxation. The Court therefore holds that the road is taxable for all purposes precisely as the property of a natural person."

Dexter and Newport Railroad.

This road connects with the Maine Central at Newport, and is fourteen miles in length. Passenger trains commenced running over it on the 26th of November last. The road is leased to the Maine Central for thirty years, the lessee to keep it in repair, to furnish the rolling stock, and pay $18,000 per year for its use. The town of Dexter loaned its bonds to aid in the construction for $125,000; the town of Corinna for $50,000; and there has been issued $125,000 of stock, making $300,000 on the cost of the road in bonds and stock, upon which sum the Maine Central pay interest.

Peach Bottom and Oxford Railroad.

The Oxford *Press* says that the route of this new railroad has been surveyed, and considerable interest has been manifested with reference to its early construction. The route conceded to be the proper one, is from Peach Bottom on the Susquehanna River, to a point on the Baltimore Central Railroad near Oxford Borough. A proposition has been made by an engineer to grade the road and erect all the bridges and culverts for $8,000 per mile, a distance of fourteen miles. Two preliminary meetings of the citizens interested in this project have been held and $30,000 has been guaranteed.

Southern Maryland Railroad.

This road will be about 75 miles in length, extending from Point Lookout to Washington. The route of the road is thus described: Leaving Point Lookout, the road will pass through the centre of St. Inigoe's district, and through Factory to Charles County, running parallel with the Patuxent about eight miles west, through Charlotte Hall, Hughesville, Bryantown, Gallant Green, thence near Horse Head and Brandywine, through the "Woodyard," Long Old Fields, and thence to the District line.

☞ The Maryland Central Railroad Company was chartered by the Legislature of Maryland at the session of 1867. The route of the road is from Baltimore to the Susquehanna River, by way of Belair, to connect with the present road to Philadelphia, just completed on the opposite side of the river.

☞ The Philadelphia *Press* gives the following list of roads in progress and projected in the State of Pennsylvania: Wilmington and Reading, Pittsburg and Connellsville, (extension;) Columbia and Port Deposit; Philadelphia and Baltimore Central, (extension;) Plymouth Railroad; Lancaster, Lebanon and Pinegrove; Pennsylvania and New York Canal and Railroad; Northern Railroad and Navigation.

☞ T. W. Briggs has been elected President, H. Voight Treasurer, and J. R. Jaques Secretary of the Monongahela Valley Railroad Company. The choice of a civil engineer was deferred until the next meeting to be held at East Birmingham on the 3d of March.

☞ The work of strengthening and improving the Pan Handle Railroad between Steubenville and Pittsburg, is being pushed forward and at great expense to the company. The trestle work, near Birmingham, has been replaced by masonry, and other parts of the road are being likewise improved.

☞ The stockholders of the Cleveland and Mahoning Railroad Company have refused to endorse the transfer of the lease of their road by the Atlantic and Great Western to the Erie company.

☞ The stockholders of the Pan Handle Railroad Company have ratified the lease to that company of the Columbus, Chicago and Indiana Central Railway.

☞ The Cumberland *Civilian* says that the work on the Pittsburg and Connellsville Railroad is progressing favorably, a large force being employed in the neighborhood of Meyers' Mills, Sand Patch tunnel, and other points. The fall of 1870 will doubtless see the road in operation along the entire route from Cumberland to Pittsburg.

☞ The Bethlehem Iron Company has declared a semi-annual dividend of 5 per cent. in cash, payable on and after February 1st, 1869.

☞ Ryegate, Vt., recently voted $18,000 in aid of the Montpelier and Wells River Railroad.

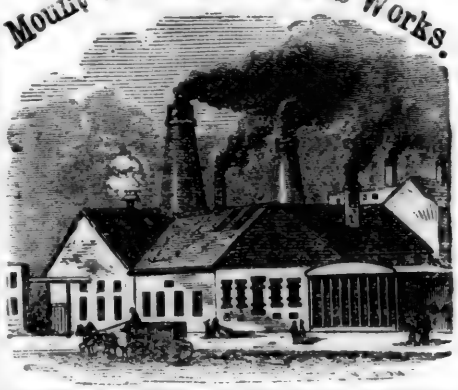
☞ Cambridge has subscribed $15,000 to the Lanesville Valley Railroad, and guaranteed $4,000 more when the road is completed.

☞ Engineers are now engaged in making another survey of the railroad between Murfreesboro and Galatin *via* Lebanon.

☞ The gross receipts of the Baltimore City passenger railway in 1868, were $480,046 30, one-fifth of which, amounting to $96,009 26, was deposited with the City Register, on account of the Park tax. This Company has in its service 479 horses and 78 cars; 1,709,952 miles were traveled, and 10,200,372 passengers carried during the year, 1868, showing an increase over the number carried during 1867 of 1,300,000.

☞ Two hundred miles of the James River and Kanawha canal—about half its proposed length—are finished. The State of Virginia, being unable to construct the remainder, proposes to give the entire work to any company that will complete it.

Mount Washington Glass Works.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimneys* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY,

61 Milk-St., Boston, Mass.

Notice to Bridge Builders.

DEPARTMENT OF SURVEYS,

JANUARY 11, 1869.

In conformity with an ordinance of the Select and Common Councils of the City of Philadelphia—

I hereby invite the presentation of Plans and Estimates for an Iron Truss Bridge suitable to be erected over the River Schuylkill, on the site of the present Suspension Bridge at Fairmount, in said city. The abutments are now erected with a clear span of three hundred and forty (340) feet. The width of Bridge from out to out of footways to be fifty (50) feet, which footways will be not less than eight feet in the clear.

It must be provided with an upper and lower carriageway, the upper to be not more than 35 feet above the bottom of lower chord, or less than 28 feet above the lower roadway—the lower roadway to be not more than seven feet above the bottom of lower chord or it may rest upon the lower chords.

The entire structure to be of iron, excepting the flooring of the road and footways; to be proportioned for a weight of seventy-five pounds per square foot upon each roadway, including the footways. All wrought iron to be proportioned to resist a tension of 60,000 pounds, with a factor of five for security in large bars, and six for the small bars or rods.

A full and detailed estimate of quantities and cost will be required to accompany each plan.

The conditions of the Ordinance are, that the plans herein called for shall be submitted to a Commission of three Civil Engineers, in conjunction with the Chief Engineer and Surveyor of the city of Philadelphia—the best three of the plans to be retained by and become the property of the city of Philadelphia, for which they will be paid in order of merit, as may be determined by the Commission —800, 500, 300 dollars respectively. No design for a Portal will be required.

All plans must be deposited with the subscriber on or before the 1st day of April, 1869, at the Department of Surveys, 224 SOUTH FIFTH STREET, Philadelphia, with letter, giving the address of the Designer. Map and Profile of location may be seen at the Department of Surveys.

STRICKLAND KNEASS,

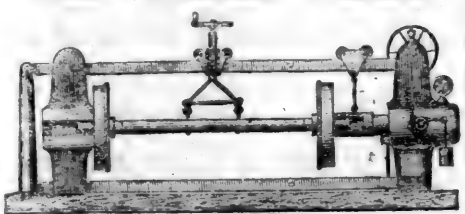
314 Chief Engineer and Surveyor.

Norfolk and Gt. Western Railroad.

The Danville *Times* says that an agent of European capitalists has for several days been negotiating with the officers of the Norfolk and Great Western Railroad for building the whole or a large part of the road. The company, however, does not seem to have assets enough to induce the agent to close the contract. The engineers have been engaged in making the preliminary survey for the location of the ten miles of the road west of Danville.

☞ The following gentlemen have been elected directors of Woodstock Railroad Company: P. T. Washburn, Frederick Billings, Albert G. Dewey, Charles Dana, Francis W. Clark, Lewis Pratt, Frank N. Billings, Charles S. Raymond, and Otis Chamberlain. P. T. Washburn, president; S. E. Munger, treasurer. The work of grading is being pushed with energy, more than half the route is graded, and the contractors expect to have it ready for the iron by Oct. 1, 1869.

CAR WHEEL PRESS.



Manufactured by

D. P. DAVIS,

Mechanical Engineer,

26½ BROADWAY, N. Y.

AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES, Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

HAMILTON SQUARE

RUBBER WORKS.

C. V. MEAD & Co.,

Manufacturers of Superior Quality

OF

INDIA RUBBER

CAR SPRINGS,

BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

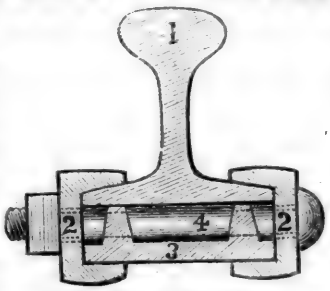
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. G. MANNING. O. W. NORTON.

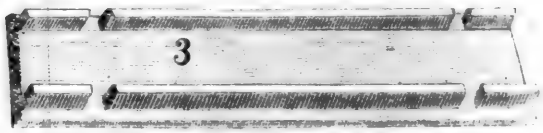
THE PHŒNIX IRON COMPANY'S
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts (*4*). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address

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Best French and German makes.

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GERMAN STEEL AND HARDWARE

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Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

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We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

American Natural Oil Company

No. 7 Broadway, New York City,

SOLE PROPRIETORS OF THE CELEBRATED

American Natural Lubricating Oils

Prepared expressly for all classes of

MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the UNITED STATES AND EUROPE.

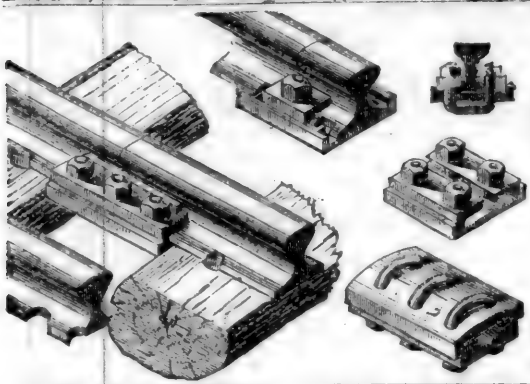
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At Half the Cost of Linseed,

and warranted to give excellent satisfaction.

Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

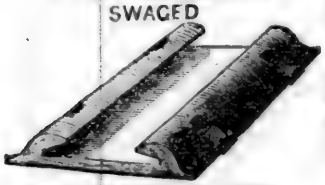
Post-Office Box 4781, New York City.



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Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
SWAGED



Patented Sept., 18, 1866:
WROUGHT IRON
RAIL CHAIRS.

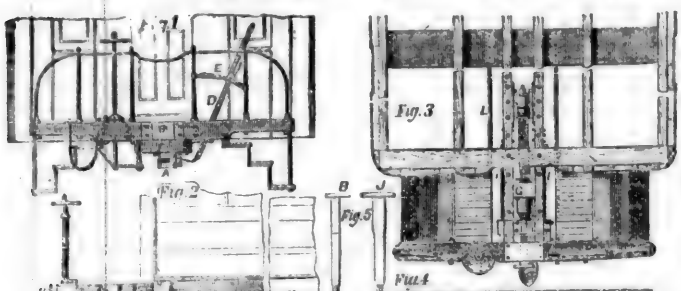
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The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,
18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

Miller's Trussed Platforms.



COMPRESSION
BUFFERS,
AND
Automatic Couplers,
FOR
RAILROAD
Passenger Cars.
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(Rooms 4 & 5.)
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Send for Illustrated Pamphlet, or call and see working Models
M. MILLER, Patentee

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INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

COHOES ROLLING MILL.
—FOR MANUFACTURERS' USE—
SHAFTING, BAR & BAND IRON,
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SUPERIOR PATENT PUNCHED
AXE, PICK & MATTOCK POLLS.
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For Sale by
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RAILROAD TIES.
Juniper and Cypress Railroad Ties of any dimensions for sale by
DARRELL & NASH,
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Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75**

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH
On 1st, 9th, 16th and 24th,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Feb. 9, ALASKA, Capt. A. G. Gray, connecting with GOLDEN CITY, Capt. Lapidge.

Steamer leaving Feb. 9, connects closely with steamer CHINA, leaving San Francisco March 5, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

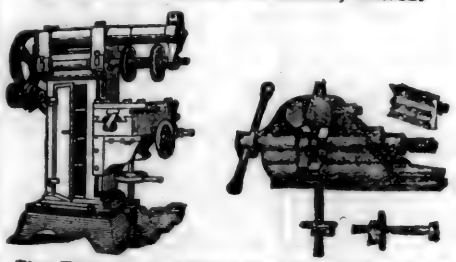
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Agents for
Funcke & Elbers Steel and Iron Works,
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Specialty:
Puddled Steel Rails.
Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

RAILROAD TIES.
WHITE OAK, CHESTNUT AND CEDAR.
Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
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UNION VISE COMPANY,
61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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A. H. BRAINARD, Supt. 6

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 7.] SATURDAY, FEBRUARY 13, 1869. [WHOLE No. 1,713, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 13, 1869.

Coal Trade of the United States.

The following statement, taken from the Pottsville *Miners' Journal*, will show the number of tons of coal sent to market from the different coal regions in 1867 and 1868:

Schuylkill Region:	1867. Tons.	1868. Tons.
By Reading Railroad	3,099,580	*3,120,923
By Schuylkill Canal	1,030,235	987,628
By Mahanoy and Lehigh	439,608	465,331
From Pinegrove	27,962	†32,925
	4,597,385	4,606,807
Less Shamokin and Lackawanna	262,565	192,451
	4,334,820	4,414,356
		4,334,820
Increase in 1868		79,536
Lehigh Region:		
By Lehigh Valley Railr'd	1,948,385	‡2,258,532
By Lehigh Canal	1,006,604	989,947
Lehigh and Susq. R.R		‖535,750
	2,954,989	3,784,229
Less Wyoming and Schuylkill Coal	892,543	1,276,647
	2,062,446	2,507,582
		2,062,446
Increase in 1868		445,136
Wyoming Region:		
Wyoming Canal S	369,099	340,490
North Branch Canal N	82,698	89,152
Pennsylvania Coal Co	861,730	§953,855
Scranton, North	515,657	610,721
" South	1,203,664	1,118 064
Delaware and Hudson Co.	1,422,229	1,611,113
Lacka. and Bloomsburg	420,310	456,102
By Lehigh	452,935	811,316
	5,328,322	5,990,813
		5,328,322
Increase in 1868		662,491
Shamokin Region	485,697	492,265
		485,697
Increase in 1868		6,568
Total Anthracite	12,211,285	13,405,016
		12,211,285
Total increase in 1868		1,193,731
Semi-Anthracite:		
Short Mountain Coal Co.	89,288	123,710
Lykens Valley Coal Co.	76,106	88,376
Williamston Coal	127,642	178,302
Trevorton	48,118	38,728
Broad Top	244,412	280,936
	585,566	710,052
Bituminous:		
Cumberland Coal		
Chesapeake and Ohio Can'l	458,153	482,325
Baltimore and Ohio R. R.	735,659	¶848,718
Total Bituminous	1,193,812	1,331,043
Imported	521,305	402,299
Total tons	2,300,683	2 443,394
Add Anthracite	12,211,285	13,405,016
	14,511,968	15,848,410
		14,511,968
Total increase in 1868		1,336,442

* The whole quantity of Coal transported over the Philadelphia and Reading Railroad in 1868, was 3.574,874 tons. Of this quantity 453,951 tons were Bituminous and Anthracite, received at Harrisburg, reported in other regions.

† The whole coal trade of Pinegrove was 163,633 tons. The balance is reported in the Reading Railroad tonnage.

‡ The whole quantity transported over the Lehigh Valley Railroad and branches was 3,603,103 tons. The balance is reported in Lehigh Canal tonnage.

The following is a recapitulation of the quantity of Anthracite coal furnished by the different regions in 1867 and 1878:

	1867.	1868.
Schuylkill Region	4,334,820	4,414,356
Lehigh Region	2,062,446	2,507,582
Wyoming Region	5,328,322	5,990,813
Shamokin Region	485,697	492,265
	12,211,285	13,405,016

The gain in 1868 was as follows:

Wyoming and Lackawanna	662,491 Tons.
Lehigh	445,136 "
Poor enslaved Schuylkill only	79,536 "
Shamokin	6,568 "
Increase in Anthracite	1,193,731 "

Of the 79,536 tons increase from Schuylkill, 25,723 tons was an increase on the Mahanoy and Lehigh road, leaving the increase *via* the Schuylkill Valley only 53,813 tons.

The following statement will show the shipments from the Schuylkill, Wyoming and Lehigh regions since 1860:

	Schuylkill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,821,774
1861	2,697,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,438,265	3,759,610	1,894,718
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,658	1,822,585
1866	4,633,487	4,736,616	2,128,867
1867	4,334,820	5,328,322	2,062,446
1868	4,414,356	5,990,813	2,507,582

Railroad Land Grants.

The Secretary of the Interior, in reply to a resolution of the Senate says the aggregated quantity of lands certified under existing laws for railroads and wagon roads to States, Territories and corporations up to January 30, 1867, is 21,561,000 acres, and for canals nearly 4,500,000 acres. The number of acres certified to the following named States since that date is as follows: Minnesota for railroads, 670,000; California, for railroads,

‖ The whole quantity transported over Lehigh and Susquehanna Railroad was 1,042,683 tons, The balance is reported in Lehigh Canal and Lehigh Valley tonnage.

§ 29,005 tons were sent *via* Delaware and Hudson Canal.

¶ The total tonnage of the Baltimore and Ohio Railroad was 1,058,200, but a portion was delivered to and is reported in the Canal tonnage.

26,000; Wisconsin, for wagon roads, 72,000; Oregon, for wagon roads, 19,000; Michigan, for canals, 280,000—making a grand total of 27,128,000 acres.

Virginia and Tennessee Railroad.

The earnings of this road for the twelve months ending June 30, 1868, and for the fifteen months ending September 30, 1868, were as follows:

	From June 30, 1867, to June 30, 1868.	From June 30, '67. to Sept. 30, '68
From passengers	$363,434 10	$469,346 00
" freight	499,008 40	637,405 56
" interest	473 78	1,193 01
" rents	296 19	592 44
	$863,212 47	$1,108,537 01
Expenses viz.:		
Operating expenses	$598,081 45	$598 081 45
Road department	28,849 86	67,747 26
Machinery department	18,876 30	44,376 26
Transp. department	40,784 52	103,228 49
Salaries general officers and expenses	30,042 01	35,362 40
Office expenses	364 71	632 70
Taxes and law fees	62,178 78	70,202 07
Discounts	1,629 62	4,820 16
Losses, property	7,085 27	8,623 46
Telegraph expenses	249 75	636 02
	$788,137 27	$938,710 27
Net revenue	$75,075 20	$174,826 74

It is claimed that the above charge to current expenses for the fifteen months ending September 30, 1868, is rightfully entitled to a deduction, as near as can be ascertained, of at least $176,145 28 for payments made on account of transactions which belong to the previous fiscal years, leaving the actual current expenses, $757,564 99, and the net revenue, $350,972 02—which is more than sufficient to discharge all current demands of interest on account of the funded debt, for the same period, by an excess of over $125,000. The President in his report says:

It may be well to call attention to the fact that our charge of the direction of your company's business was assumed on the 25th day of November, 1867, and that your fiscal year now terminates, as by your action when you were last in Convention, on the 30th day of September, instead as before, on the 30th day of June, in each year.

While, therefore, our account of the operations of the road will, in some respects, embrace the transactions of the company for the fifteen months preceding the termination of the fiscal year to which this report has reference, it will be more particularly directed to a review of matters which have transpired during the period absolutely covered by our administration of its affairs.

In order, however, to lay before you that manner of exposition in this respect, as in our opinion a proper discharge of duty on our part demands, it will be necessary, in the course of this work, to refer to the pecuniary *status* of the company and the physical condition of its property, as these were found really to exist at the beginning of our service.

At this time much was found to obtain in the true situation of affairs calculated to embarrass the successful and satisfactory administration of the company's business, but in no particular had the safety of the property—whose physical condition, as will be hereafter shown, was much impaired—become more directly threatened, than on account of its monetary obligations, no less from the magnitude of the indebtedness, than from the situation in which it was found. Besides the obligation to the government of the United States, under which the company now rested, on account of the purchase of rolling stock—which was made the basis of the suspension of your proceedings at your last annual meeting, since however fully discharged—there was then claimed, as due the government of the United States, the sum of $46,110 45—for taxes from the 1st of October, 1865, to the 30th September, 1867—and on account of which, some of the rolling stock had been attached; of which amount an abatement of $8,540 41 was secured in correction of discrepancies, which were then ascertained and admitted by the proper officer of the government, leaving, as will be seen, the sum of $37,570 04 then actually due on this account.

The nature and situation of this debt, was such, as to make the discharge of the same at once imperative; and while the company, as it was discovered, had been subjected in this connection, as provided by the terms of the assessment laws in the case of delinquents, to a charge for interest, penalty and commission, amounting to the sum of $4,675 01, and to an excess of tax of $8,526 20, by reason of the failure of its proper officers to render the returns of revenue required by the law, there was now no other mode of rectifying these errors than by a plea of abatement, to be made before the authorities at Washington.

This was done, and the sum of $4,564 06, subsequently accounted to the company.

There was due the city of Lynchburg, on account of taxes for the years 1866 and '67, of which no mention is made in the previous reports and records of the company, the sum of $10,550 81; due the State of Virginia, $1,037 25; a balance for locomotives of $13,509 23; a balance due connecting lines of over $14,000; and upon pay rolls, for the month of November, the sum of $31,652 44—the payment of all of which, could not very well, longer be postponed.

These items, together with a bills-payable for the month of December—amounting in round numbers to $50,000, in all, over $158,000 00, constitute merely the more material and pressing claims, which in the beginning of our administration, demanded immediate satisfaction.

The indebtedness of the company, exclusive of interest past due upon its funded debt, as the same was found at that time to exist, so far as could be ascertained, was, as follows:

I. Due upon pay-rolls for the months of March, April, May, June, July, August, September, October, November and December, '65	$1,981 33
For the current months of 1866	2,712 08
And for the current months of 1867, to November 25th, inclusive	116,392 44
	$121,085 85

for which paymaster's checks (so-called) had been given, and these, for the most part, had long since passed from the ownership of the parties to whom they had been originally issued, and on account of which the credit of the company had been brought more into disrepute, perhaps, than from any other form of its obligations.

II. Due in the form of notes and acceptances now under protest, as far back as of the 4th August, 1867 ..... $50,000 00

This was the loan made of S. M. Shoemaker, Esq., for the security of which $100,000 of the company's 8 per cent. bonds had been hypothecated, and the same has now been discharged.

III. Notes and acceptances running to maturity $111,646 10

for which it will be observed, that the burden of this manner of indebtedness, as the same then appeared, had to be encountered upon the very threshold of our administration.

IV. Balances due as by open accounts. $209,235 62

Thus it will be seen, that the floating debt of the company, at the time this casting up of accounts was made, already amounted to the important sum of $501,835 04, and this manner of your company's indebtedness, it is but proper to remark, spread over 888 separate and distinct accounts or obligations. But this is not all; since the date this inventory of liabilities was taken, 151 claims have been presented, examined and admitted to record, amounting to the further sum of $100,696 97, and $3,289 65 of paymaster's checks, by which the floating debt of the company is made as of that date—November 25th 1867—$605,821 66; and while there may yet remain other claims unadmitted or unknown, it is not believed that this sum will be much further enlarged.

Many of these claims were of long standing, and in a large number of cases suits had been instituted, and in some, judgments absolutely obtained for their recovery; by reason of which, much extraordinary labor has devolved upon your Board and the officers of your company, in arriving at an adjustment of the same.

This character of indebtedness, denominated the floating debt of the company, is stated in the report made to you, under date November 11th, 1867, at $369,297 87, short of the sum, as you will observe, which we have found really to exist, as of November 25th, 1867, in the material amount of $236,024 29.]

In the management of a debt of this nature, and of such proportions, as compared with the immediate resources of your company, in connection with its obligations on account of past due interest—its credit, which had now been virtually destroyed, for any practicable purposes, and in view of the heavy expenditures which it was obvious was necessary to be made, not only in the improvement of the property, but in the enlargement of its capacity, even now insufficient to meet the demands of traffic; a solution of the policy best to be pursued, in order that the objects in this connection desired to be attained, and yet a just regard for the claims of the bondholder, in common with these, might be fairly respected, was, as you must perceive, not without its difficulties; but the success which has attended the result at which your Board arrived, in the determination of this important question, has been more than satisfactory.

In the control of these obligations, no aid of material consequence could be counted upon from the available assets of the company, as they were then ascertained to exist, and to which we shall subsequently refer; and no support was to be derived from its credit until this could be re-established, while the past income of the road, and its present capacity for business, furnished but an insufficient basis upon which to rest the accomplishment of these objects—other than upon a plan which contemplated the application of its available means, and the employment of its restored credit in the furtherance thereof, measurably.

It was plain to your board, that the full integrity of your company's credit could not be regained, until the vast amount of its floating debt, and especially that outstanding in the form of paymaster's checks, open bills of long standing, and protested paper, could be given the confidence of assured payment, and it was equally evident to your Board, that in the management of this indebtedness, regard to the ability of the road, mainly to be derived from its income, and to the improvement of its property essential to be made, should be had to the period over which the same was to be extended; and it was no less apparent, in order fully, and the more promptly, to secure this much to be desired and important object, that in all respects, the obligations of the company should be promptly and squarely met; that the improvement of your railway, motive power, and rolling stock, and that the enlargement of the latter classes of property were absolutely essential, as a means of reducing current expenses—dependent as these are upon the good or inferior condition of the same—and of enlarging the traffic and income of your road.

The plan thus briefly indicated, has governed the action of your Board in this respect, and under its operation the market value of your bonds has advanced an average of 12 per cent., and the company's paper to the denomination of first class.

It was believed in the adoption of this policy that the safety of the work, and its preservation to the great public purposes which it was design-

ed to accommodate, no less than the best interest of the bond and stockholder, were to be secured, and as much as your Board would have desired a return to the payment of interest upon the funded debt of the company, they cannot doubt but that this will be seen, to have been impracticable.

The bondholder, they venture to suggest, cannot fail to perceive, that in the improvement of the property, and in the enlargement of the business of the road, as well as in the establishment of its credit, additional value is given to his security, and the only reliable means acquired, whereby a guarantee of interest, once resumed, may be confidently calculated upon; and while the anomalous condition of the country, taken in conjunction with the devastation which the fields from whence your road derives its business have suffered, does not allow your Board to designate, with that confidence they would desire, the period at which the resumption of interest may be definitely promised, they are however, induced to take faith, from the improved condition of the property which has now been secured, and the prospect—already bright—of an enlarged business, that the discharge of this obligation, on the part of your company, may not be deferred beyond the 1st day of July, 1869; at the same time, they are frank to say, in respect to interest past due, the further indulgence of the bondholder will be necessary in the attainment of all these ends, and they are not without hope, that an arrangement on this account, will be accorded, wherein the amount of such interest may be put in such shape, as will at the same time, secure unto them their proper claims, and yet afford your company such further relief in the discharge thereof, as it must be apparent, its necessities demand.

The amount of past due interest is stated, in the report made at your last annual meeting, at $203,000, while on this account it is ascertained by the committee charged with an investigation of this subject, that there was due, and yet remaining undischarged, as of 1st July, 1867, the sum of $215,295, which embraces, however, interest accrued upon past-due bonds up to that date, and not counted in the sum then stated.

Of the 5637 paymaster-checks, so-called, including the November rolls entire, heretofore mentioned as forming a part of the floating debt, as the same was found to exist, on the 25th day of November, 1867, amounting to $129,650 91, there have been actually paid, $72,87318, and $44,553 11 have been retired by the substitution of notes now running to maturity, leaving outstanding, yet in this form, 1624 checks, amounting to the sum of $12,124 62; and on account of other obligations, making up this manner of your indebtedness at that time, 193 claims, aggregating $162,608 16, in the form of open accounts, and notes and acceptances, have been actually paid, and by profit and loss, 73 claims, amounting to $7,650 89, have been cancelled.

The immediate liabilities of the road, as of the 30th September, 1868, the termination of your fiscal year, were as follows:

I. Open accounts	$187,839 05
II. Notes and acceptances	273,810 09
In all	$461,649 14
And on account of interest as of the 1st of July, 1868, past due upon coupon bonds, past due bonds and registered certificates	$329,010 00

The assets of the company, or cash resources, so-called, are given in the report made to you at your last annual meeting, at $1,185,378 84; and in the report to you at your adjourned meeting, November 11th, following, at $167,875 74—an elimination of confederate and other claims, regarded as worthless, appearing to have been, in the meantime, made in the first or original statement; but the committee hereinbefore named, present the assets or cash resources, as they are denominated, as of the 25th November, 1867, at $135,440 16, of which, however, not more than $77,478 were regarded as valuable or available.

The assets of the company, were at the close of the last fiscal year, 30th September, 1868, as follows:

I. Open accounts		$147,146 28
of which, however, not more than $75,000 can be regarded as good and available.		
II. Stores in hand		79,491 69
III. Cash in hand		436 41
In all amounting to		$227,074 38

Besides which, there are, of the one million of eight per cent. bonds, authorized to be issued by Act of Assembly, passed 19th January, 1866, subject to the company's purposes, $264 000, which, however, are now unavailable, except in the cancellation of income bonds and accrued interest, and a basis for temporary loans, on account of which the same are now employed.

The funded debt of the company stands as follows:

On acc't—1st mortgage bonds		$494,000 00
2d " "		23 500 00
Enlarged "		990,000 00
Income "		138,500 00
Salt works branch bonds		9,500 00
8 per ct. bonds, of the $1,000,000, so far issued		736,000 00
and in 8 per cent. registered certificates		61,352 36

In connection with this statement of the funded debt, it is proper to remark, that $50,000 of the $138,500, of income bonds, named in the same, do not, in fact, constitute a liability.

These bonds, as we are informed, are held by the Bank of the Republic, in New York, on account of some transactions which that Bank had with Messrs. Peters, Campbell & Co,, in whose hands, these, with other bonds of the same mortgage, were placed for negotiation, and whose receipt for the same is now in the company's possession.

This state of the case, is the result of transactions previous to the war, and we are advised that the bonds were cancelled.

Of the $736,000, of eight per cent. bonds, which have been now disposed of, $161,000 have been substituted for the like amount of income bonds; $8,000 for the replacement of the like amount of enlarged mortgage bonds destroyed by fire; $266,000 in the discharge of past due interest; $290,000 sold by Messrs. Robert Garrett & Sons, of Baltimore, under the arrangement made with them by the previous administration; and $11,000 to other persons, accounted for in the last annual report to the company.

During the period which this Report covers, $25,000 of income bonds have been retired by the substitution of the eight per cent. bonds, and $1,500 have been purchased and cancelled; $22,979 70 of past due interest, have been funded by the issuance of registered certificates, and $13,965 by coupon tickets and compromise settlements.

The Act of Assembly, under which this issue of eight per cent. bonds was authorized, contemplated the employment of $600,000 in the taking up of past due bonds and coupons, and $400,000 for whatever objects of expenditure the exigencies of the company might demand; and it now appears that, on the first account there remains unemployed, a balance of $164,000, and of the $400,000 subject to general purposes, a balance of $100,000.

In the last annual report made to you, it is stated that $10,000 of these bonds had been sold to Thos. Jenkins, Esq., $1,000 to David Graham, Esq., and that $264,000 had been sold by Messrs. Robert Garrett & Sons, of Baltimore, leaving a balance to be accounted for, of $26,000. The account of Messrs. Garrett & Sons, in this connection, rendered as of the 30th June, 1867, acknowledged on their part, a remainder of $26 000 of bonds unsold, and a cash balance to your company's credit of $20,128 61.

As will be seen by reference to this account of theirs, rendered in August, 1868, the $26,000 of bonds remaining over in their hands, were sold at the rate of *seventy-one per cent.*, and that the proceeds derived therefrom, together with the balance in their hands on the 30th June, 1867, of $20,128 61, have been appropriated by them to the payment of interest upon the bonds they had sold.

The number of passengers transported during the fifteen months under review were: local, 109,768; through, 25,898—total, 135,666, equivalent to 7,261,352 passengers transported one mile.

The number of tons of merchandise transported during the same period was 164,154 equal to 15,555,017 tons transported one mile.

The financial condition of the company, September 30th, 1868, was as follows:

Capital stock			$2,950,800 00
Preferred stock			555,500 00
Coupon bonds, bearing 6 p. ct. int.			
First mortgage, payable December 31st, 1872		$494,000 00	
Second mort., payable Dec. 31st, 1868		23,500 00	
Third mortgage, payable June 30th, 1884		990,000 00	
Income mortgage, payable Dec. 31st, 1865		138,500 00	
Salt works branch bonds, payable Jan., 1858, 1859, 1860 and 1861		9,500 00	
Coupon bonds, bearing 8 per cent. interest:			
Fourth mort, of $1,000 payable March 1st, 1900 (issued)		736,000 00	
Eight per ct. registered certificates, payable Jan. 1, 1871 and 1880,		61,352 36	
			2,452,852 36
Gross receipts for fiscal year 1867–'68 September 30th			1,108,537 01
Liabilities:			
Plain bonds outstanding		$5,119 74	
Due on pay-rolls and unpaid labor		43,967 60	
Due to individuals and connecting lines on open account		138,751 71	
Due notes & acceptances running to maturity		273,810 09	
			461,649 14
Profit and loss			2,666,029 34
			$10,195,367 85
Cost of construction and equipment			$7,694,414 87
Paid first mort. coupons.		$413,494 31	
Paid 2d mort. coupons.		15,255 00	
Paid enlarged mort. coupons		606,303 93	
Paid income mort. coupons		139,718 00	
Paid Salt Works Branch coupons		45,525 00	
Paid 4th mort. coupons.		64,736 00	
Paid interest on 8 per ct. certificates		1,319 03	
			1,286,351 27
Due interest on preferred stock			46,310 21
Gross current expenses			938,710 27
Resources:			
Due from individuals and connecting lines on open acco'ts.		$147,146 28	
Old acc'ts for old claims		7,507 35	
Store-house supplies on hand		79,491 69	
Cash in hands of treasurer and in Banks		436 41	
			234,581 73
			$10,195,367

President.—Wm. Mahone.
Treasurer.—M. C. Jameson.
Superintendent.—Henry Fink.

From Herapath's Railway Journal.

Railway Economy.—Permanent Way.

It will be evident from what was advanced in our last article that the weight of the rails and the general capabilities of the permanent way must be adapted to meet the exigencies of the case, the weight and description of engines and rolling stock employed, the curves and gradients of the line, the speed of the trains, the number and proximity of the stations, and the various other conditions under which the line has to be worked, all of which it is difficult to enumerate in confined space. We will, therefore, leave these for the present, and proceed to consider the general construction of the permanent way itself, and examine the merits of the different systems in use.

It is now nearly forty years since the Liverpool and Manchester Railway was opened to the public; the permanent way of this line at first consisted of fish-bellied rails, 35lbs. to the yard, resting on chairs 3ft. apart, held down to stone sleepers by iron pins, driven into wooden plugs, sunk into the stone blocks, the rails being secured into the chairs by iron keys. This plan was partially introduced on the London and Birmingham Railway with a heavier rail of 50lbs. to the yard, and some improvements in the method of fastening the rails at the joints. Experience, however, soon proved that the system was faulty in principle; the stone blocks were too rigid; the vibration of the trains loosened the iron keys, and the rails could never be kept tight in the chairs, nor the joints in good order.

The idea also of bellying the under side of the rails between the chairs was altogether a mistake. It was one of those errors which the cleverest men sometimes fall into from preconceived notions; this would no doubt have been the proper form if the rails had been in separate lengths between each chair, as then each piece of rail would have represented a beam supported on its ends and loaded in the middle, but this was not the case except at the joints, for the rails being in continuous lengths became a combination of the two orders, viz., a series of beams supported in the middle and weighted at their ends, joined to others supported on their ends and loaded in the middle; and it must be evident that when viewed in this light the parallel double-headed rail was the correct form, and to this the fish-bellied rail very soon gave place. At the same time the stone blocks were replaced by transverse wooden sleepers, and wooden keys were substituted for iron to fasten the rails into the chairs. We believe that this system of permanent way was the invention of the late Mr. Locke, who introduced it on the Grand Junction Railway, and it became rapidly adopted on other lines, as it was found to remedy the worst defects of the former system. It was also anticipated that it would possess another important advantage over the fish-bellied rail, in admitting of the reversal of the rails, and their under tables being used after the upper ones had been worn out; here, however, was another practical error, for it was found by experience that by the time the upper table had done its duty, the one underneath had become so indented by hammering on the chairs as to be totally unfit for the purpose, moreover the upper table being diminished in thickness by wear would not properly fit the chair, and could not be held firmly in its place; so manifest, however, were the advantages of this system, that it soon superseded the other, and ultimately formed the type upon which the permanent way of nearly all the narrow guage railways was modelled, and the term narrow guage in reference to the permanent way became almost synonymous with a cross sleeper road, in contradistinction to the broad guage introduced by Brunel on the Great Western Railway, the permanent way of which was composed of a bridge rail resting on continuous longitudinal sleepers to which it was held down by screws without the intervention of chairs. These two systems may be considered the two original types upon which all the improved modern varieties of permanent way are founded. Each of these has its advocates, and its advantages, but the first from having become more extensively adopted has received a larger share of attention than the other, and has thus been the subject of a greater number of improvements, to say nothing of the numbers of useless and unsuccessful schemes applied to it. Most of the real improvements have been in the practical details relating to the form of the chairs and fastenings, the section and weight of the rails, and the method of piling and rolling them, and latterly in the use of steel. Amongst the more specific improvements we may mention the application of compressed wooden keys and trenails for fixing the rails in the chairs and holding them to the sleepers, introduced by Messrs. Ransomes and May, and which were extensively adopted and are still much used, although some complaints, we hear, have lately been made of the trenails being sheared off by the chairs on sharp curves, arising no doubt from the increased side strain on the rails due to the causes previously noticed. By far the most important improvement, however, which has been applied to the double headed rail is undoubtedly the fish joint, and it is hardly too much to say that it has been the salvation of the cross sleeper system. Previous to its introduction the difficulty of properly securing the joints with the increased weight of engines and speed of trains was becoming most alarming; it was in vain that the joint chairs were made wider and stronger, that larger sleepers were placed under them, and that the adjoining intermediate sleepers were brought nearer, one invariable result still followed, viz., the loosening of the joint, and the tilting of the sleeper at the passage of every wheel over it. This tilting was caused by the weight first coming on one side of the joint sleeper, then being suddenly transferred to the other, and the effect of it was to alternately depress and elevate the two ends of the rail at the joint, and offer to each passing wheel the end of the rail against which it struck with a greater or less force proportioned to the speed and weight of the train, to the great detriment of both. This action once set in rapidly increased, for the constant rocking of the sleeper worked away the ballast from underneath it, and by diminishing the support aggravated the evil, and as this evil could only be met by constant attention on the part of the platelayers, it added greatly to the cost of maintenance; besides this the rolling stock also suffered, and although the actual extent of the injury inflicted on it could not be so clearly ascertained, it might be imagined from the noise that always accompanied the progress of a train, caused by the wheels striking the end of the rails at the joints and producing a succession of raps at regular intervals, like the ticking of a clock. Add to this the danger of trains getting off the line in case any one joint from oversight or neglect should be allowed to become so badly out of repair as to bring about such a catastrophy, and we shall be able to form some estimate of the value of the invention of the fish-joint by which means these evils have been remedied.

The fish joint was invented by Mr. Robert Richardson in the year 1847, he being at that time a resident engineer on one of the lines in Suffolk, now forming a part of the Great Eastern Railway system. He did not, however, we believe, give it to the world in the exact form it has since assumed, but he originated the principle; this was to abolish the joint chair and sleeper altogether, and suspend the joint between two sleepers, one on each side, as close together as practicable, and to keep the ends of the rails together by fishing plates placed in the channels of the rails, and crossing the joint; he proposed in the first instance to effect this by driving the fishes through the two chairs on each side of the joint, this method of carrying out the idea had some practical defects in the breaking of the chairs, and the loosening of the fishes, which prevented the adoption of the invention in this form, but it soon after came under the notice of Mr. Ashcroft, now engineer to the South Eastern Railway, and who was at that time engaged on the then Eastern Counties Railway. He proposed to use ordinary intermediate chairs on each side of the joint and to secure the fishing plates by screw bolts passing through them and the rails. This finishing touch by Mr. Ashcroft has made the invention nearly perfect. It has now but one defect, viz., the tendency of the nuts of the bolts to loosen, caused by the vibration of the trains, and this is now in a fair way of being remedied by the patent bolts of Mr. Parsons, which appear to effect the object completely, and are now gradually supplanting the ordinary bolts.

A little consideration will convince any one that the principle on which the fish joint rests is sound. The end of the rail being continued over the sleeper no rocking motion can take place. Thus the first great difficulty is at once obviated, and the end of the rail only projecting beyond the chair a short distance, it has sufficient strength of itself to bear the weight passing over it, and the fishing plates holding the ends of the rails together in a much firmer manner than any joint chair can possibly do, a perfect joint is the result. The best proof of this is the total suppression of that constant clicking never absent from a road in which the joints are supported by chairs, a well fished road being in comparison with it a perfect luxury to travel over.

New York and Harlem Railroad.

The report of this company for the fiscal year ending September 30, 1868, is as follows:

STOCKS AND DEBTS.

Capital stock, as by charter	$8,000,000
Amount of stock subscribed	7,000,000
Amount paid in, as by last report	6,785,050
Total amount now paid in of capital stock	7,000,000
Funded debt, as by last report	5,993,625
Total amount now of funded debt	5,086,325
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of funded and floating debt	5,086,325
Average rate per annum of interest on funded debt*	6⅔ per ct.

* Real estate mortgages not included in above, $18,000.

EARNINGS, CASH RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$1,095,200 83
From freight	1,208,575 99
From other sources	452,455 71
Total	$2,756,232 53
Receipts:	
From passengers	$1,095,200 83
From freight	1,208,575 99
From other sources, viz:	
Mail service	13,050 00
Expresses	126,687 55
Rents receivable	50,164 13
Haulage of cars	73,217 75
Miscellaneous	1,274 08
New Haven Company, (use of road)	188,112 20
Total	$2,756,232 53
Payments other than for construction:	
For transportation expenses	$1,772,687 57
For interest	375,466 82
For dividends on stock amount and rate per cent., 8 per cent	580,423 16
To payments to surplus fund	.....
U. S. tax on earnings	27,654 98
Total	$2,756,232 53

☞ The passenger receipts of the Cincinnati, Hamilton and Dayton Railroad for the year 1868, as returned to the Assessor, were $442,446; of the Cincinnati, Richmond and Chicago, $57,226; and of the Dayton and Michigan, $338,957—total, $838,629.

Hudson River Railroad.

The report of this company for the fiscal year ending September 30, 1868, is as follows:

STOCKS AND DEBTS.

Capital stock, as by charter	$4,000,000 00
Amount of stock subscribed	3,770,926 59
Amount paid in, as by last report	9,981,500 00
Total amount now paid in of capital stock	13,932,700 00
Funded debt, as by last report	5,394,550 06
Total amount now of funded debt	6,074,960 00
Floating debt, as by last report	1,167 00
The amount now of floating debt	1,167 00
Total amount now of funded and floating debt	6,076,127 00
Average rate, per annum, of interest on funded debt	6 9-10 per ct.

EARNINGS, AND CASH RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$2,000,474 81
From freight	2,988,523 09
From other sources	524,613 90
Total	$5,523,611 80

The above to be stated without reference to the amount actually collected.

Receipts:	
From passengers	$2,000,474 81
From freights	3,039,125 94
From other sources, as follows:	
Rents	51,445 63
Mails	46,875 00
Interest	48,658 13
Miscellaneous	387,635 14
Total	$5,574,214 65
Payments other than for construction:	
For transportation expenses	$3,793,319 11
For roadway, grading, bridging, &c.	291,306 92
For interest	433,092 75
For dividends on stock amount and rate, 8 per cent	1,003,880 00
To United States tax on passengers and mail	51,227 44
To cash on hand	1,388 43
Total	$5,574,214 65

Philadelphia and Erie Railroad.

At the annual meeting of the stockholders of this company in Philadelphia on the 8th inst., the following gentlemen were elected managers for the ensuing year: Edward F. Gay, J. Edgar Thomson, Wistar Morris, Henry Duhring, Jacob P. Jones, Josiah Bacon, Samuel T. Bodine, John Kennedy, Washington Butcher, and Henry D. Moore. From the report of the President which was submitted we learn that the gross receipts of the company during the year 1868 were as follows:

From passengers	$631,437 59
From freight	2,101,613 98
From mail and miscellaneous	71,198 79
Total	$2,804,250 36
Thirty per ct. of the gross earnings due this company amounts to	$820,423 95
Of which there has been paid on account of interest and organization	727,902 71
Leaving a balance in favor of company	$92,521 24

The receipts in 1867 were $2,333,759 94, showing an increase in 1868 of $470,490 42. The total amount of tonnage in 1868 was 1,090,845; in 1867, 792,008—an increase of 298,837. The total number of passengers carried in 1868, was 629,820; in 1867, 635,542 a decrease of 6,222. This decrease is wholly due to the local or way business, as the number of through passengers carried in 1868 exceed the number carried in 1867 by 13,503.

Providence, Warren and Bristol Railroad.

At the recent annual meeting of the stockholders of this company, the following gentlemen were elected directors for the year ensuing: Robert H. Ives, Amos D. Smith, William Goddard, Charles T. Childs, Samuel W. Church, Marshall Woods, Thomas G. Turner, Leon Chappotin, and Earl P. Mason. Subsequently the board of directors elected Charles T. Childs, President, and L. M. E. Stone, Superintendent. The total receipts of the road for the past year have been $112,571 62. Total expenditures, $91,030 19.

Erie Railway.

The report of this company as made to the State Engineer and Surveyor for the fiscal year ending September 30, 1868, is as follows:

STOCK AND DEBTS.

	Amount.
Amount of stock subscribed	$46,302,210 00
Amount paid in, as by last report.	25,111,210 00
Total amount now paid in of capital stock	*46,302,210 00
Funded debt, as by last report	22,429,920 00
Total amount now of funded debt.	23,398,800 00
Floating debt, as by last report	3,524,813 23
The amount now of floating debt.	4,893,735 81
Total amount now of funded and floating debt	28,242,535 81
Average rate, per annum, of interest on funded debt, 7 per cent.	7 per cent.

* Including $8,536,910 preferred stock.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry	$991,950 89	$1,501,643 11
Telegraph	12,326 52	12,326 52
Superstructure, including iron	1,425,741 30	2,179,724 20
Passenger & freight stations, buildings, and fixtures	619,522 43	849,536 34
Engine and car houses, machine shops, machinery and fixtures	1,503,513 95	1,580,516 21
Land, land damages and fences	135,563 36	335,563 36
Locomotives & fixtures, and snow plows	2,668,211 96	2,672,611 96
Passenger and baggage cars	667,441 96	694,818 17
Freight and other cars	2,077,568 05	2,654,706 77
Pavonia Ferry	178,200 83	266,210 48
New York and Erie Railroad	38,964,728 45	38,964,728 45
Discount on sale of convertible bonds, &c		4,774,220 40
Total cost of road and equipment.	$49,247,769 70	$56,486,605 97

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Earnings:	
From passengers, trains	$3,531,503 88
From freight	10,780,975 66
From other sources	64,392 73
Total	$14,376,872 27
Receipts:	
From passengers	$2,744,416 40
From freight	11,425,738 84
From other sources, as follows:	
Mails	142,324 30
Storage	855 83
Telegraph	25,948 02
Rents	16,541 63
Pavonia Ferry	21,047 25
Total	$14,376,872 27
Payments other than for construction:	
Transportation expenses	$11,143,092 32
Hudson River Ferry	124.318 90
Operating telegraph	96,428 24
Hire of cars	124,501 65
Internal revenue tax	112,953 29
Loss on Lake Erie steamers	78,898 18
Insurance	35,970 62
Total	$11,716,163 20
Interest on mortgage debt	1,687,267 65
Rent of railroads	703,392 93
Interest	247,376 29
Total	$14,354,200 07
Surplus Oct. 1, 1867	$776,637 98
Less surplus to credit of income account, Jan. 1, 1867	40,336 01
Balance	$736,311 97
Less dividend on preferred stock as of Jan. 7, 1868	567,804 85
Surplus deduct.	169,007 12
Total	$14,185,192 95
Surplus Oct. 1, 1868.	191,679 32
Total	$14,376,872 27

New York Central Railroad.

The report of this company for the fiscal year ending September 30, 1868, as presented to the State Engineer and Surveyor, is as follows:

STOCKS AND DEBTS.

Total amount capital stock now paid in.	$28,780,000 00
Funded debt, as by last report	12 069,820 18
Total amount now of funded debt.	11,458,904 11
Floating debt, as by last report	None.
The amount now of floating debt.	None.
Total amount now of funded and floating debt	11,458,904 11
Average rate per annum of interest on funded debt	6 17-100 per ct.

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Earnings:	
From passengers	$4,063,791 46
From freight	9,491,427 25
From other sources	826,084 67
Total	$14,381,303 38
Receipts:	
From passengers	$4,063,791 46
From freight	9,491,427 25
From other sources, as follows:	
Interest, dividends on stock held in other railroad companies, use of engines and cars, work done at shops, telegraph, transportation of mails and miscellaneous items	826,084 67
Total	$14,381,303 38
Payments other than for construction:	
For transportation expenses	$9,238,162 87
For interest	857,802 68
For dividends on stock, amount and rate per cent. (one of 3 per cent., one of 4 per cent.)	2,110,248 00
Rents	60,000 00
U. S. tax on earnings	100,880 26
Sinking fund	111,182 38
Cash on hand	1,903,077 19
Total	$14,381,303 38

☞ It is expected that the Maryland and Delaware Railroad will be completed to Easton by the 1st of April, and from Easton to Oxford in ninety days from the time they reach Easton. The road from Townsend to Centreville, Maryland, is to be in running order by the first of June.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point... 100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ... 100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '68 4
Do. Washington Br....100	2,660,000	A. & O.	Oct. 68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 2
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A. J. & O.	Jan.'69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,400	----------	----------
Do., do. pref.100	1,340,400	M. & N.	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. 68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '695
Boston and Providence ...100	3,360,000	J. & J.	Jan. '694
Broadway (Boston) 50	325,000	J. A. J. O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	392,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Feb. '70 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921 412	F. & A.	Feb. '69 5
Camden and Atlantic, pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 50	721,928	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jan.'69 4
Central of Georgia.....100	4,666,300	J & J.	Jan. '69 5
Central of New Jersey....100	13,768,000	J. A. J. & O.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'61 2½
Chemung*.....100	380,000	----------	Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '69 5
" " pref..100	2,425,576	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy ... 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	----------	Jan.'69 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger Street	----------	J'n & J'ly	Jan.'68 2
Cincinnati and Zanesville. 50	1,676,348	J. & J.	Jan.'6s 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J. A. J. & O.	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'69 4s
Concord 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,00	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	894,200	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,878,641	Annual.	Jan. '69 4
Do. do. pref.100	1,937,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	664,600	----------	----------
East Tenn. and Georgia....100	2,389,730	----------	----------
East Tenn. and Virginia...100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O.	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'69 4
Do. pref.....100	8,635,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	1,143,445	----------	----------
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750, 00	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	----------	Sept.'68—
Green and Coates St. (Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000	----------	----------
" pref.....100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Jan.'69 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J. & O	Jan.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F. M. A. N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200 000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	----------	Dec.'68 4
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 1s
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	686,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,986,081	----------	----------
" " " 1st pref.100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	5,406,883	J. & J	J'n'69 14s
" " " pref.....100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,00	J. & J.	Jan. 69 4
Mobile and Ohio 100	3,764,400	----------	----------
Montgomery & W. Point..100	1,844,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan 69 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,436,600	F. & A.	F'b.'69 5
New Bedford & Taunton..100	500,00	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,500	----------	----------
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandni*100	1,000,00	J. & J.	July '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,643,900	F. M. A. N	Feb. '69 2
North Eastern (S. C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,516	----------	----------
Panama.....100	7,000,000	J. A. J. & O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630 000	J. & J.	Jan.'69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,300,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phila., Germ'n'n & North 50	1,835,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....1 0	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J. & O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 5
Portland and Kennebec....100	579,500	B. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec '68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '68 5
Rutland preferred..... 100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,440,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand. Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susquch'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,855	----------	Jul. 68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	287,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,588,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700 000	----------	----------
" " pref.100	1,000,000	M. & N.	Nov68 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	367,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 3
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	----------	---------- 3½
Worcester and Nashua ... 75	1 522,600	J. & J.	Jan'69 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,460,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'66 4
Fulton Coal.....	----------	J. & J.	Jan. '69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	F. M. A. & N	Aug '68 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	F. M. A. & N	Apr. '68 5
American Express 500	9,000,000	F. M. A. & N	May, '68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	M. J. & D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675.446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696.119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,579	483,177	483.917	474.134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100.991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,524	3,840,092
1866	226,153	222,241	280,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170.937	139,142	160,306	210,729	216,030	196,435	201,134	1.959,267
1864	158,735	175,482	245,150	185,013	198,679	245,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	306,554	246,331	289,403	196,580	294,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,250	209.089	277,506	306,693	238,926	317,977	400.941	428.474	345,028	260,208	3,466,922
1867	292,047	224.621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	383,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407,668	2,811,544
1864	273,876	317,839	390,555	421,363	466,830	565,145	480,710	519,308	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,286	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523 566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	606,147	574,664	765,398	774.279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
Erie:													
1865	1,001,007	947,146	1,256,566	1,458,455	1,133.461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,264,742	1,163,612	1,089,695	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	209 282	261,079	352,786	414,543	410,336	372,598	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,079	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
1869	681,656	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302.543
1864	256,600	304,445	338,454	390,651	267,126	315,258	278,891	358,862	402.219	407,107	448,934	411,806	4,120.152
1865	363,990	386,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4 650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,150	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339,794	308,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	345,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,119	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,839	1,486,256	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1.084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143.215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269.444	224,963	223.242	268,177	302,596	332,400	278.006	346.243	275,950	3.311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	207,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,307	326,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,320	274,637	233,861	2,964,041
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	609,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,037	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,682	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646.995	584,523	712,495	795,938	858,501	712,963	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	562,378	648 201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,026	730,278	8,022,121
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1.554.913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,695	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
Toledo, Wabash and Western:													
1863	86,321	91,971	103 056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,623	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,766	351,759	333,490	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,342	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Jan. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	28,000,000	5	Jan. & July.	1874	113
" " " ..... coupon		5	" "	1874	115½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " ..... coupon		5	" "	1871	125
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	112
" " " ..... coupon		6	" "	1881	113½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,400	6	Jan. & July.	1881	112
" " " ..... coupon		6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,602,568,650	6	May & Nov.	1882	109½
" " " (5-20s) ... coupon		6	" "	1882	114
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	109½
" " " (5-20s) ... coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	109½
" " " (5-20s) ... coupon		6	" "	1885	112½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108½
" " " (5-20s) ... coupon		6	" "	1886	109½
" " 3d series (5-20s) ... registered		6	" "	1887	109½
" " " (5-20s) ... coupon		6	" "	1887	109½
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	5	Mar. & Sept.	1904	103
" " " (10-40s) ... coupon		5	" "	1904	103½
Pacific R. R. Bonds ..... (currency)	50,097,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 30, '64 : 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	7,207,503	---	presentation.	----	----
Gold Certificates of Deposit	27,035,020	---	presentation.	----	----
Compound Interest Notes 1864 '65	----	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	55,865 000	---	----	----	----
Fractional currency	34,215,715	---	----	----	----
Navy Pension Fund	14,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	64½
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	126
" — " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99
" — " " Oct. 1861 ...	2,000,000	6	" "	'72-'82	100
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	99½
" — " " May, 1 '65 (free).	2,000,000	6	" "	1885	100
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	93
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'73	----
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	78½
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	----
" — " " ..... registered	1,229,687	6	" "	1870	100
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4 367,253	6	" "	'77-'79	----
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,986	5	" "	1866	98½
Iowa—State Bonds ..... coupon	309,000	6	May & Nov.	1886	98
" —War Loan Bonds ..... "	180,000	7	Jan. & July.	1868	----
Kansas—State Bonds ..... coupon	300,000	7	" "	1881	----
" —War Loan Bonds ..... "	99,945		Jan. & July.	1875	----
Kentucky—State Bonds ..... "	500,000		" "	'76-'81	----
" — " " ..... "	901,000	6	Jan. & July.	'68-'71	101
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	646,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928.000	6	various.	'69-'99	71
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	67
" — " " (New) ..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	----
" — " 1863 ..... "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1890	100
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	99½
" — " " (S & T.W.Can.) sterl.	1,017,622	5	" "	1865	95½
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1880	----
" — " " (") currcy.	159,974	5	" "	'89-'90	96
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " Ches. & Ohio Can.).	2,000,000	6		1870	----
" — " " (Bank & Susq. R.R.).	1,000,000	6		1870	90½
" — " " (Bounty)	501,000	6	"	abt.'74	93½
" — " " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,988	5		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1871	----
" —Funding Loan	17,000	5	June & Dec.	1871	----

*Indicates that no interest is paid.	Amounts outstanding	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	2 5,000	5	April & Oct	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	660,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'75	120
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	988,500	5	" "	'91-'93	107½
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	95
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	465,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'82	86½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'8	87
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'92-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'88	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1868 ...	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	101
" — " " 1863 (")	1,002,900	6	" "	'86-'91	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,568,000	7	Jan. & July.	1877	107½
" — " " " ..... registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas	----
" — " " "	600,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	102½
" — " " "	1,400,000	6	" "	'75-'77	101½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	102
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July	1875	----
" — " " "	800,000	5	" "	1878	99½
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'69-'78	93
" — " " "	8,334,000	6	Jan. & July.	'81-'90	62½
" — " " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July	1900	----
" — " "	280,566	6	Jan. & July.	1868	62
" — " "	2,183,532	6	" "	1870	100
" — " "	1,000,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds ..... coupon	4,995,000	5	Various.	'77-'82	----
" — " " ..... registered	5,083,052	5	"	'68-'70	92½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	100
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1882	104
" — " " 3d series	9,270,017	6	" "	1892	105½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	108½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	104½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	264,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,848	6	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	66½
" — " endorsement	14,006,000	6	Jan. & July	30 yrs.	----
" —New Bonds	2,207,000	6	" "	Var	----
Vermont—State War Bonds	6,000,000	6	" "	1882	----
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	66
" — " " (sterling new)	1,865,000	5	Jan. & July.	long.	100½
" — " " ..... registered	466,250	5	" "	long.	----
" — " "	108,000	6	" "	long.	----
" — " " ..... loan	21,469,598	6	" "	long.	----
" — " (new) ..... registered	15,900,600	6	" "	long.	51
" — " (") ..... coupon	1,379,500	6	"	1876	54
" — " (")	489,300	6	"	1886	62½
Wisconsin—State Bond	39,600	6	"	1890	----
	406,100	6	Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	500,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	321,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92½
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	90
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	64
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	98½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	101
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	98½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	109½
Convertible bonds	1,500,000	7*	" "	" "	1883	107½
National Loan	15,000,000	6	" "	" "	1895	101½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	90½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	8,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	85½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	94
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	89
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	95
Cin. & Chic. A.L.(C.C.&L.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1906	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1905	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1885	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	86
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'70 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	95
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	250,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	87
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	"	1888	110½
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
*1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	'67 '00	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1896	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	115
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92½
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	95½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	680,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	96½
2d Mortgage	2,693,000	7	" "	" "	1877	93
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	95
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1898	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$800,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,900	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	97½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	88½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'98	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	6	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	105
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	452,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	90
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	84
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	92½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	99
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1896	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	76½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	71½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,600	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgnge, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	98½
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	101½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	70½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	102½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,900	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	94½
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'90	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	95
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	2,764,550	6*	March & Sept.	Philadelphia.	1872	87
2d Mortgage	3,960,670	6	Jan. & July.	"	1882	68
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	50½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. &c.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	p.c.	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.2	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	.....	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	.....	(Leased	to Cheshir	e.)	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ .N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,090	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶ .....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—					Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—					Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	768,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—				80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—					Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	150½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶ .M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	869,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	146½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	896,661	42,096,255	12,886,085	1,566,462	435,780	10	100	136½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	136
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb..... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—					Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie...New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0					Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	124½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,396	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—					Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	250	Catawissa..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	18
Sept. 30, 1867	34.6	—	....	—					Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—					*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	113
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	30½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,080	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—					Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	....	....	....	....	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,260	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,955	.....	.....	3,892,861	1,224,608	10	100	156½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy...Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—					Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,152.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	84½
Mar. 31, 1868	408.8	50.0	....	152.2	95	48	28	2,910	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	787,616	1,151,665	453.6	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	132½
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin	and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction...O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin	and Laf.	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	580,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	700,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	.....	.....	(Open. J	an.1,'68)	.....	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	241,200	.....	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	.....	.....	.....	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111½
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	*	1,704,058	9,140	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	1,110,055	29,979,623	.....	1,985,764	483,225	—	.....	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	to Phila. a	nd Read.)	.....	.....	4	50	87
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	57,382	8,036	—	100	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	.....	.....	.....	.....	.....	.....	.....	94.0	244,034	7,078,999	3,181,380	693,016	449,189	—	50	45
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,582,645	*	23,250	474,307	211,122	2,116,000	573,445	95,278	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	493,219	157,247	9	100	....
Jun. 30, 1868	185.0	163.2	33.7	.....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	*	1,466,271	757,765	7,869,186	4,088,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,000	2,228,609	919,095	8	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	(11 mos.)	94,046	288	—	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	568,346	164,089	8½	100	105
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	.....	.....	.....	581,105	180,437	—	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	131
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	660,064	.....	282.8	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksev. and Louisv. ¶..Tenn.	3,037,099	.....	.....	.....	.....	.....	.....	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisv	ille and Na	shville.)	.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	.....	4,470,879	1,756,334	10	100	119½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	94½
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	66
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	63.0	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	110
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	236.0	429,653	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	99.2	201,302	3,101,500	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	63.5	.....	.....	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,606	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶..Tenn. & Ky.	4,600,155	*	367,920	30,270	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	211,964	89,139	500,000	174,000	.....	.....	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	306,475	.....	.....	.....	131,475	.....	107.0	73,809	.....	2,744,092	79,781	26,289	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	1,100,000	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	233,000	164,200	.....	.....	6.0	(Owned	& oper. b	y Phil.,W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	744,520	.....	.....	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	1,344,000	650,000	142,167	.....	33.8	677,201	.....	.....	1,865,303	747,351	10	100	130
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	.....	145,000	54,733	896,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	237,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	236.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	26,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	165
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,568,697	1,109,365	.....	6,785,050	5,996,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	137½
Mar. 31, 1868	62.8	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,148,480	900,000	499,181	465,420	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	150
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	80
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1865	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6½	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.				*		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,969	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	.....	(Leased to Cinc., Dayton and Eastern.)					—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased to Housatonic.)					—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	66½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)				19,208	7	100	45
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy.)							
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)							
Dec. 31, 1867	550.0	—	....	....	58	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts ..Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	(Leased to Vermont Central.)						8	100	102¾
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	63½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	(Leased to Rutland.)						—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,769	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	288,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	.....	.....	.....	.....	.....	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	—	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	46.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	49,660	.....	822,450	1,283,600	630,919	.....	.....	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	50	80
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	(Under construction.)	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	(Leased to Boston, Concord and Montreal.)						6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	171.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	(Leased to Nashua and Lowell.)					13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	303,333	.....	.....	(Leased to Balt. and Ohio.)					27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	293,230	.....	.....	.....	317,050	52,000	24,180	.....	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	129¾
																			(Leased to Northern Central.)						50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	40
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)						4	50	100
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)	.....	.....	65.5	.....	.....	.....	871,672	543,157	10	100	128
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	584	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	3	50	62
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	21
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	24
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	82

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed : equiv'lt in single t'k's	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Floating Debt.	Earnings. Gross.	Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	266	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	60½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	101½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
6 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,226	1,250,000	—	183,198	736,709	129,635	10	....	67½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499.685	400,000	41,539	78,694	188,085	10,087	—	....	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	63,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,861	15,873	—	100	....
30 Sep.'67	24.00	—	—	83	—	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep.'67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	608,318	2,100,000	1580000	—	687,433	253,214	3½	100	....
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	....	1,131129	196,907	12	100	....
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	....	15,085	6,352	—	100	....
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	996,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep.'67	8.40	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,465	—	100	....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	....
30 Sep.'67	24.00	—	121	14	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep.'67	22.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	....
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	....
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 620	—	100	....
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191.500	184,000	4,000	24,961	4,000	—	100	....
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	153,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	40½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	68,878	67,780	20,000	—	—	—	—	100	....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,380000	50 000	1,184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	....
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,208	121,172	196,500	1,200	75,179	14,707	—	100	....
30 Sep.'67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,079	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	....
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,800	7,700	144,008	52,180	24	50	....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	....	4,971	428	2	25	....
31 Oct.'67	10.60	—	—	—	—	Frankfort and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35½
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	30
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	26
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	....
31 Oct.'67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,636	120,500	68,300	—	40,799	6,726	2	50	....
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct.'67	19.50	—	439	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,068	408,156	105,448	18½	50	45½
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	68½
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	19
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	64
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	—	—	—	—	—	—	....
31 Dec.'62	3.61	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brook'yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	495,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	....	....	....
Dorchester:					
Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	....
Real Estate	134,500	7	J. & J.	....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	....	....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morle's a & Ford'm					
1st Mortgage	124,000	7	J. & J.	....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	....	....	....
Middlesex:					
1st Mortgage	38,000	..	....	....	....
Malden & Melrose bonds	46,971	..	....	....	....
Real Estate	6,000	..	....	....	....
Ninth Avenue:					
1st Mortgage	112,000	7	....	....	....
North Philadelphia:					
1st Mortgage	100,000	7	....	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1861	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	57,000	7	J. & J	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	....	....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	....	....	....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1869	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	...	44
Catawissa,* pref. and guar....	2,200,000	7	7	67
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	...	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	70⅝
Chicago and Alton, pref....	2,425,400	7	10	156½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	92
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	90½
Cumberland Valley, 1st pref....	241,900	8	8	....
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	96
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	81
Erie, preferred	8,536,910	7	7	63
Hannibal and St. Joseph, pref....	5,253,836	...	...	110
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	...	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	23½
" " 2d pref....	4,051,744	6	...	9
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref....	3,500,000	7	7	76½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	76
St. Louis, Alton and T. H., pref....	2,040,000	7	7	68
Sandusky and Cincinnati, pref....	445,596	6	6	....
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77⅛
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	70
Schuylkill Navigation, pref....	2,888,997	6	6	41½
Union, preferred....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	38
Mariposa Mining, pref....	5,774,400	7	7	28

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	40 — @ 42 —
Pig, American, No. 1 (good to best)		38 — @ 40 —
Pig, American, No. 2		37 — @ 38 —
Pig, American, Forge		35 — @ 36 50
Bar, Refined, English and American		90 — @ 95 —
Bar, Swedes, assorted sizes	(gold)	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @145 —
Bar, English and American, Refined		90 — @ 92 50
Bar, English and American, Common		85 — @ 87 50
Scroll		125 — @160 —
Ovals and Half-round		122 50 @150 —
Band		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜@3-16 inch		100 — @160 —
Hoop		135 — @185 —
Nail Rod	per lb.	— 8½@ — 10
Sheet, Russia, assorted No.'s	(gold)	— 10½@ — 11½
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold) per ton.	55 — @ 56 —
Rails, American		74 — @ 76 —
Anvils, Eagle	per lb.	— — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— 33 @ — —
Braziers'		— 33 @ — —
Nails		— — @ — 42
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 26½@ — 27

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32 @ — 32½
Straits	(gold).	— 31 @ — 32
English	(gold).	— 30 @ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 75 @ — —	12 25 @ 12 50
I. C. Coke	7 — @ 8 —	9 75 @ 11 25
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	6 — @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— 21½@ — 22½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 37½@ — 36
Refined, Standard White (in ship'g order)		— — @ — 38
Refined, prime White (in shipping order)		— — @ — 38
Refined, S. W. (in merchantable order)		— — @ — 37
Naptha, Refined, (60 @ 63 gravity)		— 13½@ — 14
Residuum	per bbl.	4 50 @ 5 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co. 61	....	....	60	60½	62½	63
Central of N. Jersey	113½	113½	113½	....	....	....
Chicago & Alton 152	....	....	154	156	155	155½
" pref.	153	155	157	....	....	....
" 1 M. 101½	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	190	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	84½	84½	83½	84	....	83½
" pref. 92	92½	92½	91½	....	....	91½
" 1st M.	....	....	....	90	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol. 95	94½	94½	94	94½	....	....
Chic., Rock Isl. & Pac. 128½	....	132	....	131½	....	132
Chicago & R. I. 7s, 1870 101	....	....	....	....	....	100½
Chi., R. I. & Pa. 7s, 1896 94	94	....	96	95	95	....
Clev., Col., C. and Ind. 73½	74	73½	....	....	....	....
Clev. and Pittsburg	92½	....	92	....	92	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M. 75	75	....	75	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo 105½	....	....	....	104½	104½	....
" S. F. 7s	....	....	....	....	....	99½
Col., Chi., & Ind. C. 52	52½	52	51½	....	....	46
" 1 M. 86	86	85½	86	86	86	86
Cumberland Coal pref.	....	....	....	37½	38	....
Del. & Hudson Canal. 125½	128	....	128	....	128	....
Del., Lack. & Western. 119½	....	....	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	100	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	92	....	93	93	93	....
" 4 M. 7s, 1880 87	....	....	87	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	78½	....	78½	79	79	....
Hudson River 136	135	136½	136	137½	138½	....
" 1 M. 7s, 1869	....	....	....	....	101	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	138½	....	139	....	139	....
" bonds 115	....	....	....	....	....	....
Lake Shore (C., P. & A.) 102	103	102½	103	102½	103½	....
Marietta & Cin. 1st pref.	....	....	23½	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central 119	120	119½	119½	....	119	....
" S. F. 8s, 1882	....	119½	....	119	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 93½	92½	....	93½	....	93½	....
" 1 M. S. F.	....	....	....	....	96½	....
" 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul. 65½	64½	....	64½	....	66½	....
" pref. 80	79½	....	....	....	80½	....
" 1st mort.	92	....	91½	....	....	....
" 2d mort.	84	....	....	....	....	....
" 8s. 102½	103	....	....	103½	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s 88½	86½	....	....	86½	86½	....
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex 87	87	87	87	....	....	....
" 1st mort. 97½	97½	....	....	97½	....	....
" 2d mort.	90	....	89	88	88½	....
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central 163	161½	161½	162½	162½	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91½	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	138	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	102½	102½	....
N. Y. and N. Haven	....	....	150	....	....	....
N. Carolina 6s 62½	62	62½	64	....	64½	....
" new 61	61½	61	61½	61½	62	....
Ohio and Miss. 36½	37	37½	35	....	35½	....
" pref.	76½	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co. 117	116½	116½	111½	114½	114½	....
Panama 340	....	335	....	....	....	....
Phila. and Reading 96½	94½	....	95	95	94½	....
Pitts., Ft. W. & Chicago 118	117½	119	....	....	....	....
" 1 M. 101½	....	....	101½	101½	101½	....
" 2 M.	....	98½	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co. 23½	23½	....	....	23½	....	....
St. L., Alton & T. H.	40	....	....	....	....	....
" pref. 68½	....	....	68	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	83
" Income bds.	....	....	....	....	....	....
Tennessee 6s	67½	67½	67½	....	....	68½
" new 67½	67½	67½	67	66½	66	....
Tol., Wab. & Western. 64½	63½	....	64½	66½	65½	....
" pref.	....	....	77½	....	....	....
" 1 M. ex.	91½	....	92	....	....	....
" 2 M.	84	....	84	....	....	....
" Equipment. 77½	....	....	....	....	....	77½
Virginia 6s, ex-coupon	57	....	....	56	....	....
" " new ...., 62	....	....	63	62½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	125½	....	....	....	....	....
U. S. 5s, 1874, reg	113	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	115½	....
U. S. 5s, 10-40s, coup	108⅜	....	108⅜	108⅜	108⅜	109
U. S. 5s, 10-40s, reg	102½	103	103	102⅝	....	102⅞
U. S. 6s, 1881, reg	111¼	111⅜	111⅜	111⅜	111⅜	....
U. S. 6s, 1881, coup	112⅛	112⅜	112¼	112⅜	113	113⅛
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	109⅜	109⅜	109⅞	....	109⅜	109⅜
U. S. 6s, 5-20s, c. 1862	113⅜	113⅜	113⅜	113⅜	113⅜	114
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	109⅜	....	110	110⅛	110⅜	110⅜
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	110⅞	...	111⅛	111⅜	111⅛	112
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	108⅞	108⅞	109	109⅜	109⅜	109⅞
U. S. 6s, 5-20s, reg. '67	....	108⅝	....	....	....	109⅞
U. S. 6s, 5-20s, c. 1867	108⅞	109⅛	109⅛	109⅛	109⅜	109⅞
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109⅛	109⅛	109⅜	109⅛	109⅜	110
U. S. 6s, Pac.R.R.issue	....	101⅜	....	101⅞	101⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	W. 3.	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9
Catawissa	....	....	9	....	....	....
.. preferred	34	34	34	34	33½	....
Camden and Amboy	124¾	124½	124½	124½	124½	124¾
.. 6s, 1870	....	97	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	86	86	....	....	86	86
.. 6s, 1889	....	....	....	....	....	85¾
.. mort. 6s, '89	93½	93½	93	93	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	40½	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	31½	31½	31½	31	31	....
.. 6s, 1884	....	....	....	....	84	....
.. Gold L	90½	90½	90½	90½	90½	90½
.. R. R. L	85	85	85	85	85	85
Lehigh Valley R. R.	56¼	56½	55⅝	56	56	55⅞
.. 6s new	....	94¾	....	....	....	94½
Little Schuylkill R.R.	....	43½	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	55	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	89
.. 7s	....	....	89	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	49⅜	48⅞	....	49
Pennsylvania R. R.	57⅜	58	58⅛	58	57⅞	57⅜
.. 1st M	....	....	....	96½	98	98
.. 2d M	....	96	....	....	....	....
Penn. State, 6s, 1st series	103	103	....	103½	....	104
.. 6s, 2d series	105½	105⅜	....	105⅜	106	105⅜
.. 6s, 3d series	....	....	....	....	108	108¼
.. 6s, W. L	100	....	....	....	100¼	....
Philadelphia City, 6s	....	97½	....	97½	....	....
.. new	100⅜	101	100⅜	101	100	100⅜
Philad., Germ. & Nor.	....	....	....	....	....	69
Phila. & Reading	48⅜	48	47⅞	47⅜	47⅜	47⅛
.. 7s, 1893	....	....	....	....	....	105½
Philadelphia and Erie	....	26½	26	....	26	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	68	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Sueq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	10½	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	12	12½	12½	12½	....	12
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	39	....	....	....	....	....
2d and 3d streets	....	45½	....	....	45½	....
Spruce and Pine	....	26	....	....	....	26
13th and 15th sts.	19	19	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 9.

	W. 3.	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9
Baltimore City 6s, 1875	95	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	93¾	94½	94½	94½	94½	94½
.. 1893	....	....	....	....	....	....
Balt and Ohio	120½	120½	....	120½	120⅜	120½
.. bonds, 1875	....	....	....	....	92⅝	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94½	....	....	94½	....	....
Marietta & Cin. 1st M	89	....	....	....	89	89
.. 2d M	....	72½	....	72½	72½	....
Northern Central	49½	49½	....	49½	....	49½
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	92½	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	17½	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Boston and Albany	147¾	....	....	....	....	150½
Boston and Lowell	....	....	....	....	....	146½
Boston and Maine	136	....	....	....	136	136½
Boston and Providence	136	....	....	....	....	....
Boston, Hartford & Erie	28½	27½	27⅜	27⅜	28	27⅜
.. 7s, new	....	....	....	63⅜	64	64
Cheshire, pref	....	....	....	....	70	70⅜
Concord	75½	....	....	....	....	77½
Connecticut River	....	....	....	....	....	....
Eastern	116	115⅞	....	116	116	116½
Fitchburg	136½	....	....	136	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	120½	120	120	120	119½
Northern, N. H	....	....	113	112½	....	112½
Ogdens. & Lake Champ	....	70	69	70	70½	70
.. pref	....	106	....	....	....	....
Old Colony & Newport	95	94¾	94½	94¾	94¾	94½
Ph., Wil. & Baltimore	....	53	53	....	....	53
Portl'd, Saco & Ports	102½	....	....	....	....	....
Vermont & Canada	....	....	102½	....	102¾	....
Vermont & Mass	64	63	63	....	....	63½
Vt.C. & Vt. & C. Eq. 8s	....	102½	....	....	....	102½
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	100	101½
Metropolitan	66	66½	66	67	67	67¾
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	16½	17
Franklin	16½	....	....	....	18	18½
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	6	6
Minnesota	....	....	....	....	....	....
Pewabic	9½	9½	....	....	10	10⅛
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	28½	29

London Stock Exchange.

	—Closing Prices.— Jan. 15.	Jan. 22.
All. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	45½— 46½	46 — 46½
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	26½— 27	26½— 26¾
Do. sterig. 6 p. c. convertible bonds	— — —	— — —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	92½— 93½	92½— 93½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	94 — 96
Do. General mort. 6 p. c. 1910	84 — 86	84 — 86
Philadelphia and Erie 1st mort. 1881	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, February 13, 1869.

Stock Exchange and Money Market.

The Money Market has been fairly active throughout the week. The speculative demand has been quite up to a full average. The mercantile inquiry has likewise been good. The outflow of currency to the South and Southwest has been liberal, and has not been compensated for by the influx from other sections. The city banks, during the week, lost $1,323,436 of legal tender notes, and $383,563 of deposits, while they added $1,370,623 to their loan and discount averages. The U. S. Sub-Treasury added over two millions to its cash balances, within the week. Yet to the street houses, in both Government and stock lines, accommodation has been given freely by lenders at from 5@7 per cent. on call; and to leading mercantile borrowers, aid has been readily extended at from 7@9 per cent. per annum. According to the monthly exhibit of the Public Debt, for Feb. 1, it appears that the aggregate cash balances of the Treasury Department were diminished $5,642,412 during the past month. On the 1st of January the coin reserve was $98,763,369, of which $71,727,349 belonged to the Government; now the reserve is $88,782,716, of which $56,073,196 are in the ownership of the Treasury. The currency reserve is up to $17,441,382, as against $13,063,092 at the beginning of the year. Of the 98¾ millions of coin and currency under the control of the department, at the close of January, nearly 83¾ millions were in the Sub-Treasury at this port.

The specie reserve of the city banks is now $27,939,404, against $23,823,372 same time last year. The city bank deposits are now $196,602,899, against $217,844,548 week ending Feb. 8, 1868. The legal tender reserve amounts to $53,424,133, against $65,847,259 same time last year. The circulation now stands at $34,246,436, against $34,096,834 same time last year. The loans are now $266,541,732, against $270,555,536 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $111,721,580 a day, against a daily average of $103,226,716 the preceding week, and $111,872,424 the week ending with Jan. 20, 1869. The current week's exchanges average about $128,241,919 a day. The city banks, last week, gained $154,481 of specie, while they lost $383,563 of deposits, and $1,323,436 of legal tender notes. They increased their loans, $1,370,623; and their circulation, $15,280.

National Bank notes to the amount of $205,460 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $312,333,486, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $12,544,139, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,789,347. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,555,900; and for the public deposits, $34,492 350—making a total of $377,048,250. The Treasury Department last week redeemed and destroyed $638,618 of worn and mutilated fractional currency, and issued $604,231 of new. The outstanding amount of fractional currency on the 1st of February, 1869, was $35,511,127, against $34,215,716 on the 1st of January, 1869, and $33,875,268 on the 1st of December, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,379,771, average amount of specie $1,146,296, average amount of deposits $1,807,552.

The U. S. Sub-Treasury receipts, week ending with Feb. 6, were $7,863,358, including $2,169,645 from customs duties; payments, $5,657,096, including $1,005,569 of coin interest; balance at the close of the week, $85,879,989, against $83,673,727, at the close of the preceding week, showing an increase of $2,206,262. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $801,908 including $400,000 from customs; and payments, $1,029,372 including $119,770 of coin interest; on Tuesday, receipts, $1,369,464 including $717,000 from customs, and payments, $786,844, including $89,000 of coin interest. The balance at the close of business on Tuesday stood at $86,235,144, against $84,015,873 a week previous; and $86,977,180, on Jan. 20, 1869. The aggregate receipts of the office in January were $60,627,079, including $9,702,416 from customs,

aggregate payments, $64,854,493, including $18,543,453 of coin interest.

The outstanding amount of coin certificates on the 1st of Feb., 1869, was $32,659,520, against 27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $385,000, and retired $2,093,645 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during January, reached $10,964,000.

The Government income from both customs and excises has been fair, since our last. The excises, last week, yielded about four millions; customs at the port of New York, $2,169,645, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $7,941,540 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 88⅛ millions, according to the latest Washington advices.

The Treasury Department, last month, disbursed nearly 74 millions, on the following accounts: Civil, miscellaneous and foreign intercourse, $44,499,000; interest on public debt, $30,704,000; war department, $6,254,000; navy department, $1,359,000; interior, pensions and Indians, $832,000. The warrants issued for the redemption of the public debt are not included in the above.

The Gold speculation has been quite spirited, since our last, and while operators for a fall have been selling with a little reserve, purchasers for a rise have been buying with confidence. The transactions of the past few days have been on an extensive scale. The market is believed to be largely oversold, and an advance in the price is quite generally looked for, when the *short* sellers shall have concluded to cover and protect their outstanding contracts. The customs and export inquiry has been moderate, since our last. The shipments to Europe last week were under a million, against over 1⅝ millions same week last year. The exports thus far in the current week embraced $703,000 on Tuesday. The range of the price through the week was from 134¾@135¾, and the closing figures on Wednesday were 135@135⅛.

The customs demand for Gold last week, averaged $361,607 a day; thus far, this week, it has been equal to $558,500 a day, or equal to a weekly aggregate of $3,351,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $459,062, and since Jan. 1, $600,794 against $132,616 same time in 1868. The receipts from California, last week, were $737,506. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $71,650,340, against $66,379,723 same time in the preceding fiscal year. At the port of San Francisco in 1868, $8,382,329, against $7,622,827 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been $14,760,788, against $18,712,441 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $3,951,653. The exports of specie, from this port, last week, were $996,953, against $1,644,057 same week last year; total, since July 1, 1868, $26,020,331, against $36,180,674 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,005,569; since July 1, 1868, $62,240,371, against $50,433,520 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Jan. 22, 1869, were $2,305,610, against $2,707,801 same time in 1868.

Foreign exchange has been more abundant and in less request at easier rates, closing heavily. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109½, and on Paris to 5.18¾@5.15; sight bills on London to 109¾@110⅛, and on Paris to 5.13¼c.@5.12. The offering of produce bills has been on a restricted scale this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,660,313, against $2,678,180 same week last year; total, since July 1, 1868, $97,064,510, against $110,409,269 same time in preceding fiscal year of 1867–'68.

Government securities have been in lively demand, particularly toward the close, and on a very moderate offering of all issues, prices have advanced considerably, closing quite strong and buoyant. According to the debt exhibit of Feb. 1, the net aggregate obligations of the Government at the close of January, were $2,556,205,658, as against $2,540,707,201 a month previous, showing an increase, during January, of $15,498,457, chiefly the result of the extraordinarily heavy disbursements of the month, on the interest account. The coin bearing portion of the debt shows no material variation, being now $2,107,850,050, against $2,107,835,350 on Jan. 1, an increase of only $14,700, and wholly in the Five-twenty form. To the three per cent. currency certificates, an addition of $1,545,000 was made during the month; to the coin certificates, of $5,623,500; and to the United States currency six per cent. bonds, issued in aid of the Pacific Railroad enterprises, of $1,920,000. The matured obligations, not presented for payment, show a reduction of $552,567. The outstanding amount of fractional currency was enlarged $1,295,412.

U. S. sixes of 1881 closed here on Wednesday at 113¼@113½; U. S. Five-twenties of 1862, 113⅞@114; U. S. Five twenties of 1864 at 110¾@110⅞; U. S. Five-twenties of 1865 at 112@112⅛; U. S. Five-twenties of 1865, consolidated, 109⅝@109¾; U. S. Five-twenties of 1867, 109⅞@110; U. S. Five-twenties of 1868, 110@110⅛; U. S. Ten-forties at 109@109⅛; U. S. Six per cent. currency bonds, 101⅝@101¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 27.	Feb. 3.	Feb. 10.
Consols	93¼	93¼	93⅛
U. S. 5-20's of 1862	75⅝	76¼	77
Erie	26½	25½	24¾
Ill. Central	92¾	93½	94

There has been more activity in the railway and miscellaneous stock market, and much under fluctuations have been noted in prices, particularly of Pacific Mail, and Ohio and Mississippi certificates. The general market closed with increasing firmness and buoyancy.

Railway bonds and mortgages have been in more demand and stronger in price, including the Union Pacific R. R. Co.'s First Mortgage Bonds at par and accrued interest. The first mortgage bonds of the Central Pacific R. R. Co. have been all very successfully marketed by the banking agents of the company, Messrs. Fisk & Hatch, and the loan is no longer available to subscribers, through the company's agents at the fixed price of 103 per cent. The bonds will henceforward be dealt in, like other funded obligations, at prices varying with the fluctuations of the general market; but most probably will regularly command a handsome premium on first cost to investors.

An effort is being made in the interest of the stocks excluded from the call at the Stock Boards, to organize an independent board.

General business shows a fair degree of animation at, however, irregular prices for domestic produce. Breadstuffs closed in favor of sellers, as a rule. Provisions, less buoyantly. Middling upland cotton closed buoyantly on Wednesday at 30¼cts per lb. The stock of cotton now here is estimated at about 52,500 bales. The receipts at the port this week, have averaged about 3,250 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,423,000 bales, against 1,307,000 bales same time in 1867–'8; exports, same time 713,000 bales, against 765,000 bales same time in 1867–'8; stock on hand at latest dates, 360,000 bales, against 358,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 840 pkgs., against 570 pkgs., same time last year. From Boston, 826 pkgs., against 1,944 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in moderate demand, closing heavily at 10@17c. per lb.; week's receipts, 5,508. Milch cows firm and in light supply at $40@110; receipts, 43. Veal calves in request at 9@13½c. per lb.; receipts, 547. Sheep and lambs in fair demand, but plenty and weak in price at 5¾@9c., as extremes, per lb.; receipts, 31,485. Swine lightly dealt in at from 12¼@13c. per lb., live weight; receipts, 11,525. In foreign merchandise, there has been more doing, and prices have shown more firmness. The total imports of foreign dry goods, last week, were $1,887,580, and the total amount marketed $2,012,731. The value of foreign merchandise imported last week, was $2,738,248—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,625,828, against $5,047,004 same week last year; total since July 1, 1868, $145,616,226, against $135,968,978 in 1867–'8. Freights have been quiet and unsettled. For Liverpool we quote flour at 2s. 3d. @2s. 6d. by sail, and 2s. 9d.@3s. by steamer, per bbl.; grain at 6d.@6½d. by sail, and 6¾d.@7d. by steamer, per bushel; cotton at ¼d.@$\frac{5}{16}$d. by sail, and ⅜d.@½d. by steamer, per lb.; and heavy goods 17s. 6d.@27s. 6d. by sail, and 25s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 411.

The New York exports, exclusive of specie, for the week ending Feb. 9, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,678,180	$2,660,313
Prev. reported	16,578,713	14,777,193
Since January 1	$19,256,893	$17,437,506

The imports for the week ending February 6,

and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,598,298	$1,887,580
Gen. merchandise.....	2,448,706	2,738,248
Total for the week.....	$5,047,004	$4,625,828
Previously reported....	13,505,613	20,586,534
Since January 1.....	$18,552,617	$25,212,362

The balance in the Sub-Treasury on Wednesday was $86,799,173.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Hannibal and St. Joseph R. R., 109½; do., pref., 110; do., conv., bonds, 110½; Norwich and Worcester R. R., 100; Dubuque and Sioux City R. R., 104; Long Dock bonds, 92; Buffalo, N. Y. and Erie 1st mort., 89; New Jersey Central 1st mort., 100; St. Louis and Iron Mt. R. R. 1st mort., 85; Toledo, Peoria and Warsaw 1st mort., W. D., 85; do., E. D., 86; Am. Dock and Imp. 7s, 95; Toledo, Wabash and Western consol. bonds, 79; Ohio and Miss. consol. bonds, 86; Louisiana 6s, 71; do., 6s, Levee bonds, 67; do., 8s, Levee bonds, 84⅞; Alabama 8s, 94; do., 5s, 65; Kentucky 6s, 101; Ohio 6s, 1881, 100¼; New York State 7s, Bounty Loan, reg., 109⅝; Georgia 7s, 93; Michigan 7s, W.L., 101; Brooklyn 6s, W. L., 95¾; Boston Water Power Co., 15½; Adams' Exp. Co., 69; American Mer. Union Exp., 47; Western Union Telegraph, 37¾; do., 7s, 84; Mariposa Mining, 9; do., pref., 28; do., Tr. 10s, ctfs., 60½; Tenth National Bank, 100; Am. Ex. Bank, 115½; Merchants' Bank, 125; Bank of Commerce, 123; Park Bank, 155; Importers' and Traders' Bank, 130; Central National Bank, 108; Continental Bank, 99; Fourth National Bank, 104; Bank of Republic, 117; Ocean Bank, 106; Metropolitan Bank, 141; Bank of North America, 110; Ninth National Bank, 109; Mer. Ex. Bank, 117¼; Buchanan Farm oil, 0.62; Central Petroleum, 0.90; Consolidated Gregory Gold, 2.55; Grass Valley, 0.42; Lehigh and Susq., 0.90; La Crosse Gold, 0.16; Montana Gold, 0.48; Owyhee Mining, 20.00; Pit Hole Creek petroleum, 1.20; Quartz Hill Gold, 0.70; Smith and Parmalee Gold, 2.00; Walkill Lead, 0.32.

Philadelphia.—Pittsburg 5s, 71; do., 6s, 90; St. Louis W. L., 102⅛; Penna. State coupon, 5s, 92½; Allegheny Co. 20y. bonds, 76; Oil Creek and Allegheny R. R., 38¼; Steubenville and Indiana old stock, 5½; West Phila. R. R., 64; Warren and Franklin 7s, 83½; Phila. and Reading mort. 6s, 89; Penna. and N. Y. Central 7s, 93; Phila. and Erie 7s, 80⅛; Junction R. R., 1st mort., 90; Morris Canal scrip, 62; North Penn. scrip, 85; Germantown Pass. R. R., 27; Ocean Oil, 0.44; N. Y. and Middle Coal Fields, 4⅜; Big Mt. Coal, 5⅞; St. Nicholas Coal, 1; Fulton Coal, 5½; Farmers' and Mechanics' Bank, 124; Mechanics' Bank, 82; Bank of North America, 240; Phila. Bank, 160; Central National Bank, 124; Bank of Northern Liberty, 104. The latest quotations are: City 6s, 97½@98; do., free of tax, 100¾@100⅞; State 5s, reg., 97@99; do., coupon, 92¼@93; do., 6s, W. L., 100@—; do., 1st series, 104@104; do., 2d series, 105¾@106; do., 3d series, 108¼@108½; Reading, 47½@47⅝; do., 7s, 1893, 105½@106; do., 6s, 1880, 88@90; Camden and Amboy, 124@124½; do., mort. 6s, 1889, 93@93½; do., 1883, 86@87; Penn. R.R., 57⅝@57¾; do., 1st mort., 97@97¼; do., 2d mort., 96@96; Little Schuylkill R. R., 43@44; Morris Canal, 25@30; do., pref., 60@65; do., bonds, 85@87; Wyoming Valley Canal, 28@34; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55¼@60; Sch. Nav., 10@10¼; do., pref., 20@20; do., 6s, 1882, 68@69; Delaware Div. Canal, 48@50; do., bonds, 80@80; Elmira and Williamsport, 30@31; do., pref., 40@41; do., 7s, 1873, 90@91½; do., 6s, 60@65; Lehigh Coal and Navigation, 30⅞@31; do., 6s, 1884, 83@83; do., R. R., Loan, 84@84½; do., Gold Loan, 90¼@90⅜; North Pennsylvania, 33½@34; do., 6s, 89@89½; do., Chattle 10s, 109@109; Philadelphia and Erie, 25¾@26; do., 6s, 85@86¾; Minehill, 54⅞@55; Catawissa, 9¼@11; do., pref., 33¼@33½; Lehigh Valley, 55⅝@55¾; do., 6s, new, 93¾@94¼; Fifth and Sixth streets, (horse,) 37@38; Second and Third, 45@45½; West Philadelphia, 63@64; Spruce and Pine, 25@29; Green and Coates, 38@39½; Chestnut and Walnut, 45@46; Thirteenth and Fifteenth, 17@20; Girard College, 27@29; Tenth and Eleventh, 70@76; Union, 40@43; Hestonville, 12@12⅛.

Boston.—Vermont Central 1st mort., 7s, consol., 79¼; Atlantic and Pacific R. R. 6s, 1888, gold, 88¼; Sandusky, Cincinnati and Cleveland R. R., 25¼; do., 7s, 74⅞; Stanstead, Shefford and Chambly 7s, 76½; Boston and Lowell 6s, 1879, 98½; Cheshire R. R. 6s, 92¾; Burlington and Missouri River R. R. 7s, 89¼; Eastern R. R. 6s, 1874, 96; Pittsfield and North Adams R. R., 82; Norwich and Worcester R. R., 97; Vermont Central old, 85c.; Conn. and Pass. Rivers R.R., 90¼; Housatonic pref., 70; New York and New Haven R. R., 150¼; Granite Railway, 60; Summit Branch R. R., 21½; Indianapolis and Cincinnati R. R., 17⅛; Rutland R. R., 84¼; do., pref., 78; Worcester and Nashua R. R., 129¾; Boston and Lowell, new stock, 118; Eastern (N. H.), 114⅝; Taunton Branch R. R., 115⅛; Boston Water Power Co., 15¾; Cary Imp. Co., 8⅛; Waverly Land, 2⅛; Short Mt. Coal, 12⅛; Bullion Consol. gold, 65c.; Massachusetts 6s, 1872, gold, 120¾; do., 1875, gold, 120; do., 5s, 1893, gold, 107½; do., 6s, 5-20s, currency, 101½; New Hampshire 6s, 1877, 99⅞; do., 1873, 99½; Rhode Island 6s, 99¾; Bath 6s, 1898, 94½; Portland 6s, 1887, 95¾; do., 1876, 99⅛; Chicago 7s, River Imp., 98⅛; St. Louis 6s, 1878, Wharf bonds, 89; do., 1869, 99⅞; do., 6s, Harbor Imp., 84; Boston 6s, 1876, currency, 101¾; do., 5s, 1886, gold, 107; Salem 6s, 1893, W. L., 100; Bangor 6s, 1894, 92¾; Boyleston National Bank, 144¾; Bunker Hill National Bank, 123½; Columbia National Bank, 120⅛; City National Bank, 115; Eliot National Bank, 114⅞; First National Bank, 166¾; Freemans National Bank, 144; Globe National Bank, 126¼; Hide and Leather National Bank, 105; Hamilton National Bank, 127½; Massachusetts National Bank, 125⅛; Merchants' National Bank, 118½; National Bank of Redemption, 132⅛; National Bank of North America, 110; National Bank of Commerce, 125½; New England National Bank, 130; Old Boston National Bank, 69½; Suffolk National Bank, 125½; Traders' National Bank, 108; Third National Bank, 127; Webster National Bank, 112½; Allouez Mining Co., 2; Concord, 2; Hancock, 8½; Humboldt, 50c.; Native, 62½c.; Petherick, 9½; Rockland, 1½.

Baltimore.—Maryland Defense Loan, 99⅛; do., 6s, 1890, 96; Memphis City 6s, 53⅛; Baltimore City 5s, 75; Virginia 6s, old, reg., 51; do., 1886, reg., 54; Orange, Alexandria and Manassas 2d mort., 7s, 72⅛; 4th mort., 8s, 76¼; Union Bank, 58; Franklin Bank, 13¼; Merchants' Bank, 113; National Exchange Bank, 99¼. The latest quotations are: Balt. and Ohio, 120¼@120¾; do., 6s, 1875, 92¾@93; do., 1880, 92½@93; do., 1885, 94@94½; Northern Central, 48¼@49¼; do., bonds, 1885, 83¾@83¾; do., 1900, 83¾@84¼; Parkersburg Branch, 23½@24¼; N. W.Va. 1st mort., 92@93; do., 2d mort., 89@90; do., 3d mort., 1873, 88@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89@89½; do., 2d mort., 72@72¾; Central Ohio, 31@31; do., 1st mort., 85½@86; Western Md. 6s, 1890, —@75; do., guar., 89@90; do., 2d mort., guar., 85@87; Richmond and Danville bonds, 71@71¼; Baltimore 6s, 1875, 95@95; do., 1886, 94@96; do., 1890, 94½@94¾; do., 1893, 97@—; do., 5s, 1858–'70, 73@75; City Passenger R.R., 17¼@18; George's Creek Coal, 65@68; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.30.

United States Supreme Court.

STATE TAXES—THEY MAY BE EXACTED IN COIN OR KIND AS THE STATE SHALL REQUIRE, BY LAW—THE LEGAL TENDER ACT DOES NOT APPLY TO THE COLLECTION OF SUCH TAXES—A TAX IS NOT A DEBT.

The County of Lane *vs.* The State of Oregon.—The State of Oregon claims judgment against the County of Lane for something over $5,000 in gold and silver coin, the amount of revenue due the State from that County for the year 1863. The County admits the amount claimed to be due, but pleads a tender of payment in legal tender notes of the United States. The Supreme Court of the State affirmed a judgment of the Circuit Court in favor of the State for the sum nam d in gold and silver coin. A writ of error was taken from that affirmance to this Court, and the cause was argued at the last term, and held under advisement until now. Mr. Chief Justice Chase now read the opinion of the Court, holding that the legal tender act does not apply to the present case, because a tax is not a debt, but an obligation on the part of a citizen, which the State is entitled and authorized to accept in such kind as it shall elect. A State may collect her taxes in any specific articles, and such tax is not a debt within the meaniug of the act. It was not the intention of Congress to make legal tenders receivable for any tax except such as are enumerated in the act, and therefore no question as to the constitutionality of that act arises in the case. The State and National Governments are independent of each other in respect to taxes, each being at liberty to levy and collect them in such manner and kind as provided by law. The law of Oregon, therefore, which requires the taxes of that State to be paid in coin, are constitutional and valid, and the judgment of the State Court so holding is affirmed. The Court discussed the question of what constituted a debt at some length, and defined the meaning of the word to be an obligation arising in contract. A tax is quite different, its obligation arising without any engagement on the part of the party taxed, but created wholly by a law made by the sovereign. The transfer of personal property, the law of domicil, inter State faith and credit of judgment records.

Journal of Railroad Law.

LIABILITY FOR INJURY TO RAILROAD CARS BY CATTLE.

An important question, often touched upon, but seldom presented in such form as to enable the Courts to decide it, was lately determined in Indiana, upon an appeal to the Supreme Court in the case of Sinram *vs.* The Pittsburg, Fort Wayne and Chicago R. R. Co.

The Court there held that if the owner of cattle knowingly permits them to wander at large in the vicinity of a railway crossing of a public highway, the road being properly fenced, and they wander upon the track and are run over by a train of cars, without any fault on the part of the servants of the company and the train is damaged thereby, the owner of the cattle is liable to the company for the injury done.

That the Board of County Commissioners, have under the statute, passed an order allowing cattle to run at large in the county, does not affect the rights of the parties. The facts in the case are clearly and fully stated in the following opinion of the Court by

Gregory, J.—The railway company sued Sinram in the Court below for an injury occasioned to a train of cars by a collision with two cows, the property of the defendant, at the crossing of a public highway. The *gravamen* of the action is, that the defendant carelessly and negligently suffered and permitted his cattle to run at large in the immediate neighborhood of and upon the crossing, knowing the danger to the company of damage thereby. The case was tried upon this agreed statement of facts.

"On the 15th of August, 1866, at a crossing of the Paulding state road, a public highway, over the railway of the plaintiff, about five miles east of Fort Wayne, in Adams township, Allen County, Indiana, the plaintiff was running a gravel train, in daily use at that point, along her railroad, and when running the train at proper speed, and without any negligence on her part, and when the train had approached the highway within one hundred feet, two cows belonging to the defendant suddenly ran upon the track of the railroad, at and upon the crossing of the highway, and collided with and were run over and killed by the train, which could not be prevented by the servants of the company running the train, thereby throwing the train from the track, and injuring and damaging the same to the amount of five thousand dollars, and without the plaintiffs fault or neglect. The road was properly fenced and proper cattle guards placed by the company on each side of the crossing for several miles each way. The defendant was not present, and had no actual knowledge of the fact that the cattle were on the crossing at the time of the collision, but had before that time for one year, resided within one-fourth of a mile of the crossing, and knowing that the plaintiff was running the gravel train several times, at least thrice a day each way, over the road and the crossing of the public highway, and that the plaintiff was running at least ten passenger and freight trains over the road and the crossing, each way, every day for the period of one year before and at the time of the collision, had knowingly suffered and permitted the cattle to run at large, pasturing upon common and uninclosed lands on both sides of the road adjoining the railway and near to the crossing and in immediate proximity thereto, during said period, daily using the same, unattended at their will. The board of commissioners of the County of Allen had on the — day of June, 1855, made an order 'that all cattle, sheep and swine, except bulls, rams and boars, may be allowed to pasture or run at large upon the uninclosed lands or public commons within the bounds of any township in said county of Allen.' The cattle were never attended by any one, but wandered at will in pursuit of pasture over said crossing at all times of day and night, and whilst they were so wandering, with the knowledge of the defendant, as aforesaid, over the crossing, the collision in question occurred. The plaintiff had the right of way, and was engaged in the lawful operation of her railroad over and across the said highway at the time."

The complaint is not that the appellant unlawfully suffered his cattle to run at large, and therefore the statute, and the order of the board of commissioners made thereunder, allowing cattle to run at large on uninclosed lands and public commons, can have no influence in the determination of this case. The question is: Did the defendant so carelessly and negligently use his own property, to the injury of the plaintiff, as to entitle the latter to recover therefor?

Kerwhaker *vs.* The Cleveland, Columbus and Cincinnati Railroad Company, 3 Ohio St., 172, relied on by the appellant's counsel, was an action of trespass on the case, for the alleged negligence and misconduct of the defendant's agents in conducting and running a locomotive and cars on the defendant's railway track, whereby six hogs, the property of the plaintiff, were killed. It was held, in that case, that the act of the plaintiff in allowing his hogs to be at large in the neighborhood of the railroad, where they were exposed to the danger of getting upon the railway track and being injured, was only a remote cause of the injury, and in the voluntary exposure of his property to danger, in the exercise of his lawful rights, he took upon himself the risk of injury to his property by mere accident, but no risk of injury by the defendant's negligence.

But the facts of the case bear no analogy to this. Here, the defendant lived in the immediate vicinity of a dangerous road crossing, he knew that his cattle were in the habit of roaming at large across the railway track at this point, at all hours in the day and night in search of pasture, he was aware of the danger to trains from this cause, he knew that some thirteen trains were passing each way every day. Notwithstanding this knowledge, he permitted his cattle to go at large unattended. It is admitted that the railway company was without fault.

In Knight, Adm'r, &c., *vs.* The Toledo and Wabash Railway Co., 24 Ind., 402, this Court held that it was gross negligence for the owner of a blind horse to turn him out upon the common of a town through which a railroad ran, where he was killed by a passing train.

In Barnes *vs.* Chapin, 4 Allen, 444, it was held that if a sucking colt while following its dam, which is being led by her owner in a highway, is kicked and killed by a horse which has been turned loose in the highway without a keeper, the owner of the colt, if found by the jury to have been in the exercise of reasonable care, may recover damages of the owner of the horse, although the horse was not vicious. The right of the defendant to permit his cattle to pasture on uninclosed lands and public commons conferred no right on him to permit them, unattended, to wander on a dangerous crossing of a railway track, thereby endangering the lives of passengers, and the property of the railroad company. Such an act ought to be a misdemeanor. It certainly is an act of wicked carelessness. It is a maxim of the law that a man is bound to use his own property in such way as not to injure that of his neighbor.

We think that the action of the Court below was clearly right.

The judgment is affirmed with costs.

New York Central Railroad.

AUTHORITY TO ISSUE BONDS CONVERTIBLE INTO STOCK. THE CERTIFICATES ISSUED DECLARED VALUELESS. THE COMPANY RESTRAINED FROM PAYING DIVIDENDS ON SUCH CERTIFICATES.

Isaac N. Jenks *vs.* The New York Central Railroad Company. On the 4th of December, 1868, the plaintiff obtained an injunction restraining the defendants from issuing any certificates of stock upon the surrender of any convertible bonds; also from transferring upon its books any shares of stock originally issued in exchange for such bonds; also from paying any dividends upon any stock so issued in excess of the original capital, or from permitting any votes upon such stock. On the 21st of December following, the defendants were enjoined from issuing any certificates or other evidence of indebtedness, or making any dividend of stock issued in excess of the original capital. Afterwards, on the 2d of January, another order was made restraining the defendants from issuing any interest certificates, or other evidence of debts, among the stockholders, from permitting the transfer of such certificates upon the books of the company, and from paying any interest or dividends upon such certificates. This last order was made upon a supplemental complaint, which set out the resolutions adopted by the defendants on the 19th of December, 1868, which, after reciting that the company had expended in the construction and equipment of the road an amount equal to eighty per cent. on the capital stock, and that the stockholders were entitled to evidence of such expenditure and to reimbursements, "Resolved, That a certificate signed by the President and Treasurer of the company be issued to the stockholders, declaring that such stockholder is entitled to eighty per cent. of the amount of the capital stock held by him, payable ratably with the other certificates issued under this resolution, at the option of the company, out of its future earnings, with dividends thereon at the same rates and times as dividends shall be paid on the shares of the capital stock of the company; and that such certificates may be, at the option of the company, convertible into stock of the company whenever the company shall be authorized to increase its capital stock to an amount sufficient for such conversion." There was passed at the same time a resolution declaring a dividend of four per cent., payable on the stock of the company and upon the certificates then authorized to be issued. Under these resolutions the certificates were issued on the day of

the passage of the resolutions. The certificate stated that the holder was entitled to ——— dollars, payable ratable with the other certificates issued under said resolution, at the pleasure of the company, out of its future earnings, with dividends thereon at the same rates and times as dividends shall be paid upon the shares of the capital stock of said company. Three questions were presented for discussion on this motion, namely: First, whether the defendants had authority to issue bonds convertible into stock at the pleasure of the holders. Second, whether they had any power to issue the certificates above referred to as a dividend to the stockholders. Third, whether the company can declare a dividend on such certificates. The decision of the Supreme Court is briefly that the injunction in the first and second orders shall be vacated and dissolved. The injunction in the third order, restraining the payment of dividends on the interest certificates, is continued and such payment forbidden until the further order of the Court.

The effect of this decision is to make the certificates a mere declaration on the part of the directors of the value of the road and equipment in excess of the nominal value of the stock. The certificates give no claim to their holders against the road, and there is no power, except such as may be given by the legislature, to declare dividends upon them or treat them in any respect as stock. Judge Ingraham, in deciding the question whether the defendants had authority to issue bonds convertible into stock at the pleasure of the holders, said:

The power to issue convertible bonds depends upon the construction to be given to the act authorizing the formation of railroad corporations, passed April 2, 1850. That act requires that in forming the corporation articles of association should be signed, which, among other provisions, should state the number of shares of which said capital stock should consist. This was to be done previous to the formation of the corporation. After the corporation was so formed it was then vested with the powers incident to corporations and various others specially named in the twenty eighth section of that act. In the tenth subdivision of the section authority is given "from time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railread, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises, &c., and the directors may confer on any holder of any bond issued for money borrowed as aforesaid the right to convert the principle due or owing thereon into stock of said company at any time not exceeding ten years from the date of the bond." The authority to issue these bonds is absolute for the purposes stated, and the right to convert into stock is authorized to be given in the bond without regard to any action of the board for increasing the capital stock. The act provides for subscribing for the whole capital stock, and it allows that capital to be increased by the stockholders for certain purposes—viz., for constructing and operating the road—but not for paying debts previously contracted. It may well be doubted whether the corporation could increase the capital stock for the purpose of paying off its debts, certainly it could not for the purpose of making a dividend. The authority to issue bonds is given for the purpose of borrowing such money as would be necessary for completing, finishing or operating the railroad, and when issued for that purpose the bonds may be converted into stock. There is no limitation on the conversion of these bonds into stock to be authorized by the stockholders. The time in which it may be done is ten years from the date, and the true construction of this sentence is to vest in the holder of the bond the right at his pleasure to convert into stock of the company, whether the original capital is full or not and without any further increase by the stockholders for that purpose. The right of conversion is given to add value to the bonds and to make them more easy of negotiation. Such, however, would not be the effect if the exercise of this right was made dependent upon the pleasure of the stockholders, either to increase the stock or to refuse such increase. I think there can be no doubt as to the power of the board of directors to issue bonds for the purposes stated, and to give the right to convert the same into stock, without any action of the stockholders on the subject. Such issue of bonds, however, should only be made for the borrowing of money for completing, finishing or operating the road, and if resorted to for the purpose of increasing the capital stock, or any other purpose not contemplated by this section, the same would be illegal and void. It appears from the complaint and answer that the amount of convertible bonds issued by the company was $2,537,000; that such bonds were issued for borrowed money, which was necessary for completing and finishing or operating the road; that most of such bonds were converted before the present board of directors were elected; that when such bonds were issued they were sold at a premium of $90,000 above par, and the whole amount received was expended for the benefit of the company. The remaining item of stock issued was $914,400, which by the answer appears to have been issued on account of railroads held under lease in exchange for stock of such roads. This is authorized by the acts of 1855 and 1867. These acts fully authorized such issue of stock without any action of the stockholders. The same appears to have been done in conformity with the provisions of the statutes before referred to, and for both classes of stock so issued the company have received full and adequate compensation. There is, therefore, no ground upon which the issue of any of this stock can be contested, and the injunction on this account cannot be continued.

Law Relating to Railroad Accidents in Pennsylvania.

Under the act of March 23d, 1865, passed by the Legislature of Pennsylvania, to promote the safety of travelers on railroads and to punish negligent and careless employees, a brakesman has been convicted in Luzerne county of criminal negligence, and sentenced to imprisonment in the State Penitentary for thirteen months. The circumstances which gave rise to the trial are as follows: On November 3d, 1868, a train of empty coal cars was ascending a grade of forty-five feet to the mile, on the Lehigh and Susquehanna Railroad out of the Lehigh Valley. A freight train was following on the same track, about five miles behind. The coal train stopped on the track to raise more steam, and the brakesman on the rear car jumped off and started for the engine to warm himself, instead of remaining at his post, as it was his duty to do. Sixteen of the rear cars broke loose from the train, and, no one applying any brakes, they ran down the mountain into the approaching train, and killed three men. The law reads substantially as follows:

"If any person or persons in the service or employ of a railroad or other transportation company doing business in Pennsylvania shall refuse or neglect to obey any rule or regulation of such company, or by reason of negligence or willful misconduct shall fail to observe any precaution or rule which it was his duty to obey and observe, and injury or death to any person or persons shall thereby result, such person or persons so offending shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be sentenced to pay a fine not exceeding $5,000, and to undergo an imprisonment in the county jail or in the State penitentary not exceeding five years. It is made the duty of the county district attorneys to prosecute offenders against this law."

The Public Debt.

The following is a comparative statement of the Public Debt of the United States January 1, and February 1, 1869:

	Jan. 1, 1869	Feb. 1, 1869.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$221,588,300.00	$221,589,300 00
Six per cent. bonds of 1881	283,677,400.00	283,677,400.00
Six per cent. Five-twenty bonds	1,602,568,650.00	1,602,583,350.00
Total	$2,107,835,350.00	$2,107,850,050.00
DEBT BEARING CURRENCY INTEREST.		
Six per cent. Pacific R. R. bonds	$50,097,000.00	$52,017,000.00
Three per cent. certificates	55,865,000.00	57,410,000.00
Navy pension 3 p. ct.	14,000,000.00	14,000,000.00
Total	$119,962,000.00	$123,427,000.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$2,174,900.00	$1,977,160.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, Aug. 1, Sept. 1 and 15, and Oct. 1 and 15, 1868	3,978,290.00	3,599,170 00
Bonds (Texas indemnity)	256,000.00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto)	148,561 64	148,411.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	349,950.00	278,400 00
Treasury notes, March 3, 1863	445,492.00	445,492.00
Temporary loan	197,310.00	193,313.00
Certificates of indebtedness	13,000.00	13,000.00
Total	$7,463,503.64	$6,910,936.64
DEBT BEARING NO INTEREST.		
United States notes	$356,021,073.00	$356,021,073.00
Fractional currency	34,215,715.64	35,511,127.54
Gold certificates of deposit	27,036,020.00	32,659,520.00
Total	$417,272,808.64	$424,191,720.54
Total debt	$2,652,533,662.28	$2 662,379,707.18
AMOUNT IN THE TREASURY.		
Coin	$98,763,368.91	$88,732,716.44
Currency	13,063,092.12	17,441,332.66
Total	$111,826,461.03	$106,174,049.10
Debt less cash in the Treasury	$2,540,707,201.25	$2,556,205,658.08

By comparing this with the statement of January 1, it is shown that the debt bearing coin interest has increased $14,700; the debt bearing currency interest has increased $3,465,000; the matured debt not presented for payment has decreased $552,567; and the debt bearing no interest has increased $6,918,911 90—making the increase in the total debt since January 1, 1869, $9,846,044 90. The amount of coin in the Treasury during the same period has decreased $10,030,652 47, and the amount of currency has increased $4,378,240 54—leaving the amount of debt less cash in the Treasury February 1, $15,498,456 83 more than on January 1.

☞ Surveys are in progress for a route for a railroad between Stockbridge and West Stockbridge, four and a half miles.

London Coal Statistics.

It appears from the table of statistics published by Mr. J. R. Scott, the Registrar of the London Coal Market, that the imports of coal into the port and district of London by sea, railway, and canal during the year 1868, have been:

IMPORTS.

By Sea:	Ships.	Tons.
Newcastle	2,927	1,471,369
Seaham	540	142,454
Sunderland	1,621	789,087
Middlesborough	160	61,963
Hartlepool	1,844	400,845
Blyth	12	7,529
Scotch	92	25,724
Welsh	123	37,044
Yorkshire	198	24,193
Liverpool	1	139
Foreign Coal—Westphalia	1	165
Duff	1	270
Small coal	22	12,533
Cinders	65	7,878
Culm	3	707
Total	7,110	2,981,230
Imports during year 1867	6,977	3,016,416

By Railway and Canal:	Tons.	Cwt.
London and North Western	1,059,177	13
Great Northern	938,405	0
Great Western	442,450	0
Midland	183,701	9
Great Eastern	316,408	19
South Western	22,731	10
London, Chatham and Dover	4,646	13
London, Tilbury and Southend	589	0
South Eastern	11,323	3
Grand Junction Canal	8,903	5
River Lea	613	5
River Thames, *via* Weybridge	11	0
Total	2,988,860	17
Imports during the year 1867	3,305,617	18

COMPARATIVE STATEMENT, 1867 AND 1868.

By Sea:	Ships.	Tons.
Jan. 1 to Dec. 31, 1867	6,977	3,016,416
Jan. 1 to Dec. 31, 1868	7,110	2,988,230
Decrease in 1868		35,186
Increase ditto	133	

By Railway and Canal:	Tons.	Cwt.
Jan. 1 to Dec. 31, 1867	3,305,617	18
Jan. 1 to Dec. 31, 1868	2,988,860	17
Decrease in 1868	316,757	1

The falling off by railway is accounted for partly by the fact of a glut of coal forced on the London market during the latter portion of 1867, in consequence of the stagnation in the iron trades (now happily showing signs of revival,) whereby a large stock was on hand at the commencement of this year, and partly to the exceptionally warm weather experienced throughout to its close, and to the continued depression in the large manufacturing trades, especially in the east of London. This decrease in imports is, however, mostly apparent in the surplus by railway (exceeding 300,000 tons in the year,) notwithstanding the additional means of supply furnished during the year by the direct transmission of coal over their own line by the Midland Railway Company to London.

Atlantic and Gt. Western Railway.

The following gentlemen have been elected directors of this company for the ensuing year: Henry G. Stebbins, Edwards Pierrepont, Andrew H. Green, E. Weston, T. W. Kennard, R. L. Cutting, Sr., John D. Prince, E. McDermott, Mortimer L. Mackenzie, J. P. Fennes, John Gardner, Wentworth Huysche, General Rush C. Hawkins and W. Archdall O'Doherty, of New York; Tatlow Jackson, of Philadelphia; Sir William Russell, Bart., M. P.; John Fildes, M. P.; E. L. S. Ridsdale, J. Chaytor and Paul Margetson, of London, England, and F. W. Oewel, of Amsterdam, Holland. After organizing, the new board unanimously elected Henry G. Stebbins, President, and W. Archdall O'Doherty, Vice President.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the month of January:

	1868.	1869.
Ashes, bbls.	216	880
Breadstuffs—		
Wheat flour, bbls.	216,695	208,760
Cornmeal, bbls.	59,033	44,594
Wheat, bush.	169,452	481,221
Rye, bush	6,935	913
Oats, bush.	113,474	69,121
Barley, bush.	51,788	42,541
Peas, bush	400	3,409
Corn, bush	1,305,411	586,403
Cotton, bales	104,962	110,531
Naval Stores—		
Crude turp., bbls.	503	1,802
Spirits turp., bbls	2,149	6,429
Rosin, bbls	21,394	55,258
Tar, bbls.	1,864	2,965
Pitch, bbls	368	164
Provisions—		
Pork, pkgs	21,464	14,148
Beef, bbls.	7,476	15,875
Cutmeats, pkgs	27,562	25,044
Butter, pkgs.	43,355	52,429
Cheese, pkgs	20,433	8,334
Lard, tcs. and bbls.	28,677	13,551
Do., kegs	2,792	683
Whiskey, bbls.	8,535	13,698
Petroleum, pkgs	36,547	66,081

Exports from New York to foreign ports of certain leading articles of domestic produce for the month of January:

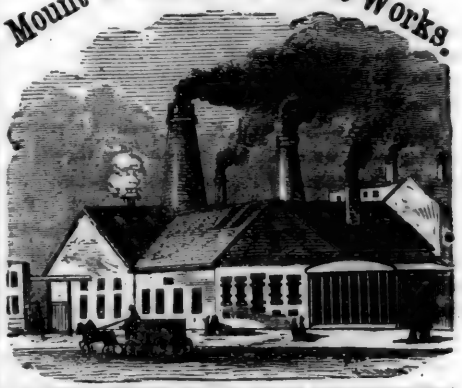
	1868.	1869.
Ashes, Pots, bbls	563	419
Do., Pearls, bbls	8	.....
Beeswax, lbs	63,902	15,423
Breadstuffs—		
Wheat flour, bbls.	66,977	116,981
Rye flour, bbls.	529	284
Cornmeal, bbls.	21,331	14,978
Wheat, bush.	169,107	731,272
Rye, bush	3,000	.....
Oats, bush.	13,311	11,367
Barley, bush.	.....	.....
Peas, bush	5,113	7,608
Corn, bush	855,827	495,119
Candles, bxs.	6,292	5,660
Coal, tons	4,553	6,985
Cotton, bales	60,350	23,846
Hay, bales	4,052	2,249
Hops, bales	26	6,702
Naval Stores—		
Crude turp., bbls	.....	230
Spirits turp., bbls	1,347	318
Rosin, bbls	18,954	16,510
Tar, bbls	1,104	383
Pitch, bbls	207	240
Oils—whale, galls	57,716	.....
Do., sperm, galls	74,463	71,909
Do., lard, galls	3,759	2,371
Do., linseed, galls	824	485
Provisions—		
Pork, bbls.	9,541	7,210
Beef, bbls.	2,156	1,682
Do., tcs	8,859	10,477
Cutmeats, lbs	10,182,067	8,749,664
Butter, lbs.	93,231	77,557
Cheese, lbs	1,590,274	1,366,997
Lard, lbs.	6,967,352	4,461,607
Rice, tcs	52	284
Do., bbls	1,080	200
Tallow, lbs	2,643,354	1,376,640
Tobacco, crude, pkgs.	8,109	6,871
Do., manf., lbs	545,026	305,101
Whalebone, lbs	32,931	66,560
Petroleum, galls	3,699,382	3,673,440

☞ At the recent annual meeting of the Providence and Worcester Railroad, the old board of directors was elected, with Earl P. Mason, Esq., as President. The act of the legislature of Massachusetts authorizing an increase of capital stock was accepted, and the lease of the Milford and Woonsocket Railroad was approved.

☞ Gangs of hands being employed in the construction of the Point of Rocks Railway for a considerable distance north of the District line. More laborers are in requisition.

☞ The passenger receipts of the Ohio and Mississippi Railroad for the year 1868, as returned to the Assessor of the Second district of Ohio, were $1,296,336.

Mount Washington Glass Works.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chimnies* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY,

61 Milk-St., Boston, Mass.

Notice to Bridge Builders.

DEPARTMENT OF SURVEYS,

JANUARY 11, 1869.

In conformity with an ordinance of the Select and Common Councils of the City of Philadelphia—

I hereby invite the presentation of Plans and Estimates for an Iron Truss Bridge suitable to be erected over the River Schuylkill, on the site of the present Suspension Bridge at Fairmount, in said city. The abutments are now erected with a clear span of three hundred and forty (340) feet. The width of Bridge from out to out of footways to be fifty (50) feet, which footways will be not less than eight feet in the clear.

It must be provided with an upper and lower carriage way, the upper to be not more than 35 feet above the bottom of lower chord, or less than 28 feet above the lower roadway—the lower roadway to be not more than seven feet above the bottom of lower chord or it may rest upon the lower chords.

The entire structure to be of iron, excepting the flooring of the road and footways; to be proportioned for a weight of seventy-five pounds per square foot upon each roadway, including the footways. All wrought iron to be proportioned to resist a tension of 60,000 pounds, with a factor of five for security in large bars, and six for the small bars or rods.

A full and detailed estimate of quantities and cost will be required to accompany each plan.

The conditions of the Ordinance are, that the plans herein called for shall be submitted to a Commission of three Civil Engineers, in conjunction with the Chief Engineer and Surveyor of the city of Philadelphia—the best three of the plans to be retained by and become the property of the city of Philadelphia, for which they will be paid in order of merit, as may be determined by the Commission —800, 500, 300 dollars respectively. No design for a Portal will be required.

All plans must be deposited with the subscriber on or before the 1st day of April, 1869, at the Department of Surveys, 224 SOUTH FIFTH STREET, Philadelphia, with letter, giving the address of the Designer. Map and Profile of location may be seen at the Department of Surveys.

STRICKLAND KNEASS,

3t4 Chief Engineer and Surveyor.

☞ Two routes for the proposed Massachusetts Central Railroad are now being surveyed, one running from Bolton, *via* North Lancaster, Leominster and Westminster, striking the Vermont and Massachusetts road at some point near Gardner, the other to run on the same line to Bolton, thence through South Lancaster and Sterling, till it intersects the line already surveyed *via* Hudson, both parties being confident that they can show the best route to the tunnel.

☞ A movement is on foot to build a branch railroad from Athol, Mass., *via* North Dana and Enfield, to the Western Railroad at Palmer.

RAILROAD TIES.

1,000 EASTERN SPRUCE AND HEMLOCK Ties, 8, 9 and 10 feet long, 6+6 inch face. For delivery from April to September next, as required. Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and R. R. Timber. Apply to

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Mechanical Engineer,
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AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES, Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

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RUBBER WORKS,

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Manufacturers of Superior Quality
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BRAKE TUBING, ETC.

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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

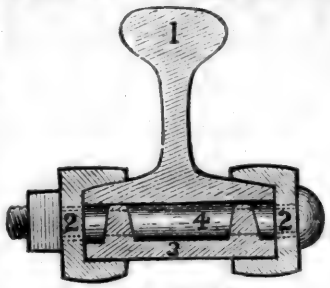
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

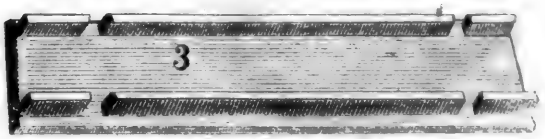
THE PHŒNIX IRON COMPANY'S
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts (*4*) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly,* is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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CAR PLUSHES.

Best French and German makes.

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GERMAN STEEL AND HARDWARE

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LOUIS WINDMULLER & ROELKER,
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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

American
NATURAL
OIL COMPANY

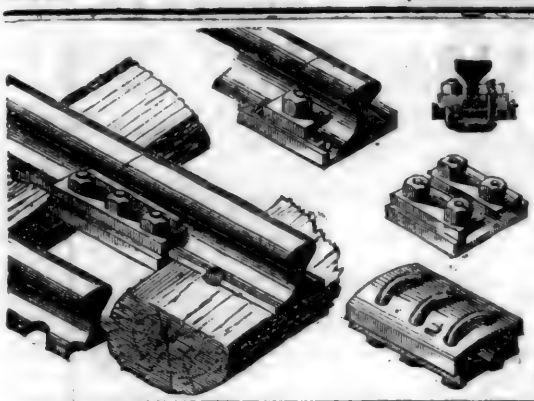
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NATURAL
LUBRICATING OILS

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MACHINERY.
The cheapest reliable lubricator in the market.
First Premium—Paris Exposition, 1867.
Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.

American
NATURAL
PAINT OILS

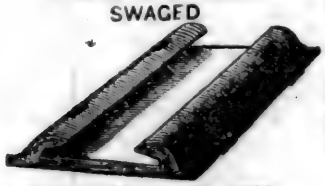
At Half the Cost of Linseed,
and warranted to give excellent satisfaction.
Circulars and Price Liste for Oils sold under the above Trade marks and Titles furnished on application to the Co.
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FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
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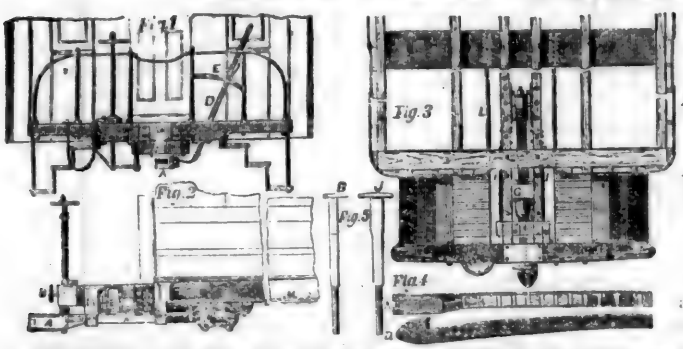
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The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

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BUFFERS,
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Automatic Couplers,
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THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	$225	$150	$75.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH
On 1st, 9th, 16th and 24th,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Feb. 16, RISING STAR, Capt. King, connecting with GOLDEN AGE, Capt. Farnsworth.

Steamer leaving Feb. 9, connects closely with steamer CHINA, leaving San Francisco March 5, 1869, for China and Japan.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

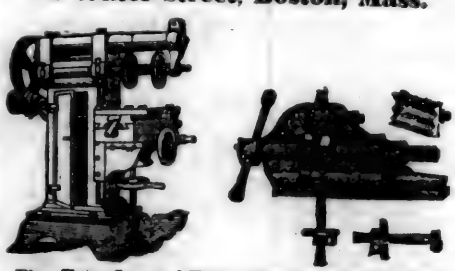
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Specialty:
Puddled Steel Rails.
Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

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Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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A. H. BRAINARD, Supt. 6

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 8.] SATURDAY, FEBRUARY 20, 1869. [WHOLE No. 1,714, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 20, 1869.

Oil Creek and Allegheny River Railroad.

At the annual meeting of the stockholders of this company at Corry, Pa., on the 10th inst., the following gentlemen were elected directors for the ensuing year: Edward F. Gay, Wm. G. Fargo, Charles H. Lee, Wm. G. Moorhead, A. S. Diven, Charles B. Wright, and Thomas A. Scott. President, Edward F. Gay; Vice President and General Superintendent, H. F. Sweetzer; Secretary and Treasurer, F. A. Phillips. The Report of the President, which was read at the meeting, is as follows:

To the Stockholders of the Oil Creek and Allegheny River Railway Company:

As your road is the result of a consolidation of three roads, constructed by separate companies, into one, in presenting this our first report, your Board deem it appropriate to refer briefly to the history of these several roads.

NUCLEUS OF THE ROAD.

The Oil Creek Railroad was chartered in 1861 with authority "to build and construct a railroad from some point on the Philadelphia and Erie Railroad to Titusville, thence along Oil Creek to Oil City, and extend the same to Franklin." This road was commenced and completed early in 1862 from Corry to Titusville; in 1863 it was extended to "Shaffer Farm," and subsequently to "Boyd Farm," its terminus at the date of our consolidation, its length being 38 miles.

WARREN AND FRANKLIN AND FARMERS' RAILWAY.

The Warren and Franklin Railway was chartered in 1861, was commenced in December, 1865, and completed to Oil City (50 miles) in July, 1866.

The Farmers' Railroad from Oil City to Petroleum Centre, was chartered in 1862. Its length is 8 miles, with a branch up Cherry Run of about 4 miles; it was commenced early in 1866, and completed about the first of November, same year.

In August, 1867, the Warren and Franklin Railway Company purchased a majority of the stock of the Farmers' Railroad, and in November of the same year that road was merged into and consolidated with the Warren and Franklin Railway, thus making one road from Irvineton to Petroleum Centre, leaving an interval of about one-half mile between it and the Oil Creek Railroad at Boyd Farm.

CONSOLIDATION.

In the winter of 1868, negotiations were commenced and concluded for the consolidation of the Oil Creek Railroad into the Warren and Franklin Railway under the name of the "Oil Creek and Allegheny River Railway," forming a continuous road through the Oil Regions from Irvineton to Corry—100 *miles in length, including branch.* The Act of Consolidation went into effect on the first day of March, 1868, and whatever doubt may have existed heretofore with regard to the propriety of that measure, the experience of the last ten months must convince the most skeptical of its wisdom; indeed your Board feel much gratification in being able to assure you of its entire success, for had the consolidation of these roads failed, the result could only have been a violent contest between the two companies for business and a failure of dividends to their respective stockholders. As the matter now stands, all rivalry is at an end. The rate of charges from Oil City (the central point) to the respective termini (Corry and Irvineton) are the same, and from intermediate points on the line to Oil City, as nearly so as practicable.

OIL BUSINESS.

As your company furnishes no cars to transport freight off its own road, equal facilities are now afforded to all parties coming from other roads for *oil*—the staple product of the country through which our road passes; merchandize or other freight, especially local, is generally carried on the road in the cars of this company, but other parties may run their own cars over it with such freight, but without allowance for car service.

The articles of consolidation stipulate that no preference shall be given in the movement or in the loading or unloading of the cars and property, or discrimination of any kind whatever to any party doing business on the line of the consolidated road, with the exception of the Atlantic and Great Western Railway or its successors in the event of their declining to allow a third rail between Oil City and Franklin.

It has been the earnest desire of your Board that this regulation should be strictly enforced, and we have no reason to doubt that it will be, as by it we preserve our friendly relations with other roads and secure permanent success in the management of our own.

RENO AND PITHOLE RAILROAD.

In the act of consolidation it was provided that this company should purchase and pay for the Reno and Pithole Railroad the sum of two hundred thousand dollars "in the bonds of the said consolidated corporation, or in its capital stock at par, as it may elect.' After due consideration, your Board decided to pay in stock, and for this purpose 4,000 shares of stock ($200,000) were purchased, with the product of one hundred and ninety bonds of the company, or $190.000, and paid over to the Trustees of that road on the delivery of a deed conveying all the rights, privileges, materials and franchises of that company to yours, thus saving ten bonds, or $10,000, which are still in the hands of our Treasurer and can be applied to the improvement of the road—to the purchase of equipment, or cancelled, as may be considered most desirable. The track of the Reno and Pithole Railroad south of Rouseville and north of Plumer (about 12 miles) has been taken up and used chiefly in laying a third rail along the track and sidings between Boyd Farm and Oil City, and in renewing the third rail previously laid between Boyd Farm and Corry. The balance of the iron being light has been exchanged for new and heavier rails, to be used in general re-

pairs. In laying the third rail between Boyd Farm and Oil City, that portion of your road between Corry and the latter place is adapted to the use of either broad or narrow gauge cars running on connecting roads, thus enabling us to accommodate the trade of all parties using the road.

IMPROVEMENTS.

An examination of the entire line immediately after consolidation showed that a large amount of work must be done to place it in good working condition. First of all the connection of the two roads at Petroleum Centre and Boyd Farm was considered indispensable. This was immediately commenced, and, including a new bridge over Oil Creek, was finished and opened for through business early in July last.

The principal improvements made during the past season may be enumerated as follows:

A new and permanent brick engine house at Corry; straightening the road at Tryonville.

A freight house at Titusville; a new and substantial bridge over Oil Creek at the latter place; the connection of the two roads (already mentioned;) extension of the new engine house at Oil City; new weight scales at the same place; new water station houses at Tionesta and Tideout; engine house and turn table at the latter place; also, a large amount of sloping to remove hill slides and prevent the same—all of which should be properly charged to construction, but have been paid for out of the current receipts of the road.

In the repair department, a large amount of ballasting and ditching has been done, embankment substituted for trestling, new cross ties and rails laid, and the track generally adjusted, so that the entire road is now in better condition for general use than it ever was before. The expenses both of construction and repair have been large, but experience teaches us that all requisite facilities should be furnished and the road kept in the best possible condition to accommodate the extraordinary demand of the business incident to our road. It is not anticipated, however, that the construction account will be nearly so large the ensuing year as during the past—perhaps $100,000 less will meet all needful demands in this department.

EQUIPMENT.

The equipment account for the past ten months represents the purchase of forty-three freight cars, two passenger cars, and two locomotive engines. At the present time the equipment of the road is in good condition but worked to its greatest capacity, and it will be the duty of your board promptly to increase it if required to meet new developments or demands in the increasing *local* business of the road.

ADVANTAGEOUS CONTRACT.

In October last a contract was concluded with the Allegheny Pipe and Transportation Company for ten years, by which the most if not all the oil passing through their pipes is secured to your road, and no pipes are to be permitted to be laid parallel to it for or during the term of said contract, thus placing at rest, competition from that source.

OIL PRODUCTION.

During the past year, the production of oil has exceeded any previous one and whatever doubts may have existed in regard to the failure of that valuable product, the new developments constantly being made on the large extent of *oil producing territory* comprised within the circuit of your road, afford ample evidence that it will continue for many years to come.

BUSINESS REPORT.

The business of the road during the past ten months (March 1st, to December 31st,) has equaled, and in fact, exceeded our most sanguine expectations. Tabular statements representing the character of the business in detail, receipts, expenditures, &c., will accompany the report of your Treasurer—from which it will be seen that the amount of capital stock issued is limited to 85,189 shares—equal to $4,259,450; and of bonds, (including $10,000 in Treasury,) $3,180,000, making a total of stock and bonds of $7,439,450.

From March 1st, to December 31st, inclusive, there has been carried over or upon the road, 312,349 passengers, 2,507,434 barrels of oil; and of merchandize, coal, lumber and other freight, 111,069 tons.

The earnings of the road during that period of 10 months have been $1,507,468 17, being an average of over $150,000 per month, and the disbursements, including interest on bonded debt, three quarterly dividends to stockholders, $136,096 10, for construction and equipment, $1,846,422 06, leaving balance in Treasury on the 1st of January, 1869, of $161,046 11, sufficient to meet all accruing interest on bonds at maturity and the ensuing April dividends of two and a half per cent. to the stockholders, with no floating debt whatever upon the road.

FAVORABLE DEDUCTIONS.

From the above statement of facts it is evident to your Board that the road, on its present business alone, will be abundantly able to pay all its interest and ten per cent. dividends on the stock clear of all taxes, besides appropriating probably $200,000 per annum to purchasing its own securities. The Board hope to secure a connection with the Allegheny Valley Railroad by it bridging the river at Oil City, which will add a valuable and entirely new source of traffic between the cities of Pittsburgh and Buffalo and intermediate points, and also enable us to transport large quantities of lumber from the line of the Philadelphia and Erie Railroad over our river division of fifty miles on its way to Pittsburgh and other points, the return cars bringing back to the oil regions and Buffalo all classes of traffic, including the fine gas coal of the Pittsburgh region.

PROPOSED ALLIANCE.

The Board also hope that a connection between our road and the Jamestown Branch of the Erie and Pittsburgh Railroad will be perfected during the coming year, which will also prove a valuable ally and feeder to our lines.

With these new source of revenue there is no reason why your property shall not be made most useful to the public and profitable to its shareholders.

By order of the Board of Directors,

EDWARD F. GAY, President.

☞ Between 400 and 500 workmen are now employed on the Massawippi (Vt.) Railroad, which is to extend from the Passumpsic Railroad to the Grand Trunk, and the cars will be running through to Quebec by the 1st of July.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$1,503,297 62	$1,437,459 95
" freight and exp.	818,511 77	838,540 78
" rents	9,482 87	7,668 63
" mails	39,667 29	39,691 24
" miscellaneous	61,571 57	70,536 92
	$2,432,531 12	$2,393,897 52
Add earnings of New Castle and Frenchtown Line	74,269 73	58,061 09
Total of both roads.	$2,506,800 85	$2,451,958 61
Expenses viz.:		
Repairs of road	$314,889 43	$255,066 53
" bridges	28,982 26	20,553 76
" locomotives	109,827 96	117,986 50
" cars	219,163 98	254,269 08
" buildings	105,046 42	76,464 30
Passenger department.	243,808 80	228,877 37
Freight department	159,839 06	173,949 94
Susquehanna Ferry	12,613 89	.....
Susquehanna Bridge—including for ferry boats and tug boats.	.....	9,544 41
Fuel for locomotives	90,703 92	89,590 24
Oil, tallow, waste, etc.	32,690 83	30,565 08
Insurance	4,679 06	5,223 51
Salaries	49,823 84	55,500 40
Tools	14,314 84	20,334 14
Switch, watchmen, etc.	48,517 52	41,042 60
Telegraph	4,803 92	.....
Real estate, rents, repairs, etc	9,794 84	14,786 90
Law	8,898 93	10,619 49
Loss and damage	10,283 90	6,219 50
Office expenses, etc.	4,411 77	4,531 40
Removing ice & snow	2,449 95	3,239 75
Taxes—U.S., State and local	66,255 71	69,641 15
Operating New Castle and Frenchtown line, including taxes and bonus to State of Delaware and New Castle County	60,975 65	49,311 48
	$1,602,776 48	$1,537,317 48
Earnings less exp.	$904,024 37	$914,641 13
Interest on bonded debt, ground rents, etc., less interest received	126,513 67	138,226 30
Balance	$777,510 70	$776,414 83
Add balance to credit of revenue, November 1, 1867		1,088,568 21
Total		$1,864,983 04
From which deduct—Dividends January and July, 1868, 4 per cent. each, and U. S. tax		763,877 89
Balance to credit of revenue, October 31, 1868		$1,101,105 15

The passenger receipts were smaller by more than four per cent., than those of last year; while the receipts from freight and express, were slightly larger than those from same sources in 1867. The gross earnings from all sources were less than those of 1867 by more than two per cent. The operating expenses as compared with those of the preceding year were less by a little over four per cent. The report says:

The policy of a liberal expenditure for the purpose of keeping your property fully up to its value at the beginning of the year, has been adhered to; and we believe that the road, rolling stock, and other property are in excellent condition.

The Susquehanna Bridge each succeeding year justifies more fully the action of the company in erecting it; notwithstanding the large outlay required for the purpose.

In consequence of the entire failure of the peach crop, and the partial failure of the grain crop in Delaware, and on the Eastern shore of Maryland; the net receipts from operating the Delaware Railroad were again insufficient to pay the rent thereof, and the deficiency is temporarily borne by this company.

Our lease of the Delaware Railroad provides, that in addition to a rent of 6 per cent. upon the capital stock, we are to pay to that company one-half of any surplus which we may earn after paying the rent and working expenses of that road. The question arose as to the meaning of this provision. The Delaware Railroad Company claiming that there is a divisible surplus whenever the business of any one year shows a surplus. This company claiming that there can be no divisible surplus until they have been reimbursed for all the loss hitherto sustained in operating the Delaware Railroad.

This company's views were sustained by referees, and as the business of the Delaware Railroad is increasing, we have ever reason to suppose that ere long, we shall receive net earnings from operating it, not only sufficient to pay its rent, but also to gradually reimburse to us the past losses amounting in the aggregate to over $200,000.

In 1864, the Legislature of Delaware provided by statute, that this company should pay to that State a tax of ten cents per passenger, upon each passenger transported through, upon, over, or across any portion of that State. This company has paid about $360,000, in compliance with this statute. The United States Supreme Court has recently decided that a tax levied by a State upon passengers transported by a common carrier across the boundary line of that State, is unconstitutional. Learning this decision, this company has declined to collect and pay over this tax, after Nov. 1, 1868, excepting that portion of it which is payable by those passengers in Delaware, who are not transported across the State Line.

The Wicomico and Pocomoke Railroad connecting Berlin with Salisbury has been completed during the past year. The Dorchester and Delaware Railroad is ready for operation, for twelve miles of its Eastern portion. The last rail has been laid upon the Chester Creek Railroad. The work of construction is rapidly advancing upon the Wilmington and Reading—upon the Maryland and Delaware, upon the Queen Anne's and Kent County, and upon the Townsend Branch. All of these roads will bring traffic to our roads, and so soon as the business of the country revives, we confidently expect a considerable addition to the receipts of the past two years.

The company have 57 locomotives, of which 13 are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware and Eastern Shore Railroads. The number of miles run by locomotives, including service on the New Castle and Wilmington Branch, was 897,220.

The number of local passengers carried over the Philadelphia, Wilmington and Baltimore and Port Deposit Branch Railroads during the year was 781,806.

The number of local passengers carried over the Philadelphia, Wilmington and Baltimore, New Castle and Wilmington, New Castle and Frenchtown, Delaware, Smyrna Station and Smyrna, and Eastern Shore Railroads during the year was 199,627.

The number of tons of local freight carried over the Philadelphia, Wilmington and Baltimore Railroad during the year was 270,516; do., through freight, 10,902—total, 281,418.

The total number of tons of freight carried over the New Castle and Wilmington, New Castle and Frenchtown, Delaware, Eastern Shore, Junction and Breakwater, Smyrna and Smyrna Station, and Wicomico and Pocomoke Railroads, in connection with the Philadelphia, Wilmington and Baltimore Railroad during the year was 123,661.

CONDENSED BALANCE SHEET.

Railroad		$8,090,535 35
Construction second track		368,870 22
Susquehanna Bridge		1,539,041 15
Port Deposit Branch Railroad		217,536 65
Tramway, Washington Avenue		18,813 15
Terminus on the Delaware at Washington Avenue		76,400 06
		$10,311,196 58
Stock owned by the company		744,425 00
Real estate at Philadelphia, Chester, Wilmington, Elkton and Havre-de Grace, including a portion for the Susquehanna Bridge and Port Deposit Branch R. R., also at New Castle, Delaware		168,984 37
		$11,224,605 95
Assets:		
Stocks and other securities at cost	$666,751 71	
Agents' balances	70,131 21	
Sundry accounts	517,281 15	
Other roads and lines	126,397 21	
Transp. of troops, &c.	51,541 26	
Post office department	15,991 97	
Wood, coal and materials on hand, including wood lands	197,007 40	
Cash	62,756 49	
		1,707,858 40
Advances to roads leased by the company		126,250 10
		$13,058,714 45
Capital stock		$9,084,300 00
Mortgage loan (convertible) due 1st July, 1884		385,000 00
Bonds, April 1, 1871	$600,000	
Bonds, April 1, 1876	400,000	
Bonds, April 1, 1887	945,000	
		1,945,000 00
Mortgages on real estate		9,000 00
Ground rents		20,000 00
		$11,443,300 00
Current liabilities:		
Dividends and interest	$7,143 50	
Real estate, waiting order of Court	17,875 00	
Sundry accounts	409,084 84	
Other roads and lines	16,922 74	
Interest—balance accrued on all liabilities to Oct. 31, 1868	21,798 79	
Delaware R. R. lease, for interest, accrued from 1st July to October 31, 1868, payable 1st Jan., 1869	34,469 10	
Treasurer, the New Castle & Frenchtown T. & R. R. Co.	7,015 33	
		514,309 30
Balance to credit of revenue, October 31, 1868		1,101,105 15
		$13,058,714 45

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Samuel M. Felton, William Sellers, Samuel Welsh, Samuel Harlan, Jr., Jesse Lane, Joseph Bringhurst, Frederick A. Curtis, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Thomas Donaldson, Jacob Tome, Nathaniel Thayer.

Secretary and Treasurer.—ALFRED HORNER.

Superintendent.—H. F. KENNEY.

Norwich and Worcester Railroad.

A meeting of the stockholders in this corporation was held in Norwich, Ct., on the 9th inst., for the purpose of ratifying the agreement previously entered into by directors, for the lease of their road for a term of 99 years to the Boston, Hartford and Erie Railroad Company. By the terms of the proposed lease, all the railroad and steamboat property of the company is to pass to the control of the Boston, Hartford and Erie Railroad Company, under certain restrictions. The road, which extends from Worcester to Allyn's Point, with all its rights and appurtenances, lands and buildings, is included. For this they guarantee to the stockholders of the Norwich and Worcester Railroad Company, a yearly dividend of ten per cent., free of all tax or burden of any kind. Everything is to be kept in as good repair as at present, the repair shop at Norwich is to be retained there, trains are to be run giving equal or greater accommodations to Norwich and Worcester and way stations as at present. Messrs. Andrews and Parker are named as a commission to determine from time to time the true inventory of the stock of the road. The managing agent of the road is to be chosen by a concurring vote of the boards of directors of both roads. All indebtedness of all kinds is to be paid by the Boston, Hartford and Erie Company, and all existing contracts assumed by them. Probable changes in the location of the stations at Worcester or elsewhere are provided for, and in case a new road is built or other improvements are made calling for an increase of stock, on such increase the same dividend of ten per cent. is to be paid annually. All moneys are to be received and paid in to the Treasurer of the Norwich and Worcester Railroad as at present, and monthly accounts carefully rendered. The lease to be rescinded on the neglect to fulfill any of its provisions. The agreement was confirmed by the stockholders by a vote of 14,320 to 138. The directors were authorized to arrange temporarily with the Boston, Hartford and Erie Railroad Company, in accordance with the provisions of the lease, until the necessary consent of the legislatures of Massachusetts and Connecticut be obtained to legally transfer the lease.

☞ The stockholders of the Boston, Hartford and Erie Railroad Company, at a meeting held in Boston on the 10th inst., confirmed the action of the directors in taking a lease of the Norwich and Worcester Railroad. They also approved of the running arrangements made with that company, and will at once take possession of the road, and run it until such time as the said lease shall have been ratified by the Legislatures. It is understood that the company will at once put on a new train to connect with the cars at Norwich.

☞ The New Orleans and Ohio Railroad, extending from Paducah to the Tennessee line, a distance of fifty miles, with its property, stock and fixtures has been sold under a judgment recovered by the United States, to Mr. E. Norton, of Norton Slaughter, & Co., of New York, for $300,000.

☞ The McMinnville Tennessee, New Era says the work on the Southwestern Railroad is progressing finely, and is heading straight for the Kentucky line. There are now some three hundred hands at work on its construction.

Commerce of New York.

The foreign imports at New York for the month of January, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$7,855,830	$11,698,755
Do. for warehousing....	6,647,871	9,878,719
Free goods.....	778,296	1,243,777
Specie and bullion.....	136,574	221,278
Total entered at port...	$15,418 571	$22,542,529
Withdrawn fr. wareh'use	6,731,624	8,506,630

The foreign imports at New York for the seven months ending January 31, were:

	1868.	1869.
Entered for consumpt'n.	$70,424,231	$80,510,927
Do. for warehousing...	53,333,519	54,263,051
Free goods.....	5,846,786	8,053,755
Specie and bullion.....	1,886,217	3,267,767
Total entered at port..	$131,490,753	$146,095,500
Withdrawn fr. wareh'se	54,019,789	56,621,378

The revenue from customs at New York, were:

Six mos. ending	1868.	1869.
Jan. 1.....	$54,731,301 44	$57.845,963 97
In Jan.....	7,133,428 42	9,615,894 48
Total 7 months..	$61,864,729 86	$67,461,858 40

The exports from New York to foreign ports in the month of January, were:

	1868.	1869.
Domestic produce.....	$13,766,496	$12,672,824
Foreign free goods.....	12,680	7,965
Do. dutiable.....	669,151	472,228
Specie and bullion.....	7,349,825	3,214,380
Total exports	$21,798.152	$16,367,397
Do. exclusive of specie.	14,448,327	13,153,017

The exports from New York to foreign ports for seven months ending January 31, were:

	1868.	1869.
Domestic produce.....	$100,829,047	$89,647,090
Foreign free goods....	162,097	204,640
Do. dutiable	4,600,568	3,952,355
Specie and bullion.....	34,556,111	24,952,379
Total exports	$140,147,823	$118,756,464
Do. exclusive of specie	105,591,172	93,804,085

The foreign imports at New York in January for ten years have been as follows:

	Imports of Specie.	Total Imports.
1860	$228,050	$21,756,273
1861	7,262,229	26,827,411
1862	163,658	12,620,829
1863	101,906	15,739,576
1864	141,790	18,977,394
1865	52,268	10,620,117
1866	72,771	30,109,830
1867	126,719	29,979,087
1868	136,574	15,418,571
1869	221,278	22,542,529

New York and Oswego Midland Railroad.

The Port Jervis *Union* of Februray 5th says ground was broken at Phillipsport Monday last, on the Ellenville branch of the Midland and a large force of men set to work.

A new route is being surveyed *via* Warwick to intersect the Greenwood Lake route at Pompton. The route from Middletown to Warwick is said to be feasible and easy of construction.

It is believed that trains will be run on the Midland Railroad between Middletown and Hoboken in eighteen months from this time.

☞ The time in which certain towns in the counties of Ulster, Delaware, Greene and Schoharie may issue bonds and take stock in the Rondout and Oswego Railroad, and in which consent for that purpose may be obtained, has been extended by act of the Legislature to January 1, 1871.

Railroads of Massachusetts.

A tabular Statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the year ending November 30, 1868.

Prepared from the Annual Report of the Secretary of the Commonwealth.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of road Road(1) & equipm't.	Gross Earnings. Passenger.	Freight.	Mail, &c.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	$	$	$	$	$	$	$	p. c.
Berkshire.....	600,000	.....	.....	600,000	21.01	....	.....	600,000	.....	(Operated by Housatonic.)					42,000	7
Boston and Albany*.....	14,934,100	3,442,520	1,294,500	19,671,120	200.65	41.33	265.43	18,378,001	241.98	2,290,568	3,410,893	873,144	6,074,605	4,156,173	1,918,432	1,507,942	10
Boston, Clinton & Fitchburg.	624,600	400,000	69,598	1,094,198	28.97	....	.....	1,027,004	37.97	93,141	77,255	6,484	176,880	121,147	55,733	3,600	6
Boston, Hartford and Erie...	18,939,800	14,904,350	1,967,422	35,811,572	118.00	17.00	18.70	21,318,631	130.00	622,759	557,761	58,137	1,238,657	1,014,823	223,834	.....	....
Boston and Lowell*.....	2,169,000	667,000	89,844	2,925,844	26.75	1.76	43.52	2,657,500	70.90	894,863	539,583	41,540	975,986	706,106	269,880	180,376	8
Boston and Maine†	4,471,274	.....	210,000	4,681,274	74.26	8.79	56.48	4,936,611	119.29	944,103	647,236	51,734	1,643,073	1,112,164	530,909	456,294	10
Boston and Providence†.....	3,360,000	.....	.....	3,360,000	47.00	7.00	46.00	3,360,000	64.00	657,878	467,097	46,474	1,171,449	841,652	329,797	268,800	8
Boston and Worcester.....								(Now a part of Boston and Albany Railroad.)									
Cape Cod.....	801,906	125,000	74,192	1,001,098	64.81	1.04	8.00	1,401,333	65.85	166,284	54,709	8,523	219,516	160,114	59,402	42,666	6½
Cape Cod Central.....									18.80	5m.13,081	1,726	1,424	16,231	12,378	3,853		
Cheshire	2,085,225	771,800	.....	2,857,725	53.65	....	13.00	2,689,307	63.65	197,672	492,763	25,073	715,528	566,751	138,777	88,421	4
Connecticut River.....	1,700,000	250,000	40,000	1,990,000	50.00	3.85	12.20	1,978,748	53.85	274,383	814,725	30,260	619,348	425,390	193,958	161,053	9
Danvers	67,500	146,000	33,198	245,698	9.26	....	0.22	244,466	.....	(Operated by Boston and Maine.)					7,500	.....	....
Dorchester and Milton.....	73,340	42,807	15,641	131,788	3.28	....	.....	136,373	.....	(Operated by Old Colony and Newport.)					.....	.....	....
Eastern†.....	3,883,300	2,192,400	856,200	6,831,900	44.10	53.44	39.51	6,105,232	114.09	978,406	397,661	76,155	1,452,212	893,273	558,939	368,448	8
Easton Branch.....	49,662	.....	49,662	3.76	....	.....	56,144	.....	(Operated by Old Colony and Newport.)					.....	.....	....	
Fall River, Warren & Prov..	150,000	.....	238,450	388,450	5.79	....	.....	330,059	5.79	30,736	524	60	31,320	25,549	5,771	.....	....
Fitchburg*.....	3,540,000	.....	.....	3,540,000	51.00	42.50	77.50	3,540,000	93.50	465,402	639,592	40,265	1,155,259	810,959	344,300	298,105	8
Fitchburg and Worcester†...	248,200	.....	21,654	269,854	13.99	....	17.90	275,000	13.99	81,550	43,609	16,785	91,943	75,282	16,661	14,868	6
Hartford and New Haven*...	3,300,000	927,000	.....	4,227,000	61.38	14.09	70.30	3,407,285	.....	891,091	632,454	173,789	1,697,334	1,158,217	539,117	388,868	12
Horn Pond.....	2,000	.....	13,238	15,238	0.66	....	.....	15,075	.....	(Operated by Boston and Albany.)					.....	.....	....
Lexington and Arlington....	241,000	.....	39,600	280,600	6.63	....	0.65	258,707	6.63	30,378	8,132	962	39,462	36,544	2,908	.....	....
Lowell and Lawrence.....	200,000	69,700	1,780	271,480	12.35	....	2.30	363,168	.....	(Operated by Boston and Lowell.)					21,807	12,000	6
Middleboro and Taunton....	149,093	.....	.....	149,093	8.54	....	0.58	152,889	8.54	21,063	22,588	840	44,491	43,479	1,012	.....	....
Milford and Woonsocket	82,250	.....	31,000	113,250	3.88	....	0.46	110,662	.....	(Leased Aug. 1, 1868, to Providence and Worcester)					.....	.....	....
Nashua and Lowell.....	720,000	.....	15,000	735,000	14.57	....	3.00	737,706	43.17	177,402	242,422	10,895	430,649	344,504	86,145	72,000	10
New Bedford and Taunton...	500,000	174,000	.....	674,000	20.13	1.46	1.41	600,000	21.59	112,885	63,088	6,084	181,557	130,175	51,382	40,000	8
Fairhaven Branch.....			.....		15.11	....	0.68	260,000	15.11	32,909	13,717	2,824	48,950	46,352	2,598		
Newburyport	220,340	234,900	140,902	596,142	26.98	....	2.23	597,386	.....	(Operated by Boston and Maine.)					.....	.....	....
New Haven & Northampton (N. of Granby).....	1,500,000	650,000	137,000	2,287,000	37.75	....	.....	924,380	37.75	35,959	59,798	3,943	99,700	119,000	.....	.....	....
Do., (S. of Granby).....					46.25	8.75	.....	1,713,932	55.00	176,246	80,390	5,475	262,111	.....	.....	.....	....

New London Northern	995,000	660,000	68,500	1,723,500	100.00	....	10.78	1,486,023	100.00	174,583	203,237	18,002	395,822	256,527	119,295	64,000	8
Norwich and Worcester	2,363,700	654,000	93,061	3,110,761	59.40	7.00	11.20	2,613,694	66.40	230,496	432,863	21,518	684,877	462,902	221,975	148,261	6
Old Colony and Newport†	4,948,420	3,021,000	61,000	8,025,420	130.50	10.50	42.88	7,786,299	141.00	769,911	429,784	95,347	1,295,042	820,391	474,651	309,249	6
Pittsfield and North Adams..	450,000	.....	.....	450,000	18.65	....	1.42	443,678	18.65	47,678	56,344	4,575	108,597	78,324	30,273	27,000	6
Providence and Worcester†..	1,900,000	.....	55,000	1,955,000	43.41	1.00	23.41	1,888,497	44.41	287,473	419,588	16,377	723,388	564,391	158,997	152,000	8
Salem and Lowell	243.305	226,900	613	470,818	16.88	....	1.74	470,957	.....	(Operated by Boston and Lowell.)					17,500	3,406	1½
South Reading Branch..... ..	209,533	.....	95,547	305,080	8.15	0.23	1.38	299,468	8.15	5,783	4,166	.....	9,949	22,451	Loss.	.....	....
South Shore	259,685	150,000	17,614	427,299	11.50	....	1.98	501,593	11.50	68,377	6,974	1,665	77,016	61.056	15,950	7,500	3
Stockbridge and Pittsfield...	418,700	.....	.....	418,700	21.93	....	1.09	448,700	.....	(Operated by Housatonic.)					31,409	24,632	7
Stoneham Branch	33,255	31,617	23,120	87,992	2.38	....	.....	87,992	.....	(Operated by Boston and Lowell.)					900	.....	....
Stony Brook....	267,000	.....	.....	267,000	13.16	....	0.97	267,393	.....	(Operated by Nashua and Lowell.)					19,773	15,407	5½
Stoughton Branch....	85,400	.....	.....	85,400	4.04	....	0.81	111,493	4.04	8,795	5,682	969	15,396	9,536	5.860	5.124	6
Taunton Branch.....	250,000	.....	5,837	255,837	11.10	0.59	1.28	250,000	65.69	130,127	82,698	2,697	215,522	190,859	24,663	21,053	8
Troy and Greenfield	.....	.....	.....	.....	29.50	....	.....	(Built by State and leased to Vt. and Mass.)							15,000	.....	....
Vermont and Massachusetts .	2,860,000	550,345	2,918	3,413,263	69.33	8.00	5.50	3,466,430	106.83	173,497	269,005	65,595	508,097	409,017	99,080	45,577	1½
Western.....	(Now a part of Boston and Albany Railroad.)																
West Stockbridge....	39,600	.....	.....	39,600	2.75	....	.....	39,600	.....	(Operated by Housatonic.)					1,898	1,584	4
Worcester and Nashua	1,550,000	.....	65,608	1,615,608	45.69	....	10.76	1,522,200	45.69	171,775	290,989	17,023	479,787	350,881	128,906	124,000	8

(1) Including leased roads. * Double track roads. † A large portion double track.

CITY PASSENGER AND FREIGHT RAILROADS IN MASSACHUSETTS.

Albany Street Freight	150,000	.....	.....	150,000	.....	....	.....	.....	.....	(Under construction.)					.....	....	
Boston and Chelsea.....	110,000	.....	.....	110,000	2.18	....	1.36	110,000	.....	(Operated by Lynn and Boston)				.....	8 800	6,480	6.8
Cambridge.....	727,800	150,000	94	877,894	17.14	5.97	5.21	734,671	.....	(Leased to Union Co. on the basis of 9 p.c. to st'k, & 6 p.c. to b'ds, & 2 p.c. to S.F.							
Lowell Horse	55,830	.....	2,080	57,910	3.81	....	0.23	69,415	3.81	28,249	.....	991	29,240	25,828	3,412	....	....
Lynn and Boston....	200,000	50,000	48,048	250,048	10.75	1.00	0.88	270,561	13.93	152,134	.....	1,524	153,658	155,060	Loss.	.....	....
Malden and Melrose.....	200.000	52,600	.....	252,600	3.56	....	0.19	60,246	.....	(Operated by Middlesex.)					.....	.....	....
Marginal Freight.....	177,700	.....	.....	177,700	0.55	0.45	0.06	177,624	1.00	.....	.....	130	130	12,247	Loss.	.....	....
Medford and Charlestown ...	21,000	6,500	.....	27,500	3.08	....	0.26	36,600	.....	(Operated by Middlesex.)					2,240	.....	....
Merrimac Valley Horse.....	50,000	.....	12,810	62,810	4.89	....	0.23	48,241	4.89	17,782	.....	232	18,014	15,765	2,249	.....	....
Metropolitan.....	1,250,000	.....	177,164	1,427,164	25.21	7.31	10.34	1,543,729	82.52	734,247	.....	31,734	765,981	630.697	135,284	125,000	10
Middlesex	400,000	91,902	38,917	530,819	3.38	0.43	2.99	522,834	20.98	205,108	.....	1,532	206,640	189,981	14,659	.....	....
Northampton & Williamsburg	300,000	3,700	71	303,771	3.22	....	0.14	300,000	3.22	10,394	.....	3,489	13,883	13,321	562	.....	....
North Woburn.....	20,950	8,000	4,430	33,380	2.09	....	0.02	27,657	2.09	4,174	.....	.....	4.174	3,366	808	.....	....
Quincy.....	71,600	66,424	57,592	195,616	5.69	....	0.36	136,840	5.69	(Operated by bondholders, no returns.)						.....	....
Salem and South Danvers....	150,000	32,100	11,561	193,661	6.80	1.07	0.41	195,845	7.87	31,749	.....	1,163	32,912	33,189	Loss.	.....	....
Somerville.....	75,000	.....	.....	75,000	3.74	....	0.11	75,000	.....	(Operated by Middlesex.)					4,500	4,500	6
South Boston.....	400,000	.....	12,047	412,047	4.92	....	1.92	401,029	4.92	201,279	.....	7,885	209,164	188,188	20,976	38,204	9½
Stoneham Street.....	33,000	.....	1,500	34,500	2.50	....	0.04	39,344	2.50	10,051	.....	150	10,200	12,112	Loss.	.....	....
Suburban	5,000	.....	.....	5,000	6.74	....	0.10	95,000	.....	(Included in Malden and Melrose.)						.....	....
Union.....	200,000	24,000	117,742	34,842	.....	....	.....	303,870	23.11	348,075	.....	25,276	368,351	355,336	13,015	12,000	6
Winnisimmet	58,300	.....	238	58,538	2.25	....	0.51	62,152	2.25	3,600	.....	750	4,350	433	3,917	2,522	4
Worcester	75,800	72,000	6,000	153,800	4.06	....	.....	89,573	4.06	.....	(Operated under direction of Court; no returns.)						

Railway from Annapolis to Yarmouth.

It is proposed to extend the railway now in course of construction between Windsor and Annapolis to Yarmouth, in the western part of the province. Windsor is already connected with Halifax by rail, and the line from Windsor to Annapolis is well advanced and will doubtless be completed next summer. The distance from Halifax to Annapolis by this route is 130 miles and it is computed that about 70 miles of rail will connect Annapolis and Yarmouth, making the whole distance from the latter place to Halifax about 200 miles. It is claimed for this route that, besides giving western Nova Scotia railway connection with Halifax, it will afford a direct route for through travel to the west. The distance from Halifax to Yarmouth could be made by train in ten hours, and it is asserted that steamers could make the trip from Yarmouth to Portland in twelve hours, the distance being but 170 miles. This would enable the people of Halifax to reach the eastern terminus of the Grand Trunk within 24 hours—saving at least twelve hours, as compared with either of the existing routes. The Government of Nova Scotia has appropriated $2,000 towards the survey, which is now being prosecuted with the approval of the Dominion government, by Mr. Sanford Fleming. It is expected that the survey will be completed in March next. The proposed line will start from Annapolis—the terminus of the Windsor and Annapolis line—and proceed up the valley of Allan's River; across the upper waters of Bear River and Moose River; thence to the head waters of Tusket River, on to Kempt ville; and thence through a fine agricultural district to Yarmouth harbor.

On the line between Annapolis and Bear River there is a bed of iron ore 6 feet in thickness, yielding 56 per cent. of iron, and of great extent and value. Between Bear River and Yarmouth the Government have 50,000 acres of land (with a fine growth of spruce, pine, and hardwood) which they can if they choose set apart to aid the construction of the railway.

Short branches may be built to connect with Digby and Weymouth. Mr. Scribner, C. E., has already traversed the proposed route and reports very favorably on the practicability and cost of the road.

☞ The St. John *News* says that the construction of the Western Extension Railway is progressing rapidly, and it will soon be completed. The per centage of finished work is about 90 per cent. of grading; 75 per cent. of masonry; 50 per cent. of rails delivered on the line; 80 per cent. of sleepers; 20 per cent. of tracklaying, and 6 per cent. of ballasting.

☞ The County Commissioners of Allegany Co., Md., have appropriated $3,000 to be used in the construction of a bridge over the North Branch of the Potomac, between Westernport and Piedmont, and the board of supervisors of Mineral county have appropriated a like sum, to be used in co-operation with the appropriation made by the former county for the erection of the bridge.

☞ The contract for building the Mansfield and Framingham Railroad has been given to Messrs. Phelps & Co., of Springfield, Mass. The road is to be finished in one year from the first of June next.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
Allegheny Valley 50	2,000,000	---- ----	---- ----
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,161,982	A. & O.	Oct. '68 4
Do. Washington Br.....100	1,350,000	A. & O.	Oct. 68 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J.A J&O	Jan.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,800	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J A. J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	392,800	---- ----	---- ----
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 5½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	---- ----
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa. 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	689,110	---- ----	Jan.'69 4
Central of Georgia.....100	4,666,800	J. & J.	Jan. '69 5
Central of New Jersey....100	13,768,000	J.A.J&O	Jan.'69 2½
Central Ohio..... ...100	2,900,000	J. & D.	Dec.'68 2
Do. pref.....100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*.....100	380,000	---- ----	Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'69 5
" " pref...100	2,425,576	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	---- ----	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,556,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68$2
" Street.....	---- ----	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,676,846	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 5½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo*.... 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan '69 4s
Concord 100	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	139,000	---- ----	---- ----
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,392,361	---- ----	---- ----
Delaware*..... 50	894,280	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, R. B'dw. & Bat.100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,678,641	Annual.	Jan. '69 4
Do. do. pref.100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia...100	2,369,730	---- ----	---- ----
East Tenn. and Virginia...100	667,800	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 5½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,535,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,448	---- ----	---- ----
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	---- ----	Sept.'68—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do pref.100	5,253,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... ...100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	J'n.'68 5½
Illinois Central.....100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	---- ----	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J. A. J&O	Jan.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	---- ----	Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central..... 100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov,'68 5
Marietta & Cincinnati..... 50	3,618,374	---- ----	---- ----
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,386	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	585,500	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081	---- ----	---- ----
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	J'n'69 14s
" " " pref.....100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	---- ----	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey..... 100	6,000,000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600	---- ----	---- ----
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue..... 100	797,400	---- ----	---- ----
North Carolina.....100	4,000,000	---- ----	---- ----
Northern Central 50	4,648,900	F.M.A.N	Feb. '69 2
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh,.100	3,06 ,400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	5,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama..... 100	7,000,000	J.AJ&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan'69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '68 6
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '69 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	---- ----	---- ----	Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	---- ----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Manaf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	208,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul.'68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch..... 50	250,000	J. & J.	Jan '69 5
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	---- ----	---- ----
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	Nov'68 3½
Troy and Boston..... 100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	3,497,791	---- ----	---- ----
Western Union 100	2,707,623	---- ----	---- ----
West Jersey 100	804,150	---- ----	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon..... ...100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y'67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	2,907,880	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'66 4
Fulton Coal.....	---- ----	J. & J.	Jan.'69 4
Lackawanna Coal.....	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'68 5
Roaring Brook Coal.....	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'69
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express.....100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp....100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	490,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	490,212	408,062	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	623,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,644	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,003,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
1869	681,656	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,336	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	404,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,756	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,286	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	207,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	664,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	666,218	669,037	784,800	690,598	573,727	7,242 126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,026	730,278	8,022,121
1869	625,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,803	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153.470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,936,753
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,796
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050 322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	454,208	450,203	429,898	325,274	320,756	3,945,894
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,402	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,166	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	258,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	113
" " " ..... coupon		5	" "	1874	115½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125½
" " " ..... coupon		5	" "	1871	1.8
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	112⅝
" " " ..... coupon		6	" "	1881	114
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,400	6	Jan & July.	1881	112⅜
" " " ..... coupon		6	" "	1881	114
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1882	110¾
" " " (5-20s) ..... coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	112
" " " (5-20s) ..... coupon		6	" "	1884	111½
Loan of March 3, 1865 (5-20s) ... registered	1,002,583,350	6	May & Nov.	1885	112⅜
" " " (5-20s) ..... coupon		6	" "	1885	113
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	110½
" " " (5-20s) ..... coupon		6	" "	1886	110½
" " 3d series (5-20s) ... registered		6	" "	1887	111½
" " " (5-20s) ..... coupon		6	" "	1887	110⅜
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	5	Mar. & Sept.	1904	103¾
" " " (10-40s) ..... coupon		5	" "	1904	109¾
Pacific R. R. Bonds ..... (currency)	52,017,000	6	Jan. & July.	'95-'97	101⅜
Treas'y Notes (7-30s) June 30, '61: 2d series	matured.	7.3	June & Dec.	1868	----
" (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	6,654,936	---	presentation.	------	----
Gold Certificates of Deposit	32,659,520	---	presentation.	------	----
Compound Interest Notes 1864 '65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	57,410 000	---	------	------	----
Fractional currency	35.511,127	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	66
" — " " (extended) ... "	1,941,000	5	" "	1888	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July.	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	126
" — " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds. ... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861 ...	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	99¾
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ... coupon	276,000	7	various.	'72-'74	92½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	78½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1889	----
Illinois—Ill. and Mich. Canal ... coupon	1,157,223	6	Jan. & July.	1870	100
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	100
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	98
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Ponds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" — " " ..... "	695,000	6	various.	'80-'96	----
" —Military Bonds ..... "	4,832,983	6	Feb. & Aug.	'68-'86	----
Louisiana—State Bonds (Banks) ... coupon	2,928,000	6	various.	'69-'99	74½
" — " " (Railroads) ... "	665,000	6	Jan. & July.	1897	----
" — " " (Schools, &c.). "	1,000,000	6	various.	1886	65
" — " " (Lev ee) ... "	892,800	6	"	'88-'87	----
" — " " (New) ..... "	150,000	5	October.	'67-'72	----
Maine—Mass. Land Debt of '53	174,000	6	Mar. & Sept.	'67-'74	----
" —Civil Loans of 1855-'56 ... coupon	171 000	6	various.	'75-'78	----
" — " " 1857-'61 ... "	800,000	6	"	1871	100
" —War Loan of 1861 ..... "	525,000	6	Mar. & Sept	1883	109
" — " " 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —Bounty Loan of 1863 ..... "	2,832,500	6	June & Dec.	1889	99¾
" —War Loan of 1864 ..... "	315,000	3	J. A. J & O.	1890	95½
Maryland—State Bonds (Balt. & Susq. R R)	1,017,622	5	" "	1865	----
" — " " (S & T. W. Can.) sterl.	24,000	5	" "	1880	----
" — " " (Balt and Ohio R. R.)	1,405,507	5		1889	----
" — " " (C. and O Can.) sterl.	120 000	5		1889	----
" — " " (R. R. various) "	159,974	5		'89-'90	96
" — " " (") currcy.	3,277,389	5		1890	----
" — " " (B. & O. R R) sterl.	3,259,616	5		18:0	----
" — " " (C. and O. Can.) "	2 000,000	6		1870	----
" — " " Ches. & Ohio Can.).	1,000,000	6		1870	96½
" — " " (Balt. & Susq. R. R.).	801,000	6		abt '74	96½
" — " " (Bounty)	30,000	6		1885	----
" — " " (Ches. & Ohio Can.).	429,588	6		1890	----
" — " " (Balt. & Susq. R. R.).	15,000	5	June & Dec.	1868	----
Massachusetts—Funding Loan	21,000	5	"	1870	----
" — " "	50,000	5	Jan. & July.	1890	----
" —General Statutes Loan	17,000	5	June & Dec.	1868	----
" —Funding Loan					

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,819,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	107½
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1881	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'82	88
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88
" —Pacific R.R.	7,000,000	6	" "	'81- 87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1868 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	109½
" — " " " ..... registered	27,726,500	7	" "	1877	----
" —General Fund Bonds	1,189,780	6	" "	pleas	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,090,000	6	" "	1873	100
" — " "	2,250,000	6	" "	1874	102½
" — " "	1,400,000	6	" "	'75-'77	101½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	102
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	----
" — " "	800,000	5	" "	1878	(99¼
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'69-'78	98
" — " "	3,334,000	6	Jan. & July.	'81-'90	62½
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,566	6	Jan. & July.	1868	50⅝
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1874	102
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	92½
" — " " ..... registered	5,093,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,520	6	" "	1882	105
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	100½
Rhode Island—State War Bonds of 1861 ...	468,500	6	April & Oct.	1871	100
" — " " " 1862 ...	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1862 ...	262,000	6	April & Oct.	1883	100
" — " " " 1863 ...	776,000	6	Jan. & July.	1893	100
" — " " " 1864 ...	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	795,848	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,606,000	6	Jan. & July	30 yrs.	67½
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	66
Virginia—State Bonds (sterling)	1,565,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,689,598	6	" "	long.	----
" — " " ..... loan on	15,900,000	6	" "	long.	51
" — " " (new) ..... registered	1,379,600	6	"	1876	54
" — " " (") ..... coupon	489,300	6	"	1886	62
" — " " (")	39,600	6	"	1890	----
Wisconsin—State Bond	406,100	6	Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,663,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R. No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	321,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92½
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	90
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	64½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	900,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	538,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	496,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	204,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	98
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	99½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	109½
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,000,000	6	" "	" "	1895	101½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	99½
Chicago, Burlington and Quincy:						92
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						....
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	82
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						....
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90½
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						....
Pref. sinking fund b'ds (198 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	98½
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	90½
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R. R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,899,000	7	" "	" "	1898	98
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1888	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1906	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1895	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	—— & ——	New York.	1905	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	—— & ——	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,000	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	70
Consol. S. F. Mort. ($5,000,000)	126,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	89
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1860	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'04	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible. *R*	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	570,000	6	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87½
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1854	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	6*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	88
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1885	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	110½
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 98.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1860	100
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	115
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92½
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	100,000	7	Jan. & July.	New York.	1897	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	88½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	71½
Scioto and Hooking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,330	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarksville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	96½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	91
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$900,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——		18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	97½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	90
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	—— & ——	"	18—	90
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	84
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	187	90
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	88
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	85½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	76½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	....
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	93
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. }	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	500,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	78½
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1876	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	72½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	55
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78½
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	80
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	99½
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	101½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	78½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	39
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	71½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	99½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'89–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1682	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	78
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	—	69.0	.....	.....	.....	.....	.....	—	60	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	5,978,892	*	—	—	2,494,900	3,483,992	—	—	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12.710	194.225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*...Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,668	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	1	8	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	—	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	152½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	—	—	624,600	400,000	20,784	—	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.L.Ct. & N.Y.	18,829,185	412,896	—	—	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	140
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306.973	976,017	119.4	893,661	42,096,256	12,886,085	1,565,462	435,780	10	100	137½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	1,100,000	1,766,000	—	—	—	(Leased to Erie.)			—	—	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	—	—	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,008	*	—	—	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			—	—	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,860	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	123
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville..... New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	—	—	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	18
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	—	—	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	112
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	—	137.0	(Leased to Balt. and Ohio.)			888,080	—	—	100	30½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased to Phila. and Read.)			—	—	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	155
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy...Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,600	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	—	—	—	(Leased to Chic. and N. W.)			—	—	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	82
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,999,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	132½
Jun. 30, 1867		Less	ees	of San.	&	Cin.			Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased to Kentucky.)			—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction...O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			—	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,500	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,267	51,281,857	1,903,438	554,507	8	100	....								
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	304.8	2,101,519	.....	.....	3,291,025	1,087,176	...	100	69½							
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....							
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,663,347	983,418	10	50	104½							
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	89½							
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	134,635	667,944	148.9	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	104½							
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	47							
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	86,846	.....	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....							
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	258,144	119.5	560,024	.....	.....	941,321	146,888	8	50	75½							
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....							
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,051	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90							
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	286,750	9,021,492	5,073,551	629,165	169,164	8	100	130							
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	140,000	1,080,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....							
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,988	—	100	....							
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....							
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,670	.....	.....	479,937	114,627	—	50	....							
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....							
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	—	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....							
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....							
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....							
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....							
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....							
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	117½							
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....							
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....							
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....							
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,627	—	100	106							
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....							
Sept. 30, 1867	—	—	....	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....							
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....							
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	115½							
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Delawa	re.)	.....	.....	—	100	....							
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....							
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....							
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....							
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....							
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....							
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central	l.)	25,000	5	100	....							
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Central	l.)	165,000	5	5C	62							
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	38½							
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....							
Dec. 31, 1867	13.0	—	....	97 0	.....	.....	.....	.....	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment.)	—	108.0	.....	.....	.....	161,136	30,812	—	100	....							
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....							
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....							
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....							
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....							
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136½							
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....							
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....							
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....							
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....							
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,800,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Frechold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....							
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....							
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80							
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	887.5	—	....	—	208	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....							
July 31, 1867	229.0	95.5	....	—	84	123	20	1,368	Great Western ¶	Canada.	24,434,563	*	1,200,000	1,565,83	16,668,03	8,601,221	1,208,880	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....							
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,740	197.3	118,446	.....	.....	251,931	137,245	—	100	....							
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	554	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,047	12,965,380	19,922,754	1,716,270	516,270	—	100	119							
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Penney	lvania.)	.....	133,284	7	50	110							
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	108	225							
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	—	122.4	373,152	12,126,637	.....	766,251	.....	—	100	....							
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,165,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....							
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....							
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....							
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150 0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	138½							
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	68	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58 8	149,189	.....	.....	186,451	52,342	—	50	....							
Dec. 31, 1867	560.9	146.6	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	145							
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	34½							
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....							
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....							
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....							
Jan. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	.....	37,144	17,165	—	50	....							
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,636	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	188,439	94,904	—	100	....							
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,726	219,245	—	100	....							
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95							
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l.)	.....	8	100	....							
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,185	—	100	....							
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	60	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....							
Dec 31, 1867	31.0	—	....	54.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. J	an. 1, '68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,467,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111¼
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	664,265	*	18,257	9,140	514,646	44.000	114,749	8,267	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint). O.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	411,824	1,012,564	778,955	624,688	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	87
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	182,680	*	.....	.....	178,232	.....	4,448	.....	9.0	.....	.....	.....	57,382	8.036	—	100	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	3,805,509	401,311	.....	.....	3,000,000	625,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	45
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	1,532,645	*	58,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	343.0	597,077	.....	.....	854,222	109,807	—	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and, Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,584,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	131
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	and oper.	by Conc.)		50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind. O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	93½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113.014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)		59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	65½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Reading	g.)	.....	8	50	110
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	86½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,910	95,684	.....	81,122	720,000	.....	.....	.....	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	15,000	120,725	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,455	*	92,000	406,087	1,157,736	3,464,050	317,926	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,065	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1867	98.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	695,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	5	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,898	2,999,132	.....	378,198	118,326	—	100	46
ept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,636	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	166
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	N. Y., Housatonic & North. N. Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	137
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N. Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,002,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	148
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	000,000	.....	.....	62.0	255,401	.....	.....	486,140	111.835	2½	100	82
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6a	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)								
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800				279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																				
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	5s	50	68½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,687,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	97
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
ept. 30, 1867	21.8	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*		(Owned by	Provincial	Government.)			145.0			(9 mos.)	155,098	22,899	—		
Mar. 31, 1868	118.4	4.0	19.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	70
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	36½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	76½
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	94
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,814,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	5,000,000	*			7,000,000	2,674,000			47.6						24	100	335
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	16.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,046,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	114½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	102	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	48.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,480			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	51
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,070	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	138
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	92½
Oct. 31, 1867	26.5	—	82.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000			33.3				863,705	254,288	10	100	124
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	103½
Jan. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,568,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,564	10	100	117½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	82
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	102½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway .N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,630,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.6	—	—	—	—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	34
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67, I. & St.L.)			2,218,402	608,112	—	100	29½
Dec. 31, 1866	80.7	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶....Missouri.						1,500,000										100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	—	St. Louis, Jacksonville and Chicago...Ill.						2,020,000			80.0				299,534	87,404	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*														100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	881,471	82,542	.....	6,679	243,306	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000	—	50	51½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	80,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,209,150	97,000	149,218		64.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,260	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,560,450	*			869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	487,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	19	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				230,000	580,000				(Leased to Portland and Kennebec.)			36,000		—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871				1,316,009	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	125.0	2.5	....	—	15	6	2	142	South Side (Petersb'g & Lynch b'g) ¶..Va.	3,726,590	*	12,924	40,200	1,366,600	1,708,900	683,047	62,766	132.5	200,058	1,861,845	5,329,252	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.3	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Passr.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	.....	.....	.....	.....	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	.....	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	—	.....	.....	196,000	150,000	.....	.....	.....	(Leased	to Cinc., D	ayton and	Eastern.)	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	709	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased	to Housat	onic.)	.....	31,402	7	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	.....	.....	267,300	—	—	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	61.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	.....	.....	.....	.....	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	900,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,028	287,126	111.0	297,509	3,801,993	.....	574,463	187,095	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,019	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	65
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	.....	—	(Leased	to Hudso	n River.)	.....	19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	.....	.....	.....	.....	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	—	(Operat	ed by Vt	& Mass., &	T. & B.)	32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned	by railroa	ds centrin	g in Troy	.)	—	—	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	—	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	—	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	—	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	—	(Leased	to Vermo	nt Centra	l.)	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,560,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	8	100	102½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	1½	100	63½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,926	7	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,093	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,280	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	60
Dec. 31, 1867	—	—	—	90.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under	const	ruction.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	.....	—	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,289	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....	—	(Leased	to Balt. an	d Ohio.)	.....	27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	129½
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	293,230	—	.....	.....	317,050	52,000	24,180	—	—	(Leased	to Northe	rn Central	.)	.....	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	4	50	100
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	—	—	—	.....	.....	16	100	128½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	—	—	—	.....	.....	—	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	—	1,300,985	.....	161.0	—	—	—	871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	108.0	—	—	—	.....	247,603	8	50	60
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	101.0	—	—	—	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	109.2	—	—	—	1,099,013	.....	6	50	21
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	45.0	—	—	—	155,872	42,170	—	50	24
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	123.0	—	—	—	211,829	61,218	—	50	....
																		64.0	—	—	—	132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'lt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.63	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	60½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	101½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,426	200,000	50,000	48,934	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,643	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	50	25	....
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	....	69
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,861	15,873	—	100	....
30 Sep.'67	22.00	—	—	55	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep.'67	15.05	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	....	1,131129	195,907	12	100	....
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	.....	16,085	6,352	—	100	....
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep.'67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	....
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	228	—	100	....
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,420	18,793	9½	100	....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,600	3,900	—	—	—	100	....
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Morle's a & Ford'm	227,400	95,900	124,000	7,600	68,603	4,578	—	100	....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	....
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	134,000	4,000	24,961	4,000	—	100	....
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69(	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,876	67,780	20,000	—	—	—	—	100	....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6.59(	1,176	5	100	....
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,18945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	....
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	....
30 Sep.'67	4.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	—	....	....
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	....	....	....
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	59,180	24	50	....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22.422	24,500	500	—	4,971	428	2	25	....
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	39
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	....	59,500	57,715	880	49,980	loss.	—	50	....
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct.'67	7.48	....	277	45	2	Philadelphia City (C. & W.)	436,911	215,000	150,000	61,911	226,044	53,011	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	26
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	....
31 Oct.'67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	....
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
21 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,938	339,007	114,200	68,088	408,156	105,448	18½	50	45
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	68½
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	19
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	200,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	—	West Philadelphia	479,706	275,000	100,000	—	281,058	50,692	10	50	64
31 Oct.'67	4.18	—	13	4	1	Wilkesbarre and Kingston	70,245	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,800	5,000	1,127	3,566	1,319	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	—	....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	.....	.....	.....	.....	—	—	....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69 837	60,000	.....	.....	.....	.....	—	—	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway: 1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg: 1st Mortgage	66,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	....	....	....
Dorchester: Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	....	....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morle's a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71–72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	....	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	....	....	....
Middlesex: 1st Mortgage	38,000	..	....	....	..
Malden & Melrose bonds	26,971	..	....	....	....
Real Estate	6,000	..	....	....	....
Ninth Avenue: 1st Mortgage	112,000	7	....	....	....
North Philadelphia: 1st Mortgage	100,000	7	....	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	80,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	490,000	..	....	....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	....	....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1879	....
West Philadelphia: 1st Mortgage	160,000	7	J. & J.	1869	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	66
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	70½
Chicago and Alton, pref.	2,425,400	7	10	158½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	90
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	81
Erie, preferred	8,536,910	7	7	63
Hannibal and St. Joseph, pref.	5,253,836	...	...	113½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	9
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,995,700	...	...	....
Philadelphia and Reading, pref.	1,051,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, * guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	...	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	969,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	39
Union, preferred	...	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	...	6	...	36
Mariposa Mining, pref.	5,774,400	7	7	28½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton 40 — @ 43 —
Pig, American, No. 1 (good to best)	38 — @ 40 —
Pig, American, No. 2	37 — @ 38 —
Pig, American, Forge	35 — @ 36 50
Bar, Refined, English and American	90 — @ 95 —
Bar, Swedes, assorted sizes	(gold) 82 50 @ 87 50
	(Store Prices.)
Bar, Swedes, ordinary sizes	— — @145 —
Bar, English and American, Refined	90 — @ 92 50
Bar, English and American, Common	85 — @ 87 50
Scroll	125 — @160 —
Ovals and Half-round	122 50 @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅜@3-16 inch	100 — @160 —
Hoop	135 — @185 —
Nail Rod	per lb. — 8½@ — 10
Sheet, Russia, assorted No.'s	(gold) — 11½@ — 13
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English	(gold) per ton. 55 — @ 56 —
Rails, American	74 — @ 76 —
Anvils, Eagle	per lb. — — @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb. — 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb. — — @ — 33
Bolts	— — @ — 35
Braziers'	— — @ — 35
Nails	— — @ — 46
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 26½@ — 27

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — 32 @ — 32½
Straits	(gold). — 31 @ — 31½
English	(gold). — 30 @ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 75 @ — —	12 25 @ 12 50
I. C. Coke	7 — @ 8 —	9 75 @ 11 25
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — 22 @ — 22½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 26½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 36
Refined, Standard White (in ship'g order)	— — @ — —
Refined, prime White (in shipping order)	— — @ — 38
Refined, S. W. (in merchantable order)	— 37 @ — 36
Naptha, Refined, (60 @ 63 gravity)	— 13 @ — —
Residuum	per bbl. — — @ 5 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co.	63½	63½	....	61½	59	60
Central of N. Jersey	113½	113½	113½	113½	113½	113½
Chicago & Alton	156½	158½	159½	158½	158	155
" pref.	156½	....	160	160	158½	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	112	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	85½	....
Chic. & Northwestern	....	83½	....	83½	83½	82
" pref.	92	....	90	91½	91½	90
" 1st M.	....	....	....	....	90	90
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	94	....	94	....	....	....
Chic., Rock Isl. & Pac.	....	....	....	....	....	127
Chicago & R. I. 7s, 1870	101	101	....	101	....	....
Chi., R. I. & Pa. 7s, 1896	95	....	....	95	....	94
Clev., Col., C. and Ind.	....	....	72½	71	....	70
Clev. and Pittsburg	....	92	....	....	91	....
" 2 M.	....	92½	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	76
" Con.	....	....	....	....	....	....
Clev. and Toledo	104½	105½	....	105½	105	104
" S. F. 7s.	....	99	99	....	....	....
Col., Chi., & Ind. C.	47	50	50½	49½	....	47
" 1 M.	86	85½	86	85½	85	84½
Cumberland Coal pref.	....	....	38	38½	37½	36
Del. & Hudson Canal	128	128½	129	129	128½	....
Del., Lack. & Western	....	....	....	119½	....	....
" 1 M. 7s.	....	....	....	96½	....	....
" 2 M. 7s.	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	101½	....	....	....	101½
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	92½	92½	....	....	....	....
" 4 M. 7s, 1880	88	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	85½
Great Western 2d mort.	....	....	....	79	....	....
Hudson River	137	....	136	135	135	....
" 1 M. 7s, 1869	....	100	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	142½	....	145	....
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	104	104½	105½	....	105½	....
Marietta & Cin. 1st pref.	....	....	....	28	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119½	119½	119½	119½	....	....
" S. F. 8s, 1882	119½	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	93½	....	94½	94½	93½	93½
" 1 M. S. F.	96½	....	96½	....	97	96½
" 2 M.	93	....	93½	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	66	65	....	66½	65½	65
" pref.	79½	....	....	79½	....	77
" 1st mort.	91	....	....	....	91	91
" 2d mort.	....	....	....	....	....	....
" 8s	103½	103	....	103½	....	....
" 7 3-10s con.	....	....	....	91½	91½	....
Missouri 6s	86½	87½	87½	87½	88	88
" H. & St. J. 1s	....	....	....	88	....	88
Morris and Essex	87	86	86½	86	86	86
" 1st mort.	97½	97½	....	....	97½	....
" 2d mort.	....	....	....	89	89½	89½
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	165	164	164½	163½	162½	160
" 7s, S.F. 1876	....	....	....	100 -	100½	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	91	90½	91	91	91
" 6s, S.F. 1887	....	....	....	89	....	....
N. York and Harlem	137½	....	....	....	137	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Y. and N. Haven	150	150	....	150	150	149
N. Carolina 6s	....	63½	....	63½	....	62½
" new	....	61½	62	61	60½	59½
Ohio and Miss.	....	35½	35½	36	....	33½	33½
" pref.	....	75½	....	....	....	....	....
" 1st M.	....	....	....	....	....	....	....
Pacific Mail S. S. Co.	113½	114	114½	114½	111½	110½
Panama	....	....	....	....	....	....	....
Phila. and Reading	95	94½	94½	94	92	92
Pitts., Ft. W. & Chicago	118½	....	....	118½	117½	117½
" 1 M.	....	....	....	100½	....	....	....
" 2 M.	....	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....	....
Quicksilver Mining Co.	23½	....	22½	....	22½	22½
St. L., Alton & T. H.	....	....	39½	....	....	....	....
" pref.	....	....	....	....	....	....	66
" 1 M.	....	....	....	....	....	....	....
" 2 M. pref.	82½	....	82½	82½	....	....
" Income bds.	....	....	....	....	....	....	....
Tennessee 6s	66½	67	....	67½	68	67½
" new	66½	66½	66½	67½	66½	66½
Tol., Wab. & Western	66½	66½	....	66½	65	65½
" pref.	....	....	....	....	77	77½
" 1 M. ex.	....	....	92	....	....	....	....
" 2 M.	83½	....	....	....	....	....	....
" Equipment, 7s	....	....	....	....	78½	....
Virginia 6s, ex-coupon	56½	56½	....	57½	....	....
" new	62½	62½	....	62½	....	62

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	128	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	109⅝	109⅝	110⅛	109½	109⅝
U. S. 5s, 10-40s, reg	103	....	103⅜	103⅜	....	103⅜
U. S. 6s, 1881, reg	112⅛	112⅛	....	113⅛	....	112⅜
U. S. 6s, 1881, coup	113⅜	113⅝	114⅛	114⅛	114⅛	113⅝
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	110⅜
U. S. 6s, 5-20s, c. 1862	114¼	114⅜	116	115¼	....	114⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	112
U. S. 6s, 5-20s, c. 1864	110⅞	111⅛	111⅜	112⅛	111⅝	111⅛
U. S. 6s, 5-20s, reg. '65	....	112⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112⅛	113¼	113⅛	113⅜	112⅝	112⅛
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	109⅜	110⅛	110⅛	111⅛	110⅜	110⅛
U. S. 6s, 5-20s, reg. '67	....	....	....	111⅛	....	....
U. S. 6s, 5-20s, c. 1867	109⅞	110⅜	110⅜	111⅛	111⅛	110⅜
U. S. 6s, 5-20s, reg. '68	....	110⅞	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	110⅞	111⅛	111	110⅞
U. S. 6s, Pac.R.R.issue	101⅛	101⅜	101⅞	101⅞	101⅛	101⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	33	33
Camden and Amboy	124½	....	124	123¾	123	123
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	86	....	....	....	....	86
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	93⅛	....	....	....	93⅛	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	31	30⅜	30⅜	30⅜	30	30
.. 6s, 1884	83	....	....	84	....	....
.. Gold L	90½	90⅜	90½	90⅜	90½	90½
.. R. R. L	....	85⅛	85	85	84⅞	85
Lehigh Valley R. R	55⅜	55⅛	56	56	55⅜	55⅛
.. 6s new	94⅛	94⅞	....	....	93⅛	93⅞
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	55	55	....	....	....	55
Morris Canal	....	29	29	....	....	....
.. pref	....	59	....	....	....	60
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	90	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	57⅜	57⅛	57⅛	57⅛	57⅛	57⅜
.. 1st M	....	98	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	104	....	....	....	104⅛
.. 6s, 2d series	....	....	104⅜	....	....	....
.. 6s, 3d series	108⅛	108⅛	108⅛	....	....	....
.. 6s, W. L	....	100⅛	....	....	100⅜	....
Philadelphia City, 6s	97⅛	97⅛	97⅛	....	....	....
.. new	100⅛	101	101	101	101	101
Philad., Germ. & Nor	....	69	....	....	....	....
Phila. & Reading	47⅛	47⅛	47⅛	48⅛	46⅞	46⅛
.. 7s, 1893	....	....	....	....	....	105⅛
Philadelphia and Erie	....	25⅛	....	25⅛	....	25⅛
.. 6s	....	86⅛	....	86⅛	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	19⅛	....	....	....	....
.. 6s, 1882	....	....	68	68	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	89	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	55⅛	55	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	12	....	....	....	....	12
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets	45	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	....	95⅜	....	....	....	95⅛
.. 1886	....	....	....	....	....	....
.. 1890	94⅛	94⅛	94⅛	94⅛	94⅛	94⅛
.. 1893	....	....	....	....	....	....
Balt and Ohio	120⅛	....	....	....	120⅛	120⅞
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	94⅛	....	....	94⅛
Marietta & Cin. 1st M	....	....	88	....	....	88⅛
.. 2d M	72⅛	....	72	....	....	71⅞
Northern Central	48⅛	48⅛	....	....	....	....
.. bonds, 1885	83⅛	....	....	....	83⅛	83⅜
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	93	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	....	152⅛	152½	152½	152⅜	152⅜
Boston and Lowell	141	....	....	140	....	....
Boston and Maine	137	....	137½	....	137½	....
Boston and Providence	....	....	....	137½	....	....
Boston, Hartford & Erie	27⅛	27⅜	27⅜	27⅜	27⅜	27⅜
.. 7s, new	66	61⅜	....	64⅜	64⅜	....
Cheshire, pref	....	70¼	70¼	....	....	70⅜
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	115⅜	....	115⅜	115⅛	....	115⅛
Fitchburg	136½	....	136½	....	136½	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119	119½	119⅜	119¾	....	119⅛
Northern, N. H	....	110⅜	....	....	....	112
Ogdens. & Lake Champ	70½	....	70½	....	70½	70
.. pref	....	....	106	106	....	....
Old Colony & Newport	....	94⅜	94⅛	....	94	94
Ph., Wil. & Baltimore	52⅛	52⅜	....	....	51⅛	51⅜
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	....	102⅜	102½	102½	102⅜	....
Vermont & Mass	....	64	64	....	....	63⅜
Vt.C. & Vt. & C. Eq. 8s	....	....	103	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	101⅜
Metropolitan ..	67	68	68	....	....	69
Middlesex ..	60	....	....	....	....	....
Central Mining Co	....	....	30	....	....	....
Copper Falls ..	17	17	17½	....	....	....
Franklin ..	19	19⅛	19⅛	19	19	19
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	6	....	....	6½	6½	....
Minnesota ..	....	....	....	3⅛	3	3⅛
Pewabic ..	11	11⅛	12	12	12⅛	12⅛
Pittsburg ..	18	19	....	19½	....	....
Quincy ..	....	30	30⅛	....	30⅞	30

London Stock Exchange.

	—Closing Prices.— Jan. 29.	Jan. 22.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	67 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	67 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	45½— 46	46 — 46½
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	26 — 26¼	26¼— 26⅜
Do. sterlg. 6 p. c. convertible bonds	70 — 72	— — —
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	99 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	92 — 92½	92½— 93½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	94 — 96
Do. General mort. 6 p. c. 1910	86 — 88	84 — 86
Philadelphia and Erie 1st mort. 1881	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, February 20, 1869.

Stock Exchange and Money Market.

Money was in full supply up to Monday and quite easy in price at the rates quoted in our last, namely 5@7 per cent. on call, and 7@9 per cent. per annum in the discount form, though the city banks made a rather less favorable exhibit, in their last weekly returns, and an enlarged outflow of currency to the South and South-West was reported. The demand for aid was not urgent from any source, and lenders, finding no other employment readily available for the idle means, were making free purchases of the public funds. On Tuesday, however, all this was changed; and Money was made artificially close and dear very suddenly, mainly in the interest of the *bear* operators in the public funds, and in substantial stock values, with a view to the depression of prices, which, under somewhat vigorous hammering yielded sharply in the railway and miscellaneous share line, and about ⅛@¾ per cent. from the closing figures of Monday in the instance of the national securities. The absence of the day's foreign telegrams, until a late hour, led to some hesitancy in the dealings in coin-bearing bonds, which circumstance was taken advantage of, to make further *short* sales. Buyers, however, appeared promptly for all the current offerings at the going rates. None of the large street holders seemed disposed to sell, as they looked confidently for higher figures than even those made during the activity and excitement of Monday. Toward the close of business hours on Wednesday, there were symptoms apparent of a relaxation in the market, and less pressure for accommodation was noted than had been experienced on Tuesday, though the extreme rates of that day were maintained, the range having been from 7 per cent. in currency to the same figure in gold, on call. Discounts were quoted at from 7⅛@10 per cent. per annum, with little movement in progress. The city banks, last week, lost $3,625,000 of deposits, $2,085,000 of specie, and $1,089,000 of legal tender notes. They reduced their loans $2,161,000; and added $17,045 to their circulation. Washington advices report the cash balances of the Treasury Department as being now up to 95½ millions coin, and 16 millions currency, or equal to 111½ millions, all told, of which the Sub-Treasury in this city holds about 88¼ millions. Of the coin reserve, 33 millions represent outstanding coin certificates.

The specie reserve of the city banks is now $25,854,531, against $24,192,954 same time last year. The city bank deposits are now $193,977,960, against $216,759,898 week ending Feb. 15, 1868. The legal tender reserve amounts to $52,334,962, against $63,471,762 same time last year. The circulation now stands at $34,163,451, against $24,043,296 same time last year. The loans are now $264,380,407, against $271,015,970 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $115,126,000 a day, against a daily average of $111,721,580 the preceding week, and $103,226,716 the week ending with Jan. 27, 1869. The current week's exchanges average about $111,500,000 a day. The city banks, last week, lost $2,085,073 of specie, $3,625,039 of deposits, and $1,089,181 of legal tender notes. They reduced their loans, $2,161,325; and increased their circulation, $17,035.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,365,110, average amount of specie $1,194,091, average amount of deposits $1,906,815.

National Bank notes to the amount of $197,240 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $312,530,726, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $12,787,949, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,742,777. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,555,900; and for the public deposits, $34,391,350—making a total of $376,947,250. The Treasury Department last week redeemed and destroyed $412,600 of worn and mutilated fractional currency, and issued $166,650 of new. The outstanding amount of fractional currency on the 1st of February, 1869, was $35,511,127, against $34,215,716 on the 1st of January, 1869, and $33,875,268 on the 1st of December, 1868.

The U. S. Sub-Treasury receipts, week ending with Feb. 13, were $10,157,005, including $3,339,143 from customs duties; payments, $7,996,110, including $502,760 of coin interest; balance at the close of the week, $88,040,934, against $85,879,989, at the close of the preceding week, showing an increase of $2,160,945. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $963,991 including $406,891 from customs; and payments, $1,186,697 including $43,732 of coin interest; on Tuesday, receipts, $1,059,625 including $553,121 from customs, and payments, $674,272, including $40,593 of coin interest. The balance at the close of business on Tuesday stood at $88,203,580, against $86,235,144 a week previous; and $84,015,873, on Jan. 27, 1869. The aggregate receipts of the office in January were $60,627,079, including $9,702,416 from customs, aggregate payments, $64,854,493, including $18,543,453 of coin interest.

The outstanding amount of coin certificates on the 1st of Feb., 1869, was $32,659,520, against 27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $401,000, and retired $3,245,142 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during January, reached $10,964,000.

Government revenues show a fair average yield. The excises, last week, yielded about four millions; customs at the port of New York, $3,339,143, and at the outports about $1,050,000 (in coin) more, making the grand total income for the week equal to about $8,925,593 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 91 millions, according to the latest Washington advices.

There has been more activity in the Gold Market, without any very notable fluctuations in the premium. The offerings have been liberal, chiefly on speculative account, but have been readily absorbed, mainly by the *bull* interest in the room. The extreme figures of the week have been 134¾ @135½, and the closing quotations on Wednesday 135@135⅛. The advanced prices of Government securities in the home and foreign market, and the abundance and depressed condition of foreign exchange operated against the speculators for a rise. The customs demand keeps up to about about half a million a day. The export inquiry has already ceased, for the present. The exports, last week, from this port were under a million of dollars.

The customs demand for Gold last week, averaged $556,523 a day; thus far, this week, it has been equal to $480,000 a day, or equal to a weekly aggregate of $2,880,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $1,029,568, and since Jan. $1,630,362 against $261,330 same time in 1868. The receipts from California, last week, were $247,356. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $75,050,739, against $68,703,123 same time in the preceding fiscal year. At the port of San Francisco in 1868, $8,382,829, against $7,622,827 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been $15,008,144, against $19,967,774 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $4,959,639. The exports of specie, from this port, last week, were $929,839, against $708,394 same week last year; total, since July 1, 1868, $26,877,171, against $36,968,565 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $502,760; since July 1, 1868, $62,743,131, against $50,871,520 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Jan. 22, 1869, were $3,161,497, against $2,732,801 same time in 1868.

Foreign Exchange has been quite freely offered at much lower prices, yet has been in very moderate request. The bond and produce export purchases have added largely to the floating supply of bills, and the depression of the general market. Bankers' prime sixty day bills on London closed on Wednesday at 108½@108⅞, and on Paris to 5.20@5.17½; sight bills on London to 109⅛@109½, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been on a more liberal scale this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,228,065, against $3,686,417 same week last year; total, since July 1, 1868, $100,292,575, against $114,095,686 same time in preceding fiscal year of 1867–'68.

There has been an unusually active call for all the coin-bearing bonds of the Government, since our last, at advanced though somewhat variable prices. Monday's dealings were particularly extensive. The exportable bonds were eagerly sought after by the foreign houses, and showed a sharp advance in prices—full 1½ per cent. in the instance of 1862 Five-Twenties—on very meagre offerings, in the face of the reported activity and buoyancy in the London and Frankfort markets, where our funded obligations are daily gaining in public favor, as thoroughly reliable, as well as extraordinarily lucrative forms of investment. The home demand grows almost as rapidly as the foreign inquiry, both absorbing the floating supply of bonds at an unusually extensive rate, and giving to holders who are disposed to realize, every advantage as to price, the tendency of values in all instances being to much higher figures. The recent address of the President elect, indicating his determination to administer the Government on an economical basis and to uphold the public credit, had the effect of dissipating all distrust in the financial policy of the incoming administration, and in the solvency and uprightness of the national government. The severe pressure brought about on Tuesday in the Money line temporarily injured the fund values, by inducing realizations, partly on speculative account; but late on Wednesday, there, was a fresh rally in prices of ½ per cent. from the lowest quotations of the day, on an improved demand, market closing strong and buoyant.

U. S. sixes of 1881 closed here on Wednesday at 114@114¼; U. S. Five-twenties of 1862, 114¾@115; U. S. Five twenties of 1864 at 111⅛@111¼; U. S. Five-twenties of 1865 at 112¾@113; U. S. Five-twenties of 1865, consolidated, 110¼@110⅜; U. S. Five-twenties of 1867, 110⅞@111; U. S. Five-twenties of 1868, 110¾@110½; U. S. Ten-forties at 109¼@109½; U. S. Six per cent. currency bonds, 101⅝@101¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 3.	Feb. 10.	Feb. 17.
Consols	93¼	93⅛	93
U. S. 5-20's of 1862	76¼	77	78¼
Erie	25½	24¾	24
Ill. Central	93½	94	96½

Railway and miscellaneous stocks have been more freely offered and have been depressed in price, on a less confident speculative demand, though closing rather more steadily on Wednesday, under the partial easing up in Money.

The Delaware, Lackawanna and Western Railroad Company have made an important reduction in their retail prices of Scranton Coal, and are now offering Stove, Grate and Egg at $6 50, and Chestnut at $6, per ton, of 2,000 lbs., delivered from their several yards in New York, Brooklyn and Jersey City.

General business has shown less activity and less firmness in the domestic produce line, especially in Cotton and Breadstuffs. Middling upland cotton closed dull and heavy on Wednesday at 29@29¼ cts per lb. The stock of cotton now here is estimated at about 67,000 bales. The receipts at the port this week, have averaged about 4,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,489,000 bales, against 1,427,000 bales same time in 1867–'8; exports, same time 737,000 bales, against 862,500 bales same time in 1867–'8; stock on hand at latest dates, 392,500 bales, against 387,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 997 pkgs., against 955 pkgs., same time last year. From Boston, 832 pkgs., against 2,045 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been very slow of sale at from 10@17c. per lb.; week's receipts, 5,383. Milch cows quiet, but quoted firm for good stock, the whole range being from $40@$125 each; receipts, 77. Veal calves scarce and in demand, at from 9@13½c. for inferior to extra per lb.; receipts, 600. Sheep and lambs have been moderately dealt in at from 5@8¾c., per lb.; receipts, 25,880. Swine have been in less demand at from 11@11¾c. per lb., live weight; receipts, 14,508. In foreign merchandise, there has been more movement particularly in Groceries, which have been quoted much firmer. The total imports of foreign dry goods, last week, were $2,057,682, and the total amount marketed $2,390,418. The value of foreign merchandise imported last week, was $1,887,065—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $3,941,747, against $4,037,820 same week last year; total since July 1, 1868, $151,398,208, against $138,688,570 in 1867–'8. The freight market has been dull and heavy. For Liverpool we quote flour at 1s. 6d.@1s. 7½d. by sail, and 1s. 9d.@1s. 10½d. by steamer, per bbl.; grain at 4½d.@5d. by sail, and 5d.@5½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 17s. 6d.@25s. by sail, and 25s.@50s.

by steamer, per ton. Total number of vessels in port on Wednesday, 380.

The New York exports, exclusive of specie, for the week ending Feb. 16, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,686,417	$3,228,065
Prev. reported	19,256,893	17,437,506
Since January 1	$22,943,310	$20,665,571

The imports for the week ending February 13, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,278,902	$2 057,682
Gen. merchandise	2,758,918	1,887,065
Total for the week	$4,037,820	$3,944,747
Previously reported	18,552,617	25,212,362
Since January 1	$22,590,437	$29,157,109

The balance in the Sub-Treasury on Wednesday was $89,138,127 67.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. 1st mort., 85; Toledo, Wabash and Western consol. bonds, 80; New Jersey Central 1st mort., 99; do., 2d mort., 102; Ohio and Miss. consol. bonds, 85½; Toledo, Peoria and Warsaw 1st mort., W.D., 85½; do., E. D., 86⅜; Albany and Susquehanna 2d mort., 7s, 80; N. Y. Central Real Estate bonds, 87; Galena and Chicago 1st mort., 98; Pacific 7s, guar. by Mo., 93; Chicago and Milwaukee 1st mort., 90½; Am. Dock and Imp. 7s, 94¼; Hannibal and St. Joseph R. R., 119; do., pref., 113½; Dubuque and Sioux City R.R., 106; Norwich and Worcester R. R., 105; Stonington R. R., 82; Joliet and Chicago R. R., 95; Brooklyn 6s, W. L., 95; New York State 7s, Bounty Loan, reg., 109¾; do., coupon, 109⅜; Louisiana 6s, 74¼; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 84½; Alabama 5s, 66; do., 8s, 94; Indiana 5s, 98; Georgia 7s, 92½; Brunswich City Land, 9¾; Central Coal, 60; Spring Mt. Coal, 50; Boston Water Power Co., 15⅛; Western Union Telegraph, 36⅛; do., 7s, 85; Mariposa Mining Co., 9; do., pref., 28¾; do., Tr. 10s, ctfs., 66; Adams' Exp. Co., 64; American Mer. Union Exp., 44½; Merchants Union Exp., 15; United States Exp., 56; Wells-Fargo Exp., 32; Buchanan Farm oil, 0.65; Black Hawk gold, 1.10; Benton gold, 0.17; Central Petroleum, 0.96; Consolidated Gregory Gold, 2.50; Combination Silver, 3.25; Corydon, 0.10; Grass Valley, 0.46; La Crosse Gold, 0.17; Northern Light Oil, 0.36; Quartz Hill Gold, 0.73; Rutland Marble, 17.00; Smith and Parmalee Gold, 1.80.

Philadelphia.—West Jersey R. R., 60; do., 6s, 90⅛; Phila. and Trenton R. R., 124; Oil Creek and Allegheny River R. R., 38¼; Phila. and Sunbury 7s, 90½; Steubenville and Indiana R. R. 6s, 72¼; Phila. and Erie 7s, 80; West Penna. R. R., 6s, 81; Vermont Central 1st mort. 39; Connecting R. R. bonds, 89; New Jersey 6s, free, 102; Penna. State coupon, 5s, 92⅛; St. Louis W. L., 102¾; Pittsburg 5s, 71; North Penn. R. R. scrip, 84; Fifth and Sixth streets R. R., 38; Morris Canal scrip, 64; Chesapeake and Delaware Canal, 41; do., 6s, 93; Fulton Coal, 5; St. Nicholas Coal, 1; N. Y. and Middle Coal Fields, 4¼. The latest quotations are: City 6s, 97½@97¾; do., free of tax, 100¾@100⅞; State 5s, reg., 96@99; do., coupon, 92½@93; do., 6s, W. L., 100½@101; do., 1st series, 104@104½; do., 2d series, 105@104½; do., 3d series, 108¼@109; Reading, 46@46⅛; do., 7s, 1893, 105¼@105¾; do., 6s, 1880, 87@90; Camden and Amboy, 124@124½; do., mort.6s, 1889, 93@93½; do., 1883, 86@86½; Penn. R. R., 56¾@56⅞; do., 1st mort., 97½@98; do., 2d mort., 96@96½; Little Schuylkill R.R., 43@43¼; Morris Canal, 28@30; do., pref., 59@60; do., bonds, 80@90; Wyoming Valley Canal, 28@32; do., 6s, 77@80; Susquehanna Canal, 12@14; do., 6s, 55@57; Sch. Nav., 9@9½; do., pref., 19½@20½; do., 6s, 1882, 68@69; Delaware Div. Canal, 48@49¼; do., bonds, 82@—; Elmira and Williamsport, 30@31; do., pref., 40@41; do., 7s, 1873, 90@91½; do., 5s, 60@65; Lehigh Coal and Navigation, 29½@29¾; do., 6s, 1884, 82⅝@83¾; do., R. R., Loan, 84¾@85; do., Gold Loan, 90@90; North Pennsylvania, 33@34½; do., 6s, 89@90; do., Chattle 10s, 109@109; Philadelphia and Erie, 25@25¼; do., 6s, 86¾@86¾; Minehill, 54¾@55; Catawissa, 9@11; do., pref., 32½@33; Lehigh Valley, 55⅝@55¾; do., 6s, new, 92½@93½; Fifth and Sixth streets, (horse,) 37½@39; Second and Third, 43@45½; West Philadelphia, 63@64; Spruce and Pine, 25@29; Green and Coates, 38@39½; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 16@18; Girard College, 27@29; Tenth and Eleventh, 71@75; Union, 40@43; Hestonville, 11½@12.

Boston.—Union Pacific 6s, gold, 99¼; Central Pacific 7s, gold, State Aid, 111; do., 6s, gold, 99½; California Pacific 7s, gold, 100; Cheshire R. R. 6s, 1877, 92⅛; Vermont and Massachusetts R. R. 6s, 1883, 92; Vermont Central 1st mort., 7s, consol., 78¾; do., 2d mort., 39; Sandusky, Cincinnati and Cleveland R. R. 7s, 73¾; Old Colony and Newport 7s, 1877, 102¼; Burlington and Missouri River R. R. 7s, 91; Ogdensburg and Lake Champlain Equipment 8s, 1878, 101⅞; Pacific (Mo.) R. R. 6s, gold, 97½; Cedar Rapids and Missouri R. R. 7s, 93; Connecticut River R. R. 6s, 1878, 96; Atlantic and Pacific R. R. 6s, 1888, gold, 88; Calais and Baring R. R. 6s, 1879, 87; Indianapolis and Cincinnati R. R., 17¼; Summit Branch, 24; Taunton Branch R. R., 114⅞; Boston and Lowell, old stock, 140; Rutland R R., 34; Berkshire R. R., 70; Granite Railway, 60; Short Mt. Coal, 12¼; Boston Water Power Co., 16; Cary Imp. Co., 8⅛; Waverly Land, 2; Massachusetts 6s, 1883, gold, 110½; do., 6s, 1875, currency, 101½; New Hampshire 6s, 1872, 100; Connecticut 6s, 1881, 98⅞; St. Louis 6s, 1878, Wharf bonds, 89; Bangor 6s, 1894, 92½; Boston 6s, 1876@1877, currency, 101¾; do., 1874, currency, 100; do., 5s, 1883, gold, 107⅜; do., 1876, gold, 111¾; Chicago 7s, River Imp., 98⅛; Cincinnati 7 3-10s, 103⅜; Cook Co., Ills., 7s, 97; Salem 6s, 1893, W. L., 100; Albany 6s, 1879, 94; Cambridge 6s, 1882, 99½; Allouez Mining Co., 6⅞; Concord, 8; Dana, 50c.; Hancock, 4; Hanover, 30c.; Hecla, 85; Humboldt, 75c.; Hungarian, 1; Madison, 75c.; Manhattan, 50c.; Native, 60c.; Petherick, 87½c.; Pontiac, 40c.; Rockland, 2; Ridge, 5; South Side, 50c.; Schoolcraft, 17; St. Clair, 1; Superior, 75c.; Seneca, 4; Winthrop, 60c.

Baltimore.—Virginia 6s, old, reg., 51½; do., 1866, 55; do., 1867, 57½; Maryland Defense Loan, 99½; Memphis City 6s, 51¼; Western Maryland R. R. bonds, 2d pref., 52; Richmond and Danville bonds, 72½; Orange, Alexandria and Manassas 3d mort., 82½; do., 4th mort., 8s, 76½; Virginia and Tennessee R. R. 8s, 71½; Central Ohio 1st mort., 86; Wilmington, Charlotte and Rutherford 1st mort. 8s, guar., 75; Parkersburg R. R., 24; Bare Hill Mining Co., 0.20; Silver Valley, 0.15; Baltimore Copper, 49; Gardner Hill, 0.55; George's Creek, 67. The latest quotations are: Balt. and Ohio, 120@120⅞; do., 6s, 1875, 92½@93; do., 1880, 92½@93; do., 1885, 94@94½; Northern Central, 48@48½; do., bonds, 1885, 83½@85; do., 1900, 84½@—; Parkersburg Branch, 24@24¼; N. W. Va. 1st mort., 92@93; do., 2d mort., 90@90½; do., 3d mort., 1873, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 88@89; do., 2d mort., 71½@72; Central Ohio, 31¼@31⅝; do., 1st mort., 85½@86½; Western Md. 6s, 1890, —@75; do., guar., 89@90; do., 2d mort., guar., 85@87; Richmond and Danville bonds, 72½@—; Baltimore 6s, 1875, 95@95¼; do., 1886, 94@95; do., 1890, 94⅝@94¾; do., 1893, 97@—; do., 5s, 1838–'70, 73@75; City Passenger R.R., 17½@18; George's Creek Coal, 66@70; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.30.

New Haven and Derby Railroad.

For several weeks past the work of constructing this road has been suspended, owing to the company being unable to raise the necessary funds to complete the work. The city of New Haven having voted to guarantee the bonds of the railroad to the amount of $225,000, work has been resumed, and the road will be rapidly pushed to completion. If no further delays occur it will probably be in running order the latter part of the summer. The company have just advertised for proposals to build the road from the present terminus at Derby through the village of Birmingham to the village of Ansonia, a distance of one and a half miles, making the entire road thirteen miles long. It is expected that this portion will soon be under contract and be completed as soon as the main part. The entire road will cost about $1,000,000.

☞ At a meeting of the directors of the Cincinnati and Baltimore railroad company in Cincinnati on the 5th inst. Mr. John King Jr., of Baltimore' resigned the Presidency of the road, and Mr. W. T. McClintock, of Chillicothe, Ohio, was chosen his successor. Mr. William H. Kimbert, of Chillicothe, Ohio, resigned the position of Secretary, and Mr. John O'Donnell Smith, of Cincinnati, was elected in his stead.

☞ The Peterboro' and Lakefield Extension of the Peterboro' and Port Hope Railway has been completed and opened for traffic. It is nine miles in length; making the total distance from Port Hope to Lakefield about 39 miles. It is proposed to extend the road a further distance of about five miles either to Chomung Lake or to Buckhorn.

☞ A railroad has been projected to run from South Royalston, on the Vermont and Massachusetts Railroad, to Winchenden, on the Cheshire Railroad.

☞ The Wicomico and Pocomoke Railroad has realized on an average about $1,000 per month, over expenses, during the first six months of its existence.

Erie Railway.

SUPREME COURT, SPECIAL TERM—DECISION OF JUDGE CARDOZO—THE RECEIVERSHIP ORDER VACATED—THE DIRECTORS HAVE POWER TO ISSUE CONVERTIBLE BONDS, AND TO CONVERT THEM INTO STOCK.

August Belmont *vs.* the Erie Railway Company. —The decision in this case was made public on the 10th inst. This matter comes before the court upon an application to open an order made at Special Term, to allow the defendants to introduce proofs, which they could not produce when the motion, which resulted in that order, was heard, and thereupon to hear the motion anew; and, if found to be required by law and justice, to vacate the order previously entered, and declaring that the plaintiffs are not entitled to the relief they obtained, to deny their motion for that relief. This is a very ordinary proceeding, constantly occurring, the Judge says, but as the question was raised and elaborately argued, he reviews at length the authorities, premising by saying that the twenty-third rule of the court has nothing to do with the matter. Indeed it is manifest, and so it has been always understood, that that rule relates exclusively to ex parte applications made out of court to a "judge or justice" upon affidavits; and so the rule provides that upon making to a judge or justice an application for an order, in the affidavit upon which the order is asked the party shall state whether any previous application for such order has been made to any other judge or justice. But a motion upon notice to open an order is not addressed or presented to the Judge. It is an application to the court. Judge Cardozo concludes as a result of his review of the discussions, that if it be possible that anything should be deemed to be settled by authority, the proposition that a motion may upon application to the court be opened and heard anew, if the court in its discretion thinks sufficient reason exists for doing so, must be considered as conclusively established. To sum it all up briefly, it is well settled that whatever can be done upon motion to the court may by the court, upon further motion, be altered, modified or wholly undone. The second subject, do the defendants present such a case as justifies the granting of the preliminary motion to open the rule taken against them? is next considered, and Judge Cardozo takes this as the test of whether the motion to open should be granted. Have the defendants shown any material facts which were not presented to the court upon the previous motion, and if they have, were they, so far as such matters then existed, prevented from bringing them to the notice of the judge, by mistake, inadvertence, surprise, or excusable neglect?" The case, as insisted upon by each side, as argued by counsel and already published, is stated, and the points made by defendants that they were taken by surprise, because the case was taken from its regular place on the calendar, and that they had not sufficient time to prepare the necessary papers, are held to be well taken, and even those points are unnecessary, because the one conceded fact that this case is prosecuted at the risk and expense of persons other than the nominal plaintiffs, introduces a new feature, not developed before Mr. Justice Sutherland, which, upon authority, is decisive of the motion. This fact requires that any relief, especially upon an interlocutory motion must be refused. The other admitting Theresa Robinson as a party plaintiff, made by Judge Sutherland on the 19th of November, 1868, does not affect the matter. When a suit is brought by one on his own behalf and all others similarly situated who see fit to come in and avail themselves of its benefits, such others have no control of the litigation and are not authorized to interfere until a decree has been made in the cause (Innes *vs.* Lansing, 7 Paige R., p: 585.) It results from these views that the court has the power to open the order made at special term; that this is a proper case to exercise that discretion, and that upon the matter as now presented the order which was then made should be vacated, and the motion for a receiver denied and the preliminary injunction discharged. An order to that effect will accordingly be entered.

The Judge then proceeds to show why he thinks the order of Judge Sutherland so plainly erroneous in law as to justify a motion being entertained on that ground alone to vacate it as being the result of an obvious mistake:

It is not doubted that a stockholder of an incorporated company may have an injunction to restrain illegal acts of the directors, and in certain cases may have a receiver appointed of a particular fund, the proceeds of an unlawful act, Such was the case of Fisk, &c., *vs.* The Chicago and Rock Island Railroad Company, (36 How., P. R., p. 20.) But the bill in this action, while neither charging insolvency nor asking to dissolve and wind up the company, prays that "a receiver may be appointed of all and singular the funds and books and papers and rights of action of such company." It makes no case for any partial receivership. In fact, unless the general receivership prayed for and granted could be allowed, the extent of the plaintiffs' case in any aspect, would be for an injunction. That any particular fund, the result of any supposed illegal act, was sought to be reached, is quite out of the question; and, indeed that no such idea was either in the mind of the counsel for the plaintiffs or of the court, is settled decisively by the fact that, after the order for a most sweeping and general receivership was granted, the court in staying, to some extent, proceedings under it, expressly provided, "but this stay shall not prevent said receivers from calling upon the directors and officers of said company by legal proceedings or otherwise"—not for the proceeds of some excess of power, but "for accounts of the earnings and receipts of said company, and for payments of all surplus of said earnings over and above the amounts thereof necessary to pay the legitimate expenses of running said railroad and operating said ferries!" It would be quite pertinent and proper to cite against removing all the directors (which such a receivership in affect does) upon charges of misconduct against a few, the remarks of the court in Waterbury *vs.* Merchants' Union Express Company, (*ubi supra*:) "The infidelity or misconduct of some, or even of all the trustees or managers of such an association, affords no ground for taking away the rights of the shareholders who constitute the company either by dissolving it, or taking away its management and placing it in the hands of an officer of the court. In such a case, the principals of remedial or preventative justice go no further than to enjoin or forbid the misconduct or remove the unfaithful officer. I am not aware of any authority for dissolving a corporation or an unincorporated stock association, or for taking its management from its proprietors, or shareholders on the mere ground that one, or even all, of its trustees are unfaithful. The court may enjoin the trustee, or suspend, or remove him, and if necessary, may order a new election, but cannot substitute its own officer." * * * * Passing then from cases not presenting precisely the question which arises here, I refer to a General Term decision made by Judges Sutherland, Ingraham and Clerke in 1855, (Howe *vs.* Denel, 43 Barb. S. C. R., p. 505,) which is directly and fatally in point. The opinion was delivered by Judge Ingraham, both of his associates concurring; and as the syllabus of the reporter is a terse and truthful statement of the points presented and decided, I need only quote his language; "The visitorial powers conferred upon the Court of Chancery by the article of the Revised Statutes relative to proceeding against corporations in equity, can only be exercised by the Supreme Court, on an application made at the instance of the Attorney-General, or a creditor of the corporation, or a director, trustee or other officer having a general superintendence of its concerns. An action cannot be brought under the statute, by a stockholder against the corporation and its trustees to have the corporation dissolved and restrained from the exercise of corporate powers, to restrain the trustees from exercising anypowers as trustees, and for appointment of a receiver and the sale of the property of the corporation. Nor can the court entertain such an action, or grant the relief asked for, under its general powers as a Court of Equity. In no case, except in respect to moneyed corporations, or insolvent corporations, can a stockholder have a receiver appointed, on a preliminary injunction, with authority to take entire possession of the corporation, and thereby work its dissolution." To the same effect is the General Term, decision in Latimer *vs.* Eddy, (46 Barb., S. C. R., p. 61,) the opinion being delivered by Judge Sutherland, who among other things, says: "A Court of Equity has no visitorial power over corporations, except such as may be express'y conferred on it by statute." Here, then, this matter must end; for let it be remembered that the plaintiffs bring this action as stockholders, and that, as such, they have according to those cases, no standing in court to obtain the relief they seek; and those decisions, whether right or wrong—though I do not mean to intimate, for I have no doubt of their correctness—are of binding and controlling authority upon every Judge of the Court when sitting at Special Term.

Judge Cardozo then proceeds to give his views upon the question whether the directors have the power to issue bonds for the amounts they may borrow to complete and finish or to operate the road and convert them into stock:

The power is claimed to exist by force of the tenth sub division of the twenty-eighth section of the "Act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850. (Sess. L., 1850, chap. 140.) Against a construction of the statute which asserts the existence of the power to issue these, briefly termed, "convertible bonds," the plaintiffs cite the ninth section, and they claim that the stock can only be increased in accordance with its provisions, and they suppose that this construction was given to the statute by Judge Sutherland, last spring, in the case of The People *vs.* Erie Railway Company, and Schell and Bloodgood *vs.* the same. I think it cannot be said that the statute received any construction in these cases. Nothing can be said to have been decided by them except, which was proper enough upon the facts stated in the complaint, that the plaintiffs, under the circumstances therein disclosed, were entitled to the injunction they prayed. The bills in those suits charged that the issue of the stock, which was the subject of complaint there, was not made in good faith as a conversion of bonds lawfully issued for money borrowed; and that the bonds themselves were not given for money actually borrowed, but were issued to Drew as a part of a fraudulent scheme or contrivance by which he, for his personal benefit, while a director of the company and standing in a position of trust toward it, should be enabled to create additional shares of the stock of the corporation. Now, if the Judge, upon all the papers before him, thought that charge sustained, then it was not necessary, in order to continue the injunction, that he should consider the question

of power to issue convertible bonds at all, which undoubtedly the complainants did also raise. As the Judge did not accompany his decisions with any statement of the facts which he found, or the reasons upon which he based his conclusion, I cannot say that he examined or passed upon the question now presented. He did not enlighten us by any opinion as to what he deemed the true construction of the statute, and we must therefore inquire into it for ourselves, without the assistance which we should otherwise have derived from his labors. When a case is decided, without any opinion being given, and there can, by any reasonable view of it, be more than one point upon which it could have been disposed of, it cannot be regarded as an authority on any question, because it is impossible to say which point the Judge examined and decided. So, also, no principle can be deemed to have been settled, by the General Term having affirmed those cases, because the affirmance was by default. Nothing was argued —nothing considered, and, of course, nothing decided. I do not doubt that if the court were satisfied that bonds were about to be issued by the directors of a corporation, not for the payment of money actually borrowed for the purposes authorized by the statute, but as a part of a fraudulent device to increase the stock, the issuing of them might be restrained by injunction; nor that while the bonds remained in the hands of any persons affected with notice, that they did not represent a *bona fide* indebtedness, but were issued with such fraudulent design, the issuing of stock in conversion of them might also be enjoined. But, as the papers present the facts, that does not touch the question here. The point here involves just this proposition: Have the directors power, in a proper case, to issue convertible bonds, if the capital stock of the corporation be full, and the stockholders do not authorize any increase of it, pursuant to section 9? Neither of the learned council cited any case, except those from which I have already shown we can derive no light, and I know of none myself purporting to construe the statute on this subject. To my mind, however, the question is neither doubtful nor difficult. Section 9 and subdivision 10 of section 20 are entirely distinct, and contemplate and provide for entirely different purposes. It seems to me the Legislature had two cases in contemplation. One was the mere increase of capital stock; that was to be the act of the stockholders. The other was the borrowing of money for certain purposes. Power to do that, with such incidents as should make it effectual, and afford the best facilities to execute it in the most advantageous methods for the interests of the company, was conferred upon the directors. By section 9, the case of mere increase of capital stock was regulated. Such increase might be desirable, yet perhaps there might be no pressing haste about it; and in such cases compliance with the detail required by section 9, which would consume considerable time, might be well enough. But another contingency might happen, for which the slow process of that section might be totally inadequate. It might be that the sale of stock, if any remained unissued, would not be rapid enough for the need of the corporation; or perhaps, when all the stock had been taken, its necessities might, temporarily, be so urgent that they would not bear the delay of proceedings to increase the stock under section 9, and that the life of the company depended upon prompt action. Besides, it is by no means clear that an increase by the act of the stockholders is authorized to relieve the company from that through which it might be placed in the greatest strait, viz., a previously incurred debt. Such cases would be covered, and such calamities averted, by the tenth subdivision of section 28, which authorizes the borrowing of money for certain purposes, and the issuing of bonds, and the mortgaging of the corporate property and franchises. It is plain that the two sections are wholly independent of each other, and that one refers, as I have said, to mere increase of stock, and the other to the borrowing of money, and securing its payment. Now, that the power to borrow money, issue bonds, and mortgage the corporate property and franchises is conferred on the directors, is not denied; and the statute gives it plainly, but not more so than it adds that the "Directors may confer on any holder of such bonds the right to convert the principal due or owing thereon into stock, under such regulations as the directors may see fit to adopt." It is argued that this right can only be conferred when there is stock remaining unissued. The answer is, the statute has not said so. Nor has it said that the power, which is expressly granted to the "directors"—not to the stockholders—shall be in anywise restricted or controlled by section 9, and it was very easy to have expressed it, if such had been the design, and I must assume that it would have been done if such had been the intention, because there is nothing inconsistent in providing that the stockholders may increase the stock in a certain way, and that by the action of the directors an increase of stock may be worked in another way. The power to give the privilege of converting the bonds into stock is conferred in terms upon the directors, and no condition is imposed upon the right to give such option except that the bonds shall have been issued for the purposes above mentioned. The power, therefore, to issue the bonds, in a proper case, with the right to authorize their conversion into stock, is beyond doubt. And that being so, the right of the directors to issue stock in conversion of those bonds, is clear, not only upon a fair and reasonable reading of the section, but upon the rule that when a power is granted everything which is necessary to fully effectuate it and the acts it authorizes, is implied if not expressed; and also because it is but doing voluntarily what by a suit the company might be compelled to do. The holders of such bonds would be entitled either to have the contract to convert them into stock specifically performed or else to receive compensation in damages, and whether the one or the other, the pecuniary effect on the company would be the same. Nor do I think that it is at all surprising that the power should have been conferred on the directors. The Legislature had seen fit, and necessarily to the due administration of the affairs of corporations, to authorize the borrowing of money for certain purposes, and the issuing of bonds and the mortgaging of the corporate property and franchises. Through that power, if it stopped there, by mortgaging the "corporate property and franchises," the directors could strip the stockholders of their property. After having thus evinced the intention to repose confidence in those in whom the stockholders, by electing them to office, declared they trusted, it does not strike me as regular that the Legislature should have authorized the directors to issue stock for such bonds, and thereby convert creditors who may have had a lien by mortgage upon all the "corporate property and franchises" of the company into mere ordinary stockholders. Such a power was greatly for the benefit of the company and its stockholders, and is insignificant in trust when compared with the capacity to ruin the corporation which the right to mortgage conferred. If I had doubt on this subject, in the absence of any adjudication, the practice of directors of this and other companies, brought by annual reports to the notice of the State Engineer, the Legislature, the Attorney-General, and stockholders, and tacitly acquiesced in, until quite recently, would certainly merit attention. The practice of this and of kindred companies, the New York Central, the Hudson River, &c., seems to have been uniform in favor of the power. This practical exposition of the statute, in the absence of judicial decision, is entitled to great weight and, in a doubtful case, should determine the construction which the law should receive. Mr. Sedwick says (Sed. on Stat. and Con. Law, p. 255) that usage, custom, or practice is of similar value to judicial decisions in the construction of statutes, and he cites the maxim, "*optimus legum interpres consuetudo;*" also Lord Corke's remarks, that "it is the common opinion, and *communis opinio* is of good *authoritie* in law." (See also Broom's Legal Maxims, p. 421.) But, as I have already observed, I have no doubt that the statute is susceptible of but one construction, and that sustains the right of the directors acting in good faith and for the purposes mentioned in the statute, to issue "convertible bonds" and to convert them into stock, within the period allowed by law, and "under such regulations as they may see fit to adopt." Finally, I have only to add that I declare the conclusions which I have reached, without hesitancy, not only from my conviction of their accuracy, but because of the action of the State through its Attorney-General, which I incline to think would alone introduce such a new element into this case, as, if there were no other ground, to demand the vacating of the previous order. That but the act of the sovereign power of the State overreaches and overrides this private litigation. In that action all the facts can be properly investigated and ascertained, the rights of everybody amply protected, and justice regularly and according to the statute done alike to the State and all others interested; and therefore, even if it were different before, this suit for any legitimate purpose has become wholly unnecessary. Since the foregoing opinion was prepared, the case of Jenks *vs.* The Central Railroad Company has been published, in which Judge Ingraham considers the question of the power of the directors to issue bonds and convert them into stock without the action of the stockholders, and although the capital stock be full, and he construes the statute of 1850, in that respect, in the same way that I have done. The question was necessarily presented and distinctly met and decided, and that case is therefore an authority directly in point, sustaining the views I have expressed.

Oil Creek and Allegheny River Railroad.

We give elsewhere the Report of the President of this company entire, togther with the names of the officers and directors for the current year. It is said that by this combination entire harmony is preserved between the trunk lines, the New York Central route being represented by Charles H. Lee, Vice President of the Buffalo and Erie road; the Erie Railway Company by its Vice President, A. S. Diven; the Pennsylvania Company by its Vice President, Thomas A. Scott; the private stockholders having as their representatives Messrs. Fargo, Wright, Moorhead and Gay. The re-election of Mr. Sweetzer to the position of General Superintendent caused general satisfaction. Mr. Phillips, the Secretary and Treasurer, is equally and deservedly popular.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of January, as compared with the same period of the year 1868:

	1869.	1868.
From freight.....	$444,012 41	$321,700 72
" passengers.....	155,543 75	157,586 62
" express matter...	10,257 00	8,626 50
" mail	7,825 00	7,825 00
" rent of railway...	7,083 33	7,083 33
" miscellaneous....	1,000 00	2,682 99
Total.....	$625,721 49	$505,505 16
Expenses	483,816 13	398,916 27
Net earnings.....	$141,905 36	$106,588 89

This shows a increase in earnings of $120,216,-33; with a increase in expenses of $84,899 86—making the increase in net earnings, $35,316 47.

☞ The cities of Biddeford and Saco, Me., are agitating the subject of building a railroad up the valley of the Saco river, tapping the Portland and Rochester and the Portland and Ogdensburg roads.

Peat Fuel.

The consideration of peat as a fuel has been lately presented to the public by J. B. Hyde, in a letter published in the *N. Y. Sun*, of which we furnish a copy, believing it to contain valuable facts and suggestions upon the subject. Few persons are aware of the numerous peat beds scattered throughout our country, or of the superior qualities it possesses for fuel. It has been proved by experiment that it fully equals in heat giving properties double its weight in wood, and that for generating steam and smelting ores there is nothing equal to it. The great difficulty in the way of introducing peat into use has always been the expense of preparing it as a merchantable article. Though numerous patents have been obtained for grinding and manipulating peat, yet in every instance we believe it has been found that whatever theories the inventors may have propounded the practical operation of their machinery from day to day in turning out prepared or manufactured peat has been, owing to the high price of labor in this country, attended with an expense fatal to their success. We ought to except from these remarks the Canada process by which the Grand Trunk Railway there is supplied; but this process is adapted to peat beds of large dimensions rather than to those of ordinary size. If the machine referred to by the "*Sun's* Correspondent," will produce good commercial peat at a cost of less than $1.50 per ton, we have no hesitation in saying that it will add hundreds of millions to the wealth of the country, and that our peat beds will become little inferior in value to the coal fields of our country:

Sir: I beg to take exception to a paragraph in the *Sun* of the 10th inst., adverse to the utilization of peat, and respectfully ask your permission to allow me to reply.

Trees, shrubs, grasses, and mosses all produce peat. Pine, cedar, juniper, and cypress yield peat of a more inflammable nature than less resinous plants. Its property for combustion therefore, and also for heating, varies according to the nature of the original vegetable. Peat, therefore, being composed from the solid or fibrous parts of vegetable matters, the carbon from which has been concentrated by chemical disintegration, without the loss of one atom of its original calorific power, it follows that in its condensed condition it must possess great heating properties.

If a bed of peat be skirted in whole or in part by hilly or higher ground, the water shed will carry down upon it earthy matter, and if the bed be adjacent to an overflowing water course, a like effect may ensue, particularly in time of "freshets." Such adulterations may permeate these accumulations of ages from first to last, and consequently impoverish the value of the peat throughout. This earthy matter is the chief cause of difference in the heating values of peat, and it will always be found admixed with the ashes, causing this residue to vary from three to fifty per cent. of the weight, beyond which the material is difficult of combustion. Of course, the less ash the better peat, and the test is within the control of any one who can make a fire with the material. The proportion of peat beds thus impoverished is, however, small.

Peat *in situ* is always spongy. If raised to the surface and dried, this porosity will not be disturbed. In that condition peat is generally unfit for commercial use; yet there are exceptions. But if the moist peat be manipulated, the cellular structure will be broken up, and the mass reduced to a smooth, paste-like consistency, which will dry compact and solid, and be in the best condition for use as a fuel. To do this satisfactorily and at proper cost, and also to dry it economically, have furnished the chief problems, a solving of which has caused much loss and disappointment. All attempts to mold peat by pressure, or to dry it artificially, have and always must economically fail; and to accomplish one or both these results has been the chief cause of all the disastrous expenditures in peat utilization.

Peat exists throughout the Middle and Northern and Western States of our country in incredible quantity, and is generally found favorable for working in localities remote from convenient coal transportation, and where wood is scarce or dear. You will admit the great importance of its being produced at such cost as will justify its sale at a price proportionate with other fuel.

I know of an unfinished peat pressing machine which has already cost over fifty thousand dollars, and which I had the presumption to say at its commencement would be sold for iron after its first trial. I know a peat enthusiast who paid $1000 an acre for a choice peat bed, when he should not have paid one quarter that money. I know of several instances where thousands of dollars have been expended in working out impracticable theories for treating peat, but where the projectors were without any previous practical knowledge of that material, yet where an experienced person would have predicted failure as inevitable. The promoters in all these cases will doubtless give you the hand of grasping concurrence upon your article of the 10th, and wish they had never heard of peat.

On the other hand, the Grand Trunk Railway in Canada, which traverses immense districts of its own timber lands, which for fuel costs the expense of cutting only, and where labor is less than half what it costs with us, has nevertheless been using peat exclusively for fuel during the past year, and their saving has been over £10,000 from so doing. A gentleman in Dutchess County during the past summer has harvested peat at a cost of about $2 50 a ton, and has sold several thousand tons of it to the Dutchess County Railroad at $5, delivered at the bed, and it is giving full satisfaction.

I can furnish you with many cases of its employment in this country and Europe with entire success as a cheap and efficient fuel in the trades and arts, and know of a thoroughly practical, substantial, and durable machine which will produce the best quality of commercial peat at a cost of less than $1 50 a ton, guaranteed by responsible parties. With great respect, your obedient servant.

J. B. Hyde.

Boston and Albany Railroad.

The annual meeting of the stockholders of this corporation was held in Boston on the 10th inst. C. W. Chapin, Esq., President, in the chair. The annual report of the directors was presented and adopted.

The President, in reply to certain inquiries by Mr. S. Bemis, of Watertown, said that the carrying out the preliminary work of consolidation had occasioned a necessary increase of expense. The receipts had been reduced by $300,090, owing to the reduction of the rate of freight by one-quarter of a cent. per ton, and the public had been benefitted to that amount.

He did not think that the expenses could be reduced the coming year. The rolling stock had been largely increased by the addition of new cars and locomotives. It was also stated that the directors had control of the Grand Junction road, but difficulties had arisen in regard to a clear and undisputed title to the property owing to the interposition of third parties, who claimed certain rights in the property which, it was alleged, might be jeopardized by a transfer of the legal title to this corporation.

Mr. S. Bemis made a motion to the effect that the directors be authorized to issue further new stock and to pay the sterling bond loan of $2,051,520 when, in their judgment, it was for the best interest of the corporation to do so. The motion was adopted.

The committee appointed to sort and count the votes for the election of Directors for the ensuing year, reported that the whole number of votes was 11,280; necessary to a choice 5641. All the votes given were for the following gentlemen, who were accordingly declared re elected: Chester W. Chapin of Springfield, Daniel Denny of Boston, Ignatius Sargent of Brookline, Josiah Stickney of Watertown, Ginery Twitchell of Brookline, D. Waldo Lincoln of Worcester, William Claflin of Newton, James D. Colt of Pittsfield.

Illinois Central Railroad.

The statement of this Company for the month ending January 31, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	8,232.48 for	$81,049 34
Acres Int. Fund Lands sold	280.00 for	4,807 00
Acres Free Lands sold	1,560.00 for	22,631 60
Total sales during month of January, 1869	10,072.48 for	$108,487.04
To which add Town Lot Sales		345 00
Total of all	10,072.48 for	$108,832 94
Cash collected in January		$253,821 61

TRAFFIC DEPARTMENT.

Receipts from Freight		$373,577 00
do. Passengers		120,487 55
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		90,000 00
Total Receipts in January, 1869		$594,422 88
Total Receipts in January, 1868		$519,497 04
Estimated earnings in the month of January, on the D. & S. C. R. R., not included above		$87,233 02
Corresponding month of 1868		$52,509 01

Gold Contracts.

In the United Supreme Court, on the 15th inst., in the case of Frederick Bronson, executor, etc., plaintiff in error, *vs.* Peter Rodes, Chief Justice Chase delivered the opinion of the court, to the effect that contracts for the payment of coin should be enforced by the court, according to the intent of the parties. In this case a mortgage was made in the State of New York in 1851 to secure payments of $1,500, and it was provided that the money should be paid in coin, the legal money of the United States. In January, 1865, tender was made in Treasury notes, which was refused. The New York Court of Appeals held that the tender was a discharge of the mortgage, and directed it to be cancelled. The Supreme Court how hold that there are two descriptions of lawful money, both sanctioned by law, and both a legal tender; that in view of this fact, where coin is provided to be paid, judgment should be for such description of money; but where no description is named judgment should be entered generally without specification. The judgment of the New York Court of Appeals is reversed with costs, and the cause remanded for further proceedings in conformity to this decision.

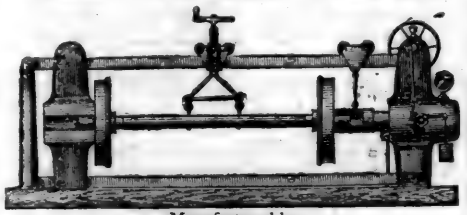
☞ The survey of the Ascutney Railroad, from Gasset's station, Vt., through Springfield to Claremont has been begun.

☞ The contract for the construction of the first division of the Georgia Air-line Railroad extending from Atlanta to Charlotte N. C., has been awarded to Messrs. Scott, Bondurant & Adams, of Lynchburg, Va. The extent of the contract given them is twenty miles, being that portion of the road immediately east of Atlanta, which is all that has as yet been let. They will commence operations at once.

☞ A party of gentlemen from the south portion of Middlesex County, Mass., have commenced the examination of a proposed railroad route from Framingham to Lowell. The plan is to follow the Sudbury river, through Wayland to Concord, and thence the Concord river *via* Billerica to Lowell. They report the route as far as perambulated to be surprisingly favorable to grades and curves.

☞ Engineers are now engaged in surveying the route for a railroad from Freeport to Bulter, Penn.

CAR WHEEL PRESS.



Manufactured by

D. P. DAVIS,
Mechanical Engineer,
26½ BROADWAY, N. Y.
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T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES, Cut Off Operated by the Governor.

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BRAKE TUBING, ETC.
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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

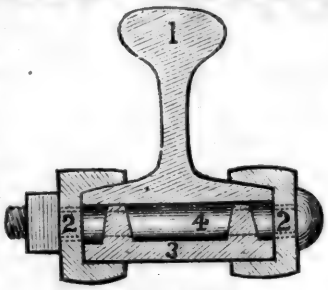
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.

Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
E. S. MANNING. G. W. NORTON.

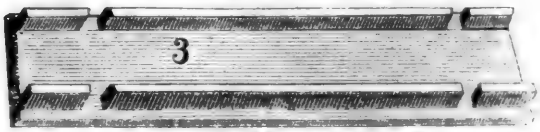
THE PHŒNIX IRON COMPANY'S
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts (*4*) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly,* is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

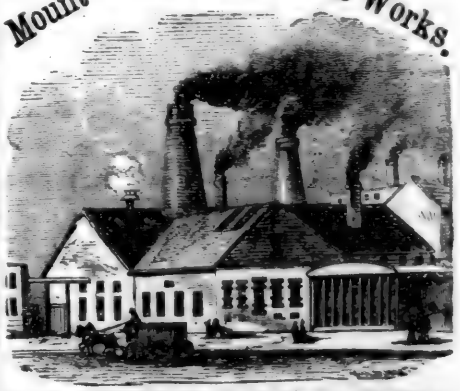
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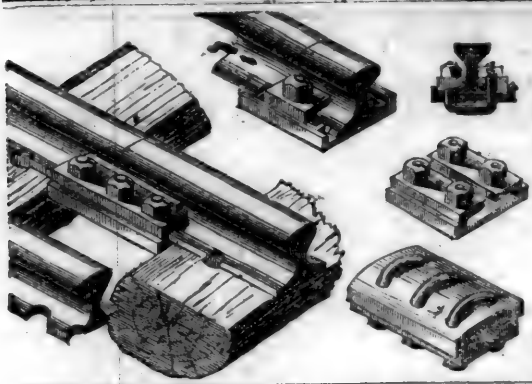
W. L. LIBBEY,
61 Milk-St., Boston, Mass.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD Co.,
NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

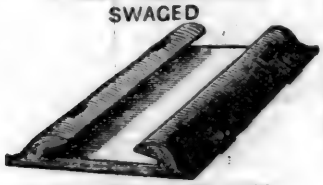
THOMAS E. WALKER, Treasurer.



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RAIL JOINTS,
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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RAIL CHAIRS.

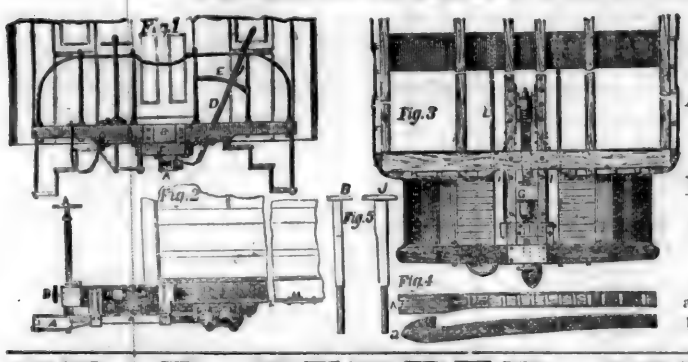
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The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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Sample setts forwarded on application. All Springs fully warranted.

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$275	**$225**	**$150**	**$75.**

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except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

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Steamer leaving March 9, connects closely with steamer GREAT REPUBLIC, leaving San Francisco April 3, 1869, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer HENRY CHAUNCEY received until 4 P. M. on TUESDAY, 23d inst. All usual facilities afforded shippers in collecting inland charges, &c.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

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(If required a five-fold exchange guaranteed against breakage.) 6m39

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt. 6

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXV., No. 9.] SATURDAY, FEBRUARY 27, 1869. [WHOLE No. 1,715, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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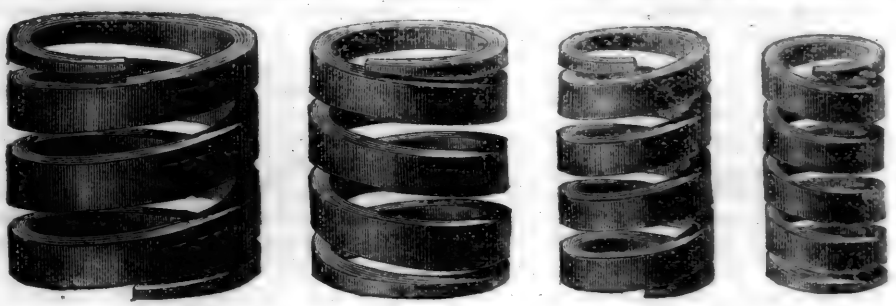
New York Saturday, February 27, 1869.

The Hebbard Car Spring.

The problem of supporting cars, and consequently of transporting freight and passengers with the least concussion and in the best possible manner over the necessary irregularities of a track, is one still far from solution. But we have made, and are still making immense progress.

Car springs, originally heavy, extended, and liable to frequent failure, have become compacted and practically reliable. Among the newest and most rapidly progressing in public favor, is that patented by Albert Hebbard, of Buffalo, and John P. Onderdonk, of Philadelphia, March 13, 1866, and although so recently invented it is already extensively introduced, and is now manufactured upon a large scale by The Hebbard Car Spring Co. The peculiarity of the construction is very clearly shown in the accompanying figures.

The novelty lies in arranging a series of spiral springs, having their spirals coiled in opposite directions, one within the other. Four is the favorite number for these spirals, but a greater or less number of springs may be thus arranged in each set or compound spiral if desired. Each is made of the best steel, with the best temper.





The inner coils being necessarily shorter are made slenderer so as to bear their proportion of the load and afford the proper elasticity. It will be seen that the resilient power of every particle of the steel is made available to the fullest extent without straining. The coils when overloaded rest upon each other without risking the abrasion or the destruction of any part.

The passenger and baggage springs, are, as constructed by the hands of most skilful workmen, about 6½ inches in diameter, and from 6½ to 10 inches long. They exhaust at between 5 and 6 tons. The freight or buffer springs are 5½ inches in diameter, and vary in length according to the requirement ranging from 4 to 9 inches. They exhaust at between 4 and 5 tons, an increased length giving of course greater range of compression when used for buffers, but not materially affecting the maximum force which they can resist before becoming fully compressed.

The construction is very simple, and appears, so far, eminently free from objection. These springs have been severely worked on cars for upwards of two years; and they are now in use in considerable quantities, and are being ordered for several of the most prominent railroads. Among those on which these springs have been or some time in successful use, are the New York Central, the Chicago, Burlington and Quincy, the Central Pacific, the Boston and Albany, the Boston and Lowell and the Lehigh Valley.

The company are represented by Mr. M. B. WASHBURN, General Agent, at 137-141 Elm street, N. Y., to whom all communications can be addressed.

Peninsular Railway.

The annual meeting of the stockholders of this company was held at Battle Creek, Mich, on the 20th of January. L. D. Dibble, Esq., President, in the chair. On motion it was

Resolved, By the stockholders of the Peninsular Railway Company, that an agreement bearing date the 31st day of December, 1868, made by and between the Port Huron and Lake Michigan Railroad Company, by William L. Bancroft, their Secretary and Treasurer; the Peninsular Railway Company, by Leonidas D. Dibble their President. and the Peninsular Railroad Company, by Thomas S. Stanfield their Pres dent, and approved and adopted by the Board of Directors of the Peninsular Railway Company, be, and the same is hereby approved and adopted.

The stockholders then proceeded to the election by ballot of nine directors, which resulted in the choice of the following gentlemen: Martin S. Brackett, William Wallace, Frederick Dale, Stephen Eldred, Leonidas D. Dibble, Alonzo Noble, Sylvador T. Read, Levi Aldrich, and Cyrus Cummings.

The annual report of the President, which was presented and accepted, is as follows:

To the Stockholders of the Peninsular Railway Company:

In obedience to the by-laws, I proceed to report "the condition and affairs of the company, for the year ending on and with the 31st day of December," 1868.

On the 13th day of February last, the said "The Peninsular Railway Company" was consolidated with the "Peninsular Railway Extension Company," under and by the corporate name of "The Peninsular Railway Company," the total length of the line of which is one hundred and eight miles. That part of the line formerly belonging to the first named company, is, for business purposes, denominated, "East Division," and that, of the last named company, "West Division." Accounts are kept with the "East Division," "West Division," and the "General Fund."

On the same day, the Board of Directors, by resolution, authorized me to borrow money, and to make bonds to an amount not exceeding $1,800,000, and to secure the payment of the same by mortgage on the property of the company, for the purpose of providing iron and rolling stock for your road. On the 23d day of November, last, the Board appointed me the Fiscal Agent of the company, and authorized me to negotiate for iron and equipment of the road, and, also to use the bonds and a portion of stock of the company for that purpose. In accordance with such authority, I commenced such negotiations, and found that an increase of the capital stock, and the issue of preferred stock, would be necessary in the making of the contract, and a meeting of the Directors was accordingly held on the first day of December, who, at that meeting, called a meeting of the stockholders to be held on the 31st day of December, 1868, at which meeting, the stockholders, by a large majority and a unanimous vote, authorized an increase of capital stock and the issue of preferred stock. The capital stock of the company is now $1,500,000. Negotiations for the sale of the entire amount of bonds, and for the purchase of iron and rolling stock for the entire line, of a most favorable character, are nearly completed, and the contracts will be signed and exchanged, within a very few days. By the terms of the contract, the iron will be furnished in June, from Battle Creek to Charlotte; in July, from Charlotte to Lansing, and from Cassopolis to the Indiana State Line; in August, from Cassopolis to Schoolcraft; in September, from Battle Creek to Climax, and, in October, from Climax to Schoolcraft, and for each or any of the consecutive divisions, before those dates, in case they are in readiness to receive the superstructure.

A contract was made and entered into on the 31st day of December, 1868, by the Hon. William L. Bancroft, Secretary and Treasurer of the Port Huron and Lake Michigan Railroad Company, on the part of said company, Hon. Thomas S. Stanfield, President of the Peninsular Railroad Company, of Indiana, on the part of said company, and by me, on the part of this company, for the purpose of providing for the doing of a "through business" between Port Huron and Chicago, and intermediate points, which has been approved by your Board of Directors, and which will be submitted to you, at this meeting, for your approval, and which I recommend be done. It will give to our line the same strength, almost, as a consolidation into one corporation, and still saving to ourselves, our own local management. Arrangements for a first class line through Illinois and into Chicago, as a continuation of our line, are already agreed upon, and it is expected that that part of the line will be completed and put in operation during this year. The Port Huron and Lake Michigan Railroad Company have closed a contract for the negotiation of their first mortgage bonds, and for the purchase of iron and equipment for their entire line, from Port Huron to Lansing, at which place they connect with our road, on such terms, that their road will be completed during this year. The Peninsular Railroad Company, of Indiana, can close a contract on like terms with ours, for the line through Indiana, at any time.

Since the consolidation of our two companies into one, the Board of Directors have let a contract for chopping, clearing, grubbing, grading, bridging, culverts, cattle guards, farm and road crossings of that part of your road between Battle Creek and the Indiana State Line, known as the "West Division," to Messrs. Britton & Russell, upon which the work has been progressing during the year.

But very little has been accomplished during the last year in obtaining subscriptions to stock, to complete the road bed, and to tie the same. From the best *data* I can obtain, it is estimated that we still need at least $150,000, for that purpose. The near approach of the time for laying iron will necessitate also the raising of at least $50,000, in addition to the above amount for fencing and station building. It is estimated that not to exceed $50,000, of the total amount can yet be obtained by subscriptions along that part of the line which has subscribed the least, and that the balance can be obtained by a Municipal Enabling Act, which will probably be passed at the present session of the Legislature.

It is now but about two years since our work commenced. In that time, we have completed 50.82 miles of road bed, including bridges, culverts, cattle guards, farm and road crossings, and delivered along the line, 64,507 ties. We have never been obliged to stop our work from the time we commenced, which few roads can boast. The Flint and Pere Marquette Company obtained its land grant in 1857, began work in 1858, opened its road to Flint, 33 miles, in 1863, and to Midland, 59½ miles, in 1867. The Flint and Holly road was begun early in 1862, and finished 17 miles, late in the Fall of 1864. The Grand Rapids and Indiana road was surveyed in 1855, obtained a land grant of nearly 1,000,000 acres in 1857, and only opened 20 miles of its road on the 23d day of December, 1867. The road from Lansing to Owosso, 29 miles in length, and having a large and valuable land grant, was begun in 1858, and opened in 1862. The Grand River Valley road was commenced in 1863, and has, at this time, iron on only 40 miles. Even the Michigan Central was six years in extending its road from Marshall to Chicago, a distance of 177 miles. From the foregoing, it will be seen that we have extended our line much more rapidly, under all our difficulties, than any of those roads.

The commercial world look upon this as a grand enterprise, and as an important line, not inferior to any of the Trunk lines of the country, connecting as it does, by a line shorter than any existing line, the wealth of the New England and Middle States, their manufactures and commerce, with the great and rapidly growing West, China, and the fabulous wealth of the Indias.

The Annual Report of the Treasurer shows that there has been paid in to him as follows, viz:

By late Treasurer	$17 80
East Division Collectors	31,323 72
West Division Collectors	52,443 34
Total	$83,784 86

That he has paid out during the year the following sums, viz:

From East Div. funds, on East Division order		$28,497 71
On General Fund orders		2,731 91
		$31,229 62
From West Div. funds, on West Division orders	$45,541 99	
On General Fund orders	3,459 19	
		49,001 18
		$80,230 80
Cash on hand on East Div.	$111 90	
" " West "	3,442 16	
		3,554 06
Total, as above		$83,784 86

There have been sold by me since my last Annual Report 272 municipal bonds up to and including the 31st day of December, 1868, for the sum of $27,804 24.

Of which amount there has been applied to East Division purposes	$25,050 73
To General Fund purposes	2,753 51
Total	$27,804 24

The total amount paid into the company for the year ending Dec. 31st, 1868, is $111,589 10. Of that amount there has been paid out as follows:

By Treasurer: E. DIV.	W. DIV.	GEN. FUND.
$28,497 71	$49,541 99	$6,191 10
By President:		
$25,050 73	.....	$2,753 51
$53,548 44	$45,541 99	$8,944 61

East Division	$53,548 44
West Division	45,541 99
General Fund	8,944 61
Cash on hand	3,554 06
Total	$111,589 10

By referring to the report of the Secretary, it will be seen that the total amount of all orders drawn against all funds from the 11th day of January, 1868, to and inclusive of the 31st day of December, 1868, is $113,393 96

Orders drawn previous to Jan. 11, '68.	107,393 67
Total orders drawn to Dec. 31, 1868	$220,787 63
Amount paid Treas. in '68.	$83,784 86
" previous "	61,816 17
Rec'd on sale of bonds "	27,804 24
" " " 1867	32,633 78
	206,039 05
	$14,748 58
Add to above amount bank note	2,200 00
Total indebtedness Dec. 31, 1868.	$16,948 58

The total amount of subscriptions to the capital stock of the company, as far as can be ascertained from the Treasurer's books, and accepted by the company, and the amounts paid thereon, and the amount still unpaid will appear from the following statement. Books in the Secretary's office might, perhaps, show a larger amount of subscriptions, but they are not accessible, for the

purpose of making this report, they being in Cassopolis.

Subscription on East Division		$126,475 00
" West "		154,500 00
Total		$280,975 00
Paid on East Division	$97,664 84	
" West Division	52,443 34	
		150,108 18
Still unpaid on both divisions		$130,866 82
The total amount of municipal bonds that have been delivered to the company up to and including the 31st day of Dec., 1868, is 762		$76,200 00
Of which were sold at that date 613.		61,300 00
On hand Dec. 31, 1868, 149		$14,900 00
There are still to be delivered to the company bonds as follows, viz:		
By the City of Lansing, 222		$22,200 00
" Town of Benton, 78		7,800 00
" " Penfield, 107		10,700 00
" " Battle Creek, 146		14,600 00
Totals 553		$55,300 00

GENERAL SUMMARY.

Subscriptions unpaid	$130,866 82
Bonds not sold	14,900 00
Bonds to be delivered	55,300 00
Total	$201,066 82

The total amount of assets to carry on the work after paying the above amount of indebtedness is $184,118 24.

The bonds of the city of Lansing were dated and delivered on the 1st day of January, 1869.

At least three-fourths of the right of way for the entire line has been obtained by donation and purchase, but the amount paid therefor cannot be readily ascertained from inability to obtain convenient access to our records.

The Chief Engineer's Report is quite full and shows that a large amount of work has been done, and material furnished since the commencement of our work.

Upon the Eastern Division the value of the work done and material furnished is	$135,771 64
Upon the Western Division	50,382 80
Total	$186,154 44

Upon the East Division, 35.19 miles of road bed are completed, 266,640 cubic yards of earth have been moved, 23,263 cubic yards of hard pan, 566 cubic yards of excavation below water, 9,309 perch of rock moved, 197.96 acres chopped and cleared, 18.52 acres grubbed, $3,398 06 paid for extra haul, $331 47 for extra work, 5,375 cubic feet of timber, not in structures, and 36,452 cubic feet of timber, in structures, have been delivered, 29 bridges have been completed, of the total length of 2,243 feet, 33 culverts are completed, 3,680 lineal feet of piles have been driven, 24,068 feet, board measure, of plank have been put into cattle guards, foundations, and other work, one Howe Truss Bridge across Grand River, at Lansing, one hundred and eighty-feet in length, and 58,272 ties have been delivered.

Upon the West Division 15.63 miles of road bed are completed, 175,522 cubic yards of earth have been moved, 47.46 acres have been chopped and cleared, 5.76 acres grubbed, 1,616 cubic feet of timber, not in structures, and 2,586 cubic feet in structures, have been delivered, 5 culverts completed, 1,263 lineal feet of piles driven, 7,463 feet of plank, board measure, placed in cattle guards, foundations, and other work, and 6,235 ties have been delivered.

I cannot close this report without acknowledging the invaluable services rendered by your able Treasurer, Clement Wakelee, Esq., in the financial management of the affairs of the company; of Martin S. Brackett, Esq., our Attorney and right of way Agent; Clement F. Miller, Esq., Chief Engineer, and of the Directors, and other officers of the company.

The work done by your contractors, Messrs. Britton & Russell, is well done.

All of which is respectfully submitted.

L. D. DIBBLE, *President.*

BATTLE CREEK, MICH., Jan. 20, 1869.

Pennsylvania Railroad.

OFFICE PENNSYLVANIA RAILROAD COMPANY, PHILADELPHIA, Feb. 10, 1869.

To the Shareholders of the Pennsylvania Railroad Company:

The Directors have the gratification to report to you the results of another year of prosperous business upon your railway, the details of which are shown in the following statements:

Earnings:		
From passengers		$8,581,903 94
" emigrant passengers		78,244 29
" mails		99,981 25
" express matters		291,881 21
" general freights		12,882,165 30
" miscellaneous sources		349,321 32
		$17,233,497 31
Expenses:		
For conducting transportation	$3,609,233 18	
For motive power	3,361,694 42	
For maintenance of cars	1,442,735 90	
For maintenance of road	3,268,896 46	
For general expenses	178,423 92	
		11,860,983 88
Leaving net earnings for the year 1868		$5,372,513 43

The total amount of revenues compared with last year is:

1868	$17,233,497 31
1867	16,340,156 36
Increase	$893,340 95

The changes in the sources of the revenue are shown below:

Decrease in emigrant passengers	$43,408 97
Decrease in express matter	38,613 39
Decrease in miscellaneous	124,707 22
	$206,729 58
Increase in regular freights	$1,049,865 63
Increase in first class passengers	35,155 33
Increase in U. S. mails	15,049 57
	1,100,070 53
Increase, as before stated	$893,340 95

The gross revenues for 1868 are equal to $48,138 26 per mile of the main line of the railroad.

The whole number of passengers carried in 1867, was 3,347,466, and in 1868, 3,747,178, an increase of the number carried of 399,712. The average distance traveled by each passenger, was 35.54 miles, being 2.27 miles less than in 1867, showing this increase to be upon the local traffic of the line.

The number of tons of freight moved (including 294,131 tons of fuel and other materials transported for the company,) was 4,722,015, embracing 2,065,049 tons of coal. The whole tonnage of your railway exceeds that of last year 721,477 tons, of which increase 384,326 tons was bituminous coal.

The average charge upon freights during the year was 1.906 cents per net ton per mile, and per passenger 2.71 cents. The cost of transportation was 68.8 per cent. of the receipts.

The earnings of the Philadelphia and Erie Railroad in 1868, were:

From passengers		$631,437 59
From freight		2,101,613 98
From express matter		30,954 33
From mails		21,518 04
From miscellaneous sources		18,726 42
Total (nearly equal to $10,000 per mile of road)		$2,804,250 36
The operating expenses during the same period were:		
For conducting transp.	$610,774 32	
Maintenance of way	600,284 40	
Motive power	677,028 49	
Maintenance of cars	178,913 85	
	$2,067,001 06	
To which add 30 per cent. of earnings, payable to the Philadelphia & Erie R.R. Co.	820,423 95	
		2,887,425 01
Showing a loss to the company, in operating the line under the lease, of		$83,174 65

Or $271,177 78 less than in 1867.

To the loss above stated there should be added—to give a fair exhibit of the workings of the lease of this line—the interest upon the capital required to operate the railway, the cost of the rolling stock and shop machinery, all of which is furnished by this company, amounting, at six per cent., to $210,000 per annum.

The increase in the business of the line is almost wholly from the development of the freight traffic of the company.

The decrease in the relative expenses arises mainly from the diminished outlays on account of the original incomplete and defective construction of the road.

The revenues of the lines operated by this company, and the amounts paid for their working expenses, interests and dividends, are as follows:

From the Pennsylvania Railroad and Branches	$17,233,497 31
From the Philadelphia & Erie R.R.	2,804,250 36
Amount	$20,037,747 67

And the expenses of operating these lines were:

Pennsylvania R. R.	$11,860,983 88	
Philadelphia & Erie Railroad	2,067,001 06	
Thirty per cent. reserved to pay interest on debts of the Philadelphia and Erie R.R. Co.	820,423 95	
		14,748,408 89
Leaving the net profits from both railways for 1868		$5,289,338 78
From which deduct dividends declared in May and November, in all thirteen per cent., with the taxes thereon	$3,242,281 99	
Balance to debit of interest account	701,610 84	
Due on the lease of the Harrisburg and Lancaster Railroad	135,274 18	
Annual payment to the State of Pennsylvania on account of interest and principal due upon the purchase of her works between Pittsburg & Philadelphia	460,000 00	
		4,539,167 01
Leaving balance		$750,171 77

The average dividends of the company since 1860 have been fully equal to that paid in 1868.

All of the branch and leased lines operated by this company, except the Philadelphia and Erie, and the East Brandywine and Waynesburg Railways, (where the aggregated loss was $88,105 84,) have shown balances in their favor over operating expenses, equal in the aggregate to the interest upon the amounts standing upon the books against them.

The earnings of the railways in which the Pennsylvania Railroad Company is the holder of a majority of their shares, but operated under their own Boards of Directors, were for the past year as stated below:

Cumberland Valley Railroad.... ..	$577,064 72
Northern Central Railroad and its leased lines	4,151,351 91
Pittsburg, Cincinnati and St. Louis Railway.....	2,327,455 43
	$7,055,872 06

The Cumberland Valley Railroad extends from Harrisburg to Hagerstown, Maryland, a distance of seventy-four miles. It is a very important feeder to your main line, and traverses throughout its length a wide and densely populated valley, rich in agricultural resources, and bounded on either side by mountain ranges containing some of the most valuable mines of iron ore in the State, of inexhaustible extent. These mines are now being developed, and when reached by the branch railroad in course of construction the transportation of these ores will add largely to the revenues of that company.

The interest of your company in this railway is held by its sinking fund, and consists of 9,418 shares of the common, and 2,864 shares of the preferred stock, upon both of which, amounting at par to $614,100, it pays regular dividends of eight per cent. per annum, leaving a surplus which is being appropriated in aid of the construction of the branch line mentioned to the largest of these iron ore deposits, and toward the extension of its own line to the Potomac, at or near Williamsport, Maryland. The Northern Central Railroad extends from Baltimore to Sunbury, Pennsylvania, a distance of 138 miles, and through leases of and contracts with other railway companies it is practically extended to Buffalo, New York. Its control by this company was the result of an unsuccessful effort upon the part of the Baltimore and Ohio Railroad Company to shut up this avenue as a competitor with its own railway for transportation between Baltimore and the West.

Instead of a burden to the Pennsylvania Railroad Company, as apprehended at the time a purchase of a majority of its shares was made by the sinking fund, it has proved a very profitable investment. After placing this work in good condition, and increasing its equipment, it has been able to pay regular quarterly dividends to its shareholders at the rate of eight per cent. per annum after leaving a reasonable surplus of net profits. The number of shares of this company held by the sinking fund is 43,614, equal at their par value to $2,180,700.

The ordinary traffic of this line has increased with the population of the wealthy and enterprising section of country it accommodates, while its coal transportation, which is still in its infancy, has become a very important source of revenue. It has connections through a lease of the Shamokin Valley and Pottsville Railway, the control of the Lykens Valley Railway, and a connection with the Philadelphia and Erie, Lackawanna and Bloomsburg, and other railways, with all of the coal fields of Pennsylvania, which will continue to give it a constantly increasing tonnage. The Pittsburg, Cincinnati and St. Louis Railway has been described in previous reports. It extends from South Pittsburg to Columbus, Ohio, a distance of 193 miles. The interest held by this company in their stocks and bonds stands upon its books at $5,663,450 09. It is an indispensable connection for the Pennsylvania Railway with the West and Southwest, and must eventually pay reasonable dividends to its shareholders.

Its traffic for the second year of its use as a continuous railway between its termini is equal to $12,000 per mile of road.

In the Connecting Railway, which extends from West Philadelphia to Frankford—a distance of seven miles—and operated under a lease by the Philadelphia and Trenton and Camden and Amboy Railroad Companies, at an annual rental equal to six per cent., clear of all taxes, upon its whole cost, the Pennsylvania Railroad Company holds 25,547 shares of the capital stock, amounting to $1,277,350.

This road was constructed with means furnished by your company for the purpose of decreasing the heavy cost of passing its New York and eastern trade through this city, and in the expectation of returning to the Philadelphia Division of its road much of the trade and travel which the delays and obstructions referred to had driven to other channels. The result, as shown in the eighteen months since the road was opened for traffic, has been such as we anticipated, while, in addition thereto, we will receive during the term of the lease legal interest upon the expenditure incurred.

The canals east of the Allegheny Mountains, purchased by this company of the State of Pennsylvania, 173 miles in length, have, as stated in our last Annual Report, been sold to the Pennsylvania Canal Company, of which General Isaac J. Wistar is President. That company has since purchased with its first mortgage bonds a majority of the shares of the West Branch Canal Company, extending from the Juniata River up the Susquehanna and its West Branch to Farrandsville, above Lock Haven—123 miles—and has consolidated its shares with those of the Wyoming Valley Canal Company, which occupies the North Branch of the Susquehanna, from Northumberland to Wilkesbarre, a distance of 64 miles, making in all 360 miles of canal. This arrangement brings the Susquehanna system of State Canals, below the coal measures—dismembered by their sale to three companies—under one control, without which they could not successfully compete with the railways traversing the valleys of the same water courses. The whole of the revenues of these canals must for a few years be appropriated to their improvement and protection from freshets, that have heretofore periodically destroyed their usefulness for months at a time, to the great injury of their revenues and the business of those who use them for the transportation of the products of the country to market. When these objects are secured, the investment of this company in the Pennsylvania Canal Company will doubtless become profitable, and highly advantageous to the community for whose accommodation they were originally built by the commonwealth.

The assets of this company—exclusive of its own roads—invested for the protection and enlargement of its traffic are now, at a reasonable valuation, more than sufficient to meet the whole indebtedness of the company, except the five per cent. bonds held by the State of Pennsylvania, which are being paid by a contribution from the net revenue of the company in semi-annual payments of $230,000 each. During the past year these contributions, after the payment of interest, left $142,978 50 to be appropriated to the reduction of the principal, which amount will annually increase as the debt upon which interest is payable is reduced.

In the month of October last an attempt was made by the Erie and New York Central Railroad Companies to break up the through traffic arrangements of this company by making large reductions upon their freight charges. This movement was promptly met by the Pennsylvania Railroad Company with still greater reductions from time to time, which resulted in a large increase in its tonnage. These low charges were continued until a restoration of former rates was desired by those companies, after incurring a heavy loss in their revenues, while the effort increased the prestige of this company by bringing its shorter lines and better facilities more prominently into public notice. After the failure of this attempt the managers of the Erie Company, by means of large sums of money, suddenly realized from a confiding public, in a manner, at least, unworthy of imitation—disregarding the comity which should exist in the relations between individuals or officers of corporations, and in disregard of popular sentiment and public rights—endeavored to arrest a healthy competition for the traffic between the East and West through the control of our connecting lines; and by this means divert business from its natural channels to *their* circuitous route to the seaboard.

The policy of your Board has heretofore been to limit its investments outside of Pennsylvania to those companies that they originally deemed it proper to assist, for the purpose of securing connections with the then existing lines, whose interests harmonized with its own. The restless spirit of our rivals in the East and West has, however, rendered it necessary to make our connections with the chief trade centres of the West more perfect and less liable in the future to molestation and interruption. This has been done to a great extent through a recent lease to the Pittsburg, Cincinnati and St. Louis Railway Company (known as the Pan Handle route,) guaranteed by this company, of the lines of the Columbus, Chicago and Indiana Central Railway Company, which has direct connections with Indianapolis, St. Louis, Louisville and Chicago.

These arrangements will require a considerable amount of money, to be applied especially to the increase of rolling stock, to render them productive. This it is proposed to raise by giving to the stockholders of the Pennsylvania Railroad Company, registered upon the books of the company on the thirtieth day of April next, the privilege of subscribing to twenty-five per cent. of their holdings at that time, in new shares at par.

With the proposed increase of capital the board entertain no difficulty in continuing dividends of ten per cent. per annum, even if these arrangements should not, as anticipated, increase our net profits to a greater extent than the interest upon the outlays to be incurred.

It will appear, from an examination of the statements already given, that the business of the past year would have justified dividends of five per cent. semi-annually upon our whole authorized capital of $35,000,000, and still leave a surplus of a half of a million of dollars. The proposed increase will make the capital stock about $33,500,000.

The rapid progress made by the Union and Central Pacific Railroads indicates the completion of a railway line across the continent during the ensuing summer. When it shall have been opened throughout, your own road, and its immediate western connections, will present the shortest line to and from the Atlantic seaboard, either by way of Chicago, St. Louis, or by an intermediate route in progress from Warsaw westward, connecting with the Union Pacific road near Fort Kearney. This advantage will secure to us at least a fair and reasonable share of the large traffic that will be carried between the Atlantic and Pacific States. By some oversight, local considerations, or a limited conception of the important part that railways were to play in the movement of the internal commerce of the country, Pennsylvania and Ohio have each been placed between two different railway gauges, which for a long time forced transhipments of freights. The Pennsylvania Railroad Company has both on its eastern and western connections a gauge of four feet ten inches, and Ohio on each side of her a gauge of four feet eight and a half inches—the latter being the prevailing gauge north of the Ohio and James Rivers, while south of these the gauge of five feet prevails, which should have been adopted originally as the uniform gauge of the United States.

To obviate the inconvenience, the increased cost and the additional capital required to move traffic, in consequence of these frequent transhipments, from a difference of gauge of only one and

a half inches, broad tread wheels were introduced for through traffic, which has to a large extent overcome these evils. Owing, however, to the great oscillation of the cars on the wider gauge, the Ohio lines insisted upon a play upon the narrow gauge that added materially to the cost of hauling upon the four feet eight and a half inches gauge, to remedy which the gauge of your road has been changed to four feet nine inches, and the Ohio roads have been, or are being, changed to four feet nine and a half inches, leaving but a difference of half of an inch, which, it is presumed, time will reduce to the uniform gauge of four feet nine inches.

Your Directors, in their last annual report, alluded to a very important movement contemplated by the Philadelphia and Erie Railroad Company, by which it was proposed to build a railroad leaving that line at the mouth of Bennett's Branch of the Susquehanna, thence up that stream to the summit, and down the waters of the Allegheny to that river at the confluence of the Mahoning, and thence to Pittsburg. This line is designed chiefly for the transportation of freights at a slow speed, with a view to so cheapen its cost as to compete with the water lines leading to New York. Upon no portion of this route is there a gradient against the heavy traffic to the East exceeding 10 feet per mile, or 16 feet against the westward bound trade, except for about four miles at the summit, where a gradient of 48 feet in favor of the heavy transportation is used, and for about four miles near the mouth of the Mahoning, where 55 feet per mile may be adopted. Until the traffic justifies the application of assistant power at these points, the full loads upon the 16 feet gradient will be passed over them by a division of the train. The exceptional gradient of 55 feet per mile, near the mouth of the Mahoning, may be avoided by continuing upon the side hill after striking this creek, and intersecting the Allegheny Valley Railroad lower down, but the work will be expensive, and may be left to a period when the traffic will justify the outlay.

It is not proposed to extend the Philadelphia and Erie line beyond Brookville in this direction, as it will be there met by the Western Pennsylvania or Allegheny Valley Railroads, the charters of both of which companies cover the ground. From Brookville the Philadelphia and Erie will eventually be carried westwardly, south of the lakes, connecting therewith by branch roads. The grading of this railway for about 20 miles is now under contract, and all of its expensive sections will be let as soon as the line is carefully located.

Respectfully submitted,
By order of the Board,
J. Edgar Thomson, *President.*

General Account.

To capital stock		$27,040,762 50
First mortgage six per ct. bonds, due in 1880		4,972,000 00
Second mortgage six per ct. bonds, due in 1875		4,877,840 00
General mortgage six per ct. bonds, due in 1910		1,545,000 00
Lien of the State upon the Public Works between Philadelphia and Pittsburg, purchased by the company, bearing 5 per ct. interest, payable in annual instalments of $460,000, applicable first to the interest, and the remainder to principal—original amount of which was $7,500,000		6,232,754 93
Short bonds, or debentures, 6 p. c.		3,520,728 00
Mortgages and ground rents, at six per ct., remaining on real estate purchased		117,809 32
Bills and accounts payable, including dividends to stockholders unpaid		3,361,367 50
Contingent fund		1,606,250 00
Balance		869,232 62
		$54,143,744 87
By balance standing on books of the company for the construction of the railway between Harrisburg and Pittsburg, including Branches to Indiana and Hollidaysburg (in all 276 miles;) also for cost of stations, warehouses, shops and shop machinery, on the whole road from Philadelphia to Pittsburg	$13,563,629 75	
Balance standing on books of the company for the purchase of the Philadelphia and Columbia R.R.	5,375,733 43	
Balance standing to debit of equipment of road, consisting of 529 locomotives, 275 passenger cars, 121 baggage, mail and express cars, 8,005 freight cars, and 928 road cars	4,476,849 98	
Cost of real estate of company and telegraph line	3,978,657 98	
Extension of Pennsylvania R.R. to South Bank of the Monongahela, and to the Delaware River, including wharves and grain elevator	2,366,661 51	
	$29,761,532 65	
14,659 shares Harrisburg and Lancaster Railroad stock	732,950 00	
25,547 shares Connecting Railway stock	1,277,350 00	
31,636 shares capital stock of the Philadelphia and Erie Railroad Company, exclusive of 48,000 shares of preferred 8 per cent. stock in the sinking fund	779,637 26	
Stock and bonds upon the line of railway between Pittsburg and Columbus, Ohio, as standing upon the books of the company at this date	5,633,450 09	
55,231 shares of capital stock of the Pennsylvania Canal Co	1,101,155 00	
Amount of other bonds and stock of Municipal and Railroad Corporations	1,283,433 34	
Cost of bonds and stocks in the sinking fund, to pay Pennsylvania Railroad second mortgage bonds, and the bonds of the Harrisburg and Lancaster Railroad Company, amounting together to $5,577,840	2,301,429 29	
Amount of fuel and materials on hand for repairs to locomotives, cars, and maintenance of way on the Pennsylvania Railroad	1,409,829 86	
Amount advanced to pay for fuel and materials on hand for repairs to locomotives and cars, and maintenance of way for the Philadelphia and Erie Railroad	371,351 51	
Amount advanced to operate the Philadelphia and Erie Railroad	419,370 01	
Amount of bills and accounts receivable, and amount due from other railroads	6,618,527 20	
Balance in hands of agents	784,635 00	
Balance in hands of Treasurer	1,674,093 66	
	$54,143,744 87	

Thomas T. Firth, *Treasurer.*

Philadelphia, Dec. 31st, 1868.

☞ The Frederick and Pennsylvania Line Railroad has been located as far as Princeville, Carroll Co., Md., and will shortly be put under contract. This road commences at Frederick and extends to Littlestown, Pa., a distance of about thirty miles.

☞ The earnings of the Philadelphia and Erie Railroad for January, 1869, were $210,059 71, against $173,503 69 in January, 1868—an increase of $36,556 02.

Delaware, Lackawanna and Western R.R.

This company have purchased the Morris and Essex and Syracuse and Binghamton Railroads, and have negotiated a perpetual lease of the Oswego and Syracuse Railroad, with stock and fixtures—the contract to go into effect March 1, 1869. The new line formed under this arrangement gives a broad gauge route from Oswego to Scranton, and thence to the junction of the Delaware, Lackawanna and Western Railroad with the Morris and Essex line, which is a narrow gauge, but which it is the intention of the company to convert into a broad gauge route at an early day, when passenger trains will be run direct from Oswego to New York. Between Binghamton and Great Bend, fourteen miles, the track of the Erie is now used by the Delaware, Lackawanna and Western Railroad Company, but they will now build an independent and connecting line between those points, thus forming an independent through line from New York to Oswego.

Kent County Railroad.

The Chestertown, Kent Co., Md., *News* says that the directors of this company have appointed a committee, consisting of Messrs. Abel J. Rees, Wm. Stevens and Wm. T. Spry, to make a contract for building the road Massey's to Kennedyville by the first of July next, to Belair by the first of September, to Deep Landing by the first of January, and the Branch to Chestertown by the first of July, 1870. This resolution differs from that adopted some weeks ago in that it does not provide for a contract with any particular parties, but leaves the committee free to negotiate with whomsoever the best terms can be effected.

The contractors are now laying the rails on the road from Townsend to Massey's Cross roads, and expect to complete the job in the course of a few weeks. This part of the road is being built by the Delaware Railroad Company.

Blue Ridge Railroad.

The Andersonville *Intelligencer* says that the reconnoissance of the line of this road recently made by Col. James P. Low and Maj. Thomas B. Lee, was entirely satisfactory. The reconnoissance was confined to that part between Walhalla and the North Carolina line, where the work had been partially done. The report is, that the Stump House Tunnel is more advanced than heretofore stated, there being but 1,500 feet of heading to drive, with six working faces; that it can be driven through in ten months; that the road can be completed to the North Carolina line in twenty months, and that the whole road to Knoxville can be finished in same time, if funds are provided. A working party of engineers will soon be put in the field, and estimates furnished for contracts in a very short time.

Portland and Kennebec Railroad.

The report of this company for the year 1868 shows that the total receipts were $599,821 35, against $576,469 16 in 1867, and the expenses $427,328 59 against $446,782 22 in 1867. The net earnings of 1868 were $172,492 76, against $129,686 94 in 1867. The condition of the road and its capacity for business have been improved during the year. The prospect of a large increase of traffic is very encouraging, and stockholders have reason to be gratified with the recent substantial improvement in the value of their property.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,645,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Oct. '68 4
Do. Washington Br.....100	1,650,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 5
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A. J. & O.	Jan. '69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref..100	1,340,400	M. & N.	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J. A. J. O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City.....10	1,000,000	F. & A.	A'g.'68 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy..... 100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	660,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jan. '69 4
Central of Georgia.....100	4,666,300	J. & J.	Jan. '69 5
Central of New Jersey....100	13,768,000	J. A. J. & O.	Jan '69 2½
Central Ohio..... 100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	----------	Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'69 5
" " pref...100	2,425,576	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy ..50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	----------	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton 100	3,521,664	Sept.	Sep.'68 5s
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68$2
" Street	----------	J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,676,348	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painev. & Ashta....100	8,760,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J. A. J. & O.	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,788,200	J. & J.	Jan.'69 4
Concord 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,886,020	J. & J.	Jan. '69 5
Des Moines Valley.....	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do. do. pref 100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,900	----------	----------
East Tenn. and Georgia....100	2,369,730	----------	----------
East Tenn. and Virginia...100	667,300	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O.	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,533,910	Annual.	Jan. '68 7
Erie & Pittsburg.....50	6 4,300	----------	----------
Evansville & Crawfordsv.100	1,143,448	----------	----------
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,150,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Sept.'68—
Green and Coates St (Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Jan.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 5
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J. & O	Jan.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4s
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F. M. A. N.	Aug.'66 2
Long Branch & Sea Shore ...	96,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,123	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,989,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	----------	Dec.'68 6
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ..100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	588,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan.'69 6
Millville and Glassboro' ... 50	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,966,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	J'n'69 14s
" " " pref.....100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,100	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	27,829,600	----------	----------
New York and Harlem.... 50	5,265,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston..100	2,000,000	J. & J.	Jan.'69 3½
Nlag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F. M. A. N	Feb. '69 2
North Eastern (S. C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh,..100	3,06 .400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J. A. J. & O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Dar'y... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J. & O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec...100	579,500	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,468,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Manef. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts v.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,583,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	Nov'68 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	867,408	----------	----------
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren.....100	1,547,650	----------	---------2½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water.... 50	2,002,746	----------	----------
Union..... 50	----------	----------	----------
" preferred 50	2,907,850	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'69 4
Fulton Coal.....	----------	J. & J.	Jan. '69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	8,200,000	FMA&N	Aug '68 5
Roaring Brook Coal..... —	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166 493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353.344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,403	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	509,670	474,056	388,573	5,606,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474.134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132.301	145,542	149,137	157,948	170,044	170,910	156.869	153.294	1.673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2.770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236.824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426.752	359.102	330,169	3,892,861
1868	259,639	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	406,062	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196.435	201,134	1.959,267
1864	158,735	175,482	243,150	185,013	198,670	243,178	224,980	307,874	375,860	324.865	336.617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270.073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,603	238,026	317,977	400,941	425.474	345.028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297.625	276,681	297,513	444,024	586,403	589.549	442,275	377,053	4,366,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,975
1869	333,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435.945	407,688	2,811.544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482.164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925.983	808,524	797,475	1,000,086	1,200,216	1.010.892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	1,001,892	13,445,785
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101.632	1,243,636	1,208,243	1.295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	900,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,230,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,165,612	1,089,695	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410.336	372,503	350,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640.179	799,236	661.391	657.141	603,402	6,329 [illegible]
1865	571,536	528,972	616,665	516.608	460.573	617,682	578,403	747,469	739,736	641.589	643,887	518,088	7.181 [illegible]
1866	603,053	505,266	505,465	411,605	569 250	567.679	480.626	578,253	571.348	661.971	588.219	504,066	6,546, [illegible]
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709.327	738,530	823,901	727.810	613,329	7,160.[illegible]
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873 500	901,631	699,891	.....	.....
1869	681,656	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125,252	116.495	116.146	105,767	1,224 [illegible]
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104.866	113.504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114.716	121.217	142,823	132.387	123,383	1.278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,415	126,556	121,519	125,065	119.169	121,408	1,294,095
1869	98,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189.145	238.012	308,106	375.567	332.360	348,048	3 302.543
1864	256,600	304,445	338,454	330.651	267,126	315,258	278,891	358,862	402.219	407,107	448.034	411,806	4,120,152
1865	363,996	366,361	413,974	365.180	351,489	387,095	301,613	418,575	486,808	524.760	493.072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338.858	384,401	429,177	496.655	429.546	352,218	4.650.328
1867	305,857	311,088	395,372	409.248	357,749	307,968	313,130	434,318	488,388	530.871	429.785	350.034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186.039	174,002	172,180	216.624	295.956	322,369	307.474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,168	375,488	339.794	306,186	3.168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408.445	410.802	405,510	376,470	3,970.946
1865	306,324	279,137	344,228	337.241	401,456	365,663	329,105	413.501	476,661	490,694	447.070	328,870	4.520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398.993	464,778	506,296	412,934	330.373	4.371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369.356	365,412	350,565	751,768	1,101,771	775,616	438,323	5.683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1.117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135.461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269.444	224,963	223.242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350.348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277.424	283,130	253,925	247,262	305.454	278,701	310,762	302.426	281.613	3,380,563
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379.367	356.096	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	263,996	254,285	388,725	414,707	448.994	463,873	466.557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815.902	746.955	526.009	6.324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,685	754,551	1.032.149	812.178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1.419.232	1,196,955	702.685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874.974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364.334	370,983	3,745.310
1863	337,350	366,598	461,955	462,987	427,094	395,845	350,753	407,077	463.509	505,814	466.300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675.360	701.352	691.556	914,082	7,120.466
1865	690,144	678,504	857,583	733.866	637.186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467.217
1867	542,416	525,497	627,960	590,557	586,484	507.451	537,381	606,218	669,637	784,800	690,598	573,727	7,242 126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,287	761,329	842,114	682,026	730,278	8,022,121
1869	625,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,864,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2.084.074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	196,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205.095	180,971	2.218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
Toledo, Wabash and Western:													
1863	86,321	91,971	108,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1.439,798
1864	79,735	95,843	132,896	123,987	127,010	156,388	139,626	244.114	248,840	221.570	220.209	265,154	2,050.322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361.910	247,023	2,924.543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809.353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	50,862	75,677	92,715	61.770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,987
1868	46,415	40,706	39,198	49,231	70,163	77,339	59,762	84,607	97,238	97,600	57,145	45 470	764,971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Feb. 1, 1869.					
Loan of Jan. 28, 1847 registered	unadjusted.	6	Jan & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	113
" " " coupon		5	" "	1874	115½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	125
" " " coupon		5	" "	1871	108
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	113¾
" " " coupon		6	" "	1881	114½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	284,246,400	6	Jan & July.	1881	113¾
" " " coupon		6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) registered	1,602,683,350	6	May & Nov.	1882	110¾
" " " (5-20s) coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	112
" " " (5-20s) coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	111
" " " (5-20s) coupon		6	" "	1885	113¾
" " 2d series (5-20s) registered		6	Jan. & July.	1886	110¼
" " " (5-20s) coupon		6	" "	1886	111
" " 3d series (5-20s) registered		6	" "	1887	111½
" " " (5-20s) coupon		6	" "	1887	111½
Loan of March 3, 1864, (10-40s) registered	194,567,300	5	Mar. & Sept.	1904	103½
" " " (10-40s) coupon		5	" "	1904	109½
Pacific R. R. Bonds (currency)	52,017,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 30, '61: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	6,654,936	---	presentation.	----	----
Gold Certificates of Deposit	32,659,520	---	presentation.	----	----
Compound Interest Notes 1864 '65	----	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	57,410 000	---	----	----	----
Fractional currency	35,511,127	---	----	----	----
Navy Pension Fund	14,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	65½
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —*" " (State Bank). "	610,000	6	Jan & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	126
" — " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " Nov., 1863	2,000,000	6	" "	1883	99½
" — " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	93
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	----
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	78½
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " " "	4,357,253	6	" "	'77-'79	100
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	98
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,988	6	Feb. & Aug.	'68-'86	----
" — " (Railroads) "	2,928,000	6	various.	'69-'99	----
" — " (Schools, &c.) "	665,000	6	Jan. & July.	1897	72
" — " (Levees) "	1,000,000	6	various.	1886	----
" — " (New) "	892,800	6	"	'86-'87	68½
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	----
" — " " 1863 "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	100
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	99½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	95½
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5		1889	----
" — " " (R. R. various)	120,000	5		1889	----
" — " " (") cur'cy.	159,974	5		89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5		1890	96
" — " " (C. and O. Can.) "	3,259,616	5		18.0	----
" — " " Ches. & Ohio Can.)	2,000,000	6		1870	----
" — " " (Balt. & Susq. R.R.)	1,000 000	6		1870	93½
" — " " (Bounty)	501,000	6		1870	99½
" — " " (Ches. & Ohio Can.)	30,000	6		abt.'74	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1885	----
Massachusetts—Funding Loan	15,000	5		1890	----
" — " "	21,000	5	June & Dec.	1868	----
—General Statutes Loan	50,000	5	" "	1870	----
—Funding Loan	17,000	5	Jan. & July.	370	----
		5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120¾
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	107½
" — " " " (stg.)	554,186	5	" "	'88.'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----	----	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	87½
" —Pacific R.R.	7,000,000	6	" "	'81- 87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	602,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'9[illegible]	----
" — " " 1864 "	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds coupon	2,589,000	7	Jan. & July.	1877	109
" — " " " registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	102½
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	999 607	6	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	99½
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1876	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	62½
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	60
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	101½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	92½
" — " " registered	5,083,062	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	6	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,988	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104½
" — " " 2d series	7,909,620	6	" "	1882	106
" — " " 3d series	9,270,017	6	" "	1892	108
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	100½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1888	65½
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	60
Vermont—State War Bonds	1,567,600	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,-69,528	6	" "	long.	51
" — " " bonds on	10,900,000	6	" "	long.	54
" — " " (new) registered	1,379,500	6	"	1876	62
" — " " (") coupon	489,300	6	"	1886	----
" — " " (")	39,600	6	"	1890	----
Wisconsin—State Bond	406,100	6	Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.		1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	90
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	836,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R. No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92½
Loan of 1850	602,000	6	" "	"	1880	92½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	90
3d Mortgage (guar. by C. & A.)	746,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	82½
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	64½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	93½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £380,550	1,841,362	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,000	6	April & Oct	New York.	1867	....
Loan for $900,000	838,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,427,300	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	480,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	496,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$250,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	204,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	86
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	86
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1895	109½
Convertible bonds	1,500,000	7*	" "	" "	1882	109½
National Loan	15,000,000	6	" "	" "	1895	111
Charleston and Savannah:						101½
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	90½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1882	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	55
1st Mortgage (convertible)		7	" "	" "	1895	
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	90½
Chicago and Northwestern:						....
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	93
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	93½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	183,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	98½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1892	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1848	89½
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1896	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1906	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	— & —	New York.	1896	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1883	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						....
1st Mortgage	580,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1872	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,180,000	7	March & Sept.	New York.	1873	92½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,400	6	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	....	7	April & Oct.	New York.	1908	85
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	89
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	570,000	8	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	92½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	926,500	7	June & Dec.	" "	1888	86½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	97½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	6,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,686	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	104
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	87½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	107½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	451,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 90.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '90	....
1st Mortgage	1,260,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	118
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1906	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	88½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	71½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1892	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	96½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1863	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	91½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,660,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	97½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1956	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	82
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1861	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	88½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	90
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	84½
Northern New Hampshire:						
Company Bonds	145.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	93
2d Mortgage (B. & O. R. R. Co.)	493.000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1896	88

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	85½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	76½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	— & —	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	2,400,000	6	— & —	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-42-44-43 and 49	2,497,800	6	" "	"	1880	80
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1842	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	$18,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	$38,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	72½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	99
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	101½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	39½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	103½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	71½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	90
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	85
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	89
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Lins.	2d Track and Sidings	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. &c.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	lands,&c. $	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	.....	.....	4,183,000	915,000	418,711	.....	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	.....	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	.....	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jan. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	68,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1867	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,196,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	*	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,583	.....	.....	1,089,749	200,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	....	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	....	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	....	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	....	....	95.0	9	8	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	9	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 26, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	70
Jun. 30, 1867	64.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,288	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,060	106,510,449	6,029,210	2,031,717	10	100	151½
Nov. 30, 1867	28.9	—	....	—	4	4	2	85	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27
Nov. 30, 1867	26.8	1.9	43.5	—	27	26	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,286	998,068	234,805	8	500	140
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	896,661	42,096,255	12,886,085	1,565,462	435,780	10	100	138
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	....	124.0	—	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	124
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	19
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	2,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,165,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	110½
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	3,100,000	*	.....	.....	6,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	30½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	118	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	16,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,990	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	156½
Apr 30, 1868	870.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,960	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,600	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	.....	.....	12,614,846	4,741,200	10s	100	82½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	116½
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	485,000	.....	70,456	191.0	431,581	.....	.....	679,990	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,382,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	1,000,000	.....	.....	—	(Leased	to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		.....	.....	6	100	....
Dec. 31, 1867	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	* 780	Cleveland, Columbus & Cincinnati...Ohio.	4,647,300	843,350	1,477,513	452,584	6,000,000	425,000	—	396,997	127.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,982,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	..	100	69½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	—	—	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash..Ohio & Penn.	3,884,090	986,337	.....	.....	8,750,000	2,509,000	.....	378,705	188.8	804,876	.....	.....	2,659,347	983,418	10	50	105½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,469,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	91
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,623	32,121,284	61,206,114	2,492,215	932,497	14	100	105½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	26,670,000	—	—	—	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	45½
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	9	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	550,024	.....	.....	941,321	146,888	8	50	75½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	—	—	—	595,587	374,580	—	—	27.0	—	—	—	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.8	185,392	3,518,057	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	132½
Oct. 31, 1867	6.8	—	2.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,085	—	—	—	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	—	—	—	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	—	—	—	1,000,000	500,000	—	—	53.0	(Op	ened Dec.	1867.	—	—	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	—	—	1,500,000	398,000	—	—	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.6	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,102	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	—	—	—	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	—	—	—	594,260	912,250	—	—	—	(Leased	to Phila;	W. & B.)	—	—	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,647	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	115½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	—	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	164,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,190	—	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	106
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	—	—	—	—	34,660	—	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	—	—	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	115½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Delawa	re.)	—	—	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	394,550	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	—	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,684	*	.....	.....	654,600	574,900	.....	—	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,408	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶.....Tenn.	1,175,000	—	—	—	—	1,162,545	—	—	47.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	50	62
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	....
Dec. 31, 1867	61.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶..Maine.	—	—	—	—	—	—	—	—	13.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	—	—	—	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	—	—	—	—	—	—	—	—	8.0	—	—	—	—	—	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,294,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	86,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	—	—	—	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.).	17,098	ss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	—	5,804	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,684	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,846	.....	.....	.....	11.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	55,591	11,382	6	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	406,461	.....	—	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	1,003,724	491,880	6½	100	80
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,884,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,080	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.8	21.0	....	—	23	14	2	58	Greenville and Columbia ¶ ...S. Carolina.	2,092,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	47	12	554	*Hannibal and St. Joseph* ¶..... Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,047	12,965,380	19,922,754	1,716,270	516,270	—	100	120
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	132,284	7	50	110
Aug. 31, 1868	61.4	14.1	76.3	—	30	43	14	491	Hartford and New Haven.....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,097,334	589,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	—	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria.....Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	986	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,809	1,815,851	8	100	137
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,389	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*.....Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,809	171,207,000	7,160,992	2,480,568	10	100	141
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,486	106,746	6,185,897	8,282,897	*	—	302.5	—	—	—	—	—	—	—	—
Dec. 31, 1867	75.0	—	....	—	—	—	—	....	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	50	35
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	....
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*...Michigan.	2,148,318	*	.....	45,538	495,139	1,486,000	157,091	46,624	45.0	.....	.....	.....	249,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	691,903	151,335	2,000,000	3,139,000	220,823	788,969	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	—	—	—	—	—	1,206,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	—	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶....Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	31.0	—	....	94.0	2	2	1	93	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	—	(Opene	d Jan. 1, 1	868, & oper	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	—	.....	.....	r. by L. C	.....	& N.Co.	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	.....	3,572,400	1,589,000	35,936	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	.....	2,646,100	868,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	45
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	28	745	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185.179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lowell and Lawrence.....Massachusetts.	332,888	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Brunswick †.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Maine Central †.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	121
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Jun. 30, 1868	272.0	19.0	28.2	—	55	40	7	526	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Memphis and Ohio †.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	....
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	623.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	97½
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	—	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	820.0	—	—	5.0	124	73	41	2,229	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	620.0	2,296,146	35.282,221	96,178,049	5,683,608	2,017,923	—	100	66
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	111
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississ. Cent. and Tenn. †. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,585	236.0	429.653	.....	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	—	164.5	8	5	3	81	Mississippi and Tennessee †. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	8,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	86½
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashua and Lowell.....N. Hamp. & Mass.	678,919	95,684	—	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Chattanooga †..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,276	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern†.Tenn. & Ky.	4,600,755	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	3	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,600	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W.	and B.)	18,294	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	33.8	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	129½
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	N. Orleans, Jack. and Gt. North. †. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	New Orleans, Opelousas & Gt. Western †. La.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	269	296	90	5,530	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	New York Central .....New York.	38,594,405	*	8,540,209	888,921	28,557,000	12,069,820	638,879	4,727,836	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North. N.Y. & Conn.	216,660	—	.....	.....	193,360	.....	29,224	.....	692.2	6,401,420	198,985,143	362,180,606	13,976,614	3,325,822	6	100	164½
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	137
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	143½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,335	2½	100	82
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Niagara Bridge and Canandaigua. N.Y. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
May 31, 1866	223.0	—	....	—	25	20	—	204	Norfolk and Petersburg †.....Virginia.	2,353,857	*	.....	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
									North Carolina †.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6a	100	....

Feb. 22, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)											
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*		28,362	27,548	1,053,960	873,000	206,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																						
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*		732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,601,447	892,057	377,206	5	50	68½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.										97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,999	5,764,500	1,812,648	837,103	326.0	1,817,306	26,008,050	94,836,528	3,690,868	917,016	8	50	96½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,895	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,368,680	629,500	43,253	220,203	68.4	364,521	6,925,609	8,888,209	680,438	204,986	8	100	107½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by			Provincial Government.)			145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	13.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	69½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,388	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	34½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	76
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	92½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,500	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark.....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,080	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	700	*Pacific* ¶.....Missouri.	11,479,635	2,196,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	332
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.															—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular.....Mich. Ind. and Ill.					400,000										—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania.....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,062,522	21,045,750	19,805,358	2,727,493	2,511,799	678.8	8,026,778	127,584,215	60,008,070	16,340,156	4,256,856	6	50	113½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	....	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0						—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			213,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	48
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	138
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,089,761	10	50	92½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	124
Oct. 31, 1867	96.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	104½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,564	10	100	123½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	82
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,770	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	102½
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord..N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.9	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.															—	100	....
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,099	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	66,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.9	—	—	—	—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland.....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	34
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.															—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	261,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	99
Dec. 31, 1866	80.9	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.															—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000									—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			186,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	—	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,306	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000		—	50	50
Dec. 31, 1867	116.3	—	9.2	—	10	13	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,289,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	189,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	—	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—					South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	15½
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore.....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	6.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,728,590	*	12,924	40,200	1,366,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota.....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	66.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	209.0	.....	.....	.....	1,006,953	408,969	9	100	90
Dec. 31, 1867	20.0	—	....	—	....	....	....	....	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	.....	(Leased	to Cinc., D	ayton and	Eastern.)	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	680,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	.....	.....	.....	.....	Stockbridge and Pittafield.....Mass.	448,700	.....	2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	.....	.....	.....	.....	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	448,700	.....	.....	.....	.....	(Leased	to Housat	onic.)	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	22.0	.....	.....	.....	.....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	36,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0	.....	.....	.....	.....	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	601,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,878,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,006	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	562,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	364,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	68½
Sept. 30, 1867	6.0	—	6.0	—	.....	.....	.....	.....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	.....	.....	.....	.....	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass., &	T. & B.)	.....	19,208	7	100	46
Sept. 30 1867	2.1	—	2.1	—	.....	.....	.....	.....	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy	.)	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	.....	.....	.....	.....	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	.....	.....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,892,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	.....	.....	.....	.....	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,880,000	550,000	3,172	212,120	.....	(Leased	to Vermo	nt Central	l.)	.....	8	100	102½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	1,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,585	1½	100	62½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	5,000,000	11,892,000	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,288	*	175,540	205,698	516,164	798,200	.....	.....	.....	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,920	7	100	....
Dec. 31, 1867	7.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	.....	.....	.....	.....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23.0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,280,945	.....	8,725,100	5,764,520	561,323	2,902,863	35.4	167,562	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,278,191	588,729	—	.....	.....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	822,450	1,288,600	630,919	.....	.....	(Leased	to Penney	lvania.)	.....	.....	—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	2,707,698	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	.....	.....	.....	.....	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	60
Mar. 31, 1868	20.8	—	....	—	.....	.....	.....	.....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	ruction.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,196,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶.....N. Carolina.	3,058,921	*	109,900	411,508	1,147,018	1,550,240	732,288	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	.....	.....	.....	.....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	.....	.....	.....	.....	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	300,000	208,333	.....	.....	.....	(Leased	to Balt. an	d Ohio.)	.....	27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	.....	.....	.....	.....	Wrightsville, York and Gettysburg.Penn	293,230	.....	.....	.....	1,622,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	3	100	125½
														317,050	52,000	24,180	.....		(Leased	to Northe	rn Central	.)			50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	202,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,483,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	4	50	98½
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	136.0	25.0	—	—	—	—	—	584	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	.....	.....	.....	871,672	543,157	16	100	123
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,965	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	.....	.....	10	100	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,983	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	.....	247,603	8	50	58½
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	169,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	21
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	25½
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	128.0	.....	.....	.....	75,279	loss.	—	50	....
									Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	....
																						132,037	33,921	4	50	62

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed and equipped in single track.	Length. In progress or projected.	Equipment. Cars. Horse.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	326,000	—	64,236	187,427	29,460	9.5	—	60½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	101½
30 Nov.'67	3.99	—	43	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,426	200,000	50,000	48,954	164,967	loss.	—	—	10
0 Nov.'67	3.00	—	—	—	—	Malden and Melrose	60,246	200,000	55,768	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.98	—	791	166	—	Metropolitan (Boston)	1,628,225	1,250,000	—	183,198	726,709	129,635	10	—	60
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	70
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,316	14,278	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	0.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.14	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	0.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	37	6	6	Albany	139,414	98,000	40,000	—	71,961	15,873	—	100	—
30 Sep.'67	22.00	—	—	58	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	10.70	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	15.01	—	—	108	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	105,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	29,587	129,267	14,852	—	100	—
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	3.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,648	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 096	12	100	—
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,766	419	—	100	—
30 Sep.'67	3.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,300	100,600	3,900	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,600	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,082	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69	458,946	9,470	—	100	464
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	583,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	58,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,595	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1,200000	50.000	1,18945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 283	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,286	121,17½	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	4.26	—	—	4	—	V. Brant st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,396	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,389	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,586	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	59,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	425	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	83
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	264,574	63,582	26½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170.439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,000	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	135	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	9 ,885	23,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,995	110,000	35,000	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	34,852	21,550	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,035	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,93c	339,007	114,200	63,033	408,156	105,448	18½	50	45
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,365	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,019	192,750	—	—	131,728	22,160	31½	50	68½
31 Oct.'67	6.25	—	145	28	4	13th & 16th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	19
31 Oct.'67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	200,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	275,000	100,000	—	281,058	50,692	10	50	64
31 Oct.'67	4.15	—	13	4	1	Wilkesbarre and Kingston	70,285	49,300	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,003	—	31,549	239,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Ohio.) Passenger	111 412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Ohio)	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	.....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J	71-'72	91½
Malden and Melrose:					
1st Mortgage gua antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	—	.....	.....	.
Maldon & Melrose bonds	46,971	—	.....	.....	.....
Real Estate	6,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7		1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.		
" O. & Newark	100,000	7	J. & J.	1881	.....
2d Mortgage "	100,000	7	J. & J.	1890	.....
Philadelphia City:				1883	.....
1st Mortgage	140,000	6	J & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	.....
Quincy.					
Plain bonds	58,100	..	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100.000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	105
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	490,000	..	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	.....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	80,000	7	M & S	1878	—
West Philadelphia:					
1st Mortgage	160,000	7	J & J	1866	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Bloasburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	66
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	....	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	70
Chicago and Alton, pref.	2,425,400	7	10	157
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	81
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,830	...	...	116½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	78
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,596	6	6	....
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	90
Schuylkill Navigation, pref.	2,888,997	6	6	38
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	37½
Mariposa Mining, pref.	5,774,400	7	7	30½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 43 —
Pig, American, No. 1 (good to best)		40 — @ 42 —
Pig, American, No. 2		38 — @ 40 —
Pig, American, Forge		36 — @ 37 —
Bar, Refined, English and American		90 — @ 95 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
		Store Prices.
Bar, Swedes, ordinary sizes		— — @145 —
Bar, English and American, Refined		90 — @ 92 50
Bar, English and American, Common		85 — @ 87 50
Scroll		125 — @160 —
Ovals and Half-round		122 50 @150 —
Band		125 — @ — —
Horse Shoe		125 — @ — —
Rods, ⅜@3-16 inch		100 — @160 —
Hoop		135 — @185 —
Nail Rod	per lb.	— 8½@ — 10
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold). per ton.	55 — @ 56 —
Rails, American		74 — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.. (2d and 1st quality).	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— — @ — 46
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 26 @ — 26½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 32 @ — 31½
Straits	(gold).	— 31 @ — 30
English	(gold).	— 29½@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 75 @ 9 —	12 — @ 12 50
I. C. Coke	7 — @ 8 —	9 50 @ 11 —
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 25	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).. per gall.	— 21½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 25½@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 34 @ — —
Refined, Standard White (in ship'g order)	— 35 @ — —
Refined, prime White (in shipping order)	— 37 @ — —
Refined, S. W. (in merchantable order)	— — @ — 35
Naptha, Refined, (60 @ 63 gravity)	— 10½@ — —
Residuum	per bbl. — — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9	per 50 feet. 7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 66 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	126	....
Canton Co. 61	....	....	....	....	60½	....
Central of N. Jersey 112	112	112	....	....	111½	110
Chicago & Alton	155x	....	....	....	156	156
.. pref.	155x	....	....	158	....	....
.. 1 M.	100½	....	....	....	....	100½
.. S. F.	....	....	....	....	....	....
.. Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	100	....
.. 8s, 1883	....	....	....	....	111	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	83	....	....	....	82½	....
.. pref.	90½	90½	....	....	90½	91½
.. 1st M.	91	....	....	....	....	....
.. Interest	....	....	....	....	....	....
.. S. F.	95	93	....	....	....	....
.. Consol.	93½	....	....	....	....	....
Chic., Rock Isl. & Pac.	128½	....	....	....	126½	....
Chicago & R. I. 7s, 1870	100½	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	95	94½	....	....	94½	....
Clev., Col., C. and Ind.	69	68½	69	....	70	69
Clev. and Pittsburg	89½	91	....	....	....	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	....	....	....	....	....	....
.. Con.	....	....	....	....	....	....
Clev. and Toledo	104½	105½	105	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	47	....	....	....	....	45½
.. 1 M.	84½	84½	84½	....	84½	84½
Cumberland Coal pref.	....	....	....	....	37½	....
Del. & Hudson Canal	128½	....	128	....	128	128
Del., Lack. & Western	117½	117½	116	....	115½	....
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1867	....	....	....	....	....	102
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	92½	....	....	92½
.. 4 M. 7s, 1880	87½	....	....	....	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	79	....	....	....	....	....
Hudson River	135	136	135½	....	137	137
.. 1 M. 7s, 1869	....	....	100½	....	100½	....
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	141
.. bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	104½	104½	103½	....	....	105½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	8½
Michigan Central	....	....	....	....	117½	118
.. S. F. 8s, 1882	....	....	....	....	117	....
.. conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	93½	94½	94½	....	95	96½
.. 1 M. S. F.	96½	....	96½	....	....	....
.. 2 M.	....	....	....	....	93	93½
Mil. and P. du Chien	....	....	....	....	....	....
.. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
.. 1st M.	....	....	....	....	....	....
Milw. and St. Paul	66	66½	....	....	....	65½
.. pref.	78½	78½	....	....	77½	79
.. 1st mort.	91	....	....	....	....	91
.. 2d mort.	....	....	....	....	....	....
.. 8s.	....	....	....	....	....	....
.. 7 3-10s con.	91½	....	....	....	....	....
Missouri 6s	....	87½	....	87½	....	....
.. H. & St. J. 1s.	91½	....	....	....	....	87½
Morris and Essex	86½	86½	86½	....	86½	....
.. 1st mort.	97½	97½	97½	....	....	....
.. 2d mort.	89½	89	....	....	....	89½
N. Jersey R.R. & T. Co.	129½	....	....	....	....	....
New York Central	163½	163½	....	....	163½	164½
.. 7s, S.F. 1876	100½	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	91½	....	92	....	....	....
.. 6s, S.F. 1887	91	....	....	....	....	....
N. York and Harlem	....	....	....	....	137	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	102½	....	....	....	....	....
N. Y. and N. Haven	148	145	145	....	145	143
N. Carolina 6s	61½	63½	64½	....	....	63½
.. new	59	59½	60½	....	59½	59½
Ohio and Miss.	34½	34½	34½	....	....	34½
.. pref.	....	....	....	....	76	....
.. 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	106½x	106½	106	....	98½	97½
Panama	....	....	....	....	....	332
Phila. and Reading	92½	92½	92½	....	91½	92½
Pitts., Ft. W. & Chicago	118½	119½	120½	....	121½	124
.. 1 M.	....	101½	101½	....	....	....
.. 2 M.	98	98½	....	....	98½	....
.. 3 M.	....	91½	....	....	....	....
Quicksilver Mining Co.	23	....	....	....	24½	25½
St. L., Alton & T. H.	39½	....	....	....	....	....
.. pref.	66	....	....	....	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M. pref.	....	....	....	....	....	82½
.. Income bds.	....	....	....	....	....	....
Tennessee 6s	67	66½	....	....	67½	66½
.. new	66	66	66	....	65½	65½
Tol., Wab. & Western	66	66½	66	....	66½	68
.. pref.	....	....	....	....	....	....
.. 1 M. ex.	....	....	....	....	....	....
.. 2 M.	65	....	....	....	....	....
.. Equipment	....	....	....	....	78½	....
Virginia 6s, ex-coupon	57½	57½	58	....	....	57½
.. new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	125	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..109	109	....	....	....	....	109½
U. S. 5s, 10-40s, reg....103¾	103¾	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	113¾	....	....
U. S. 6s, 1881, coup...113¾	113¾	113¾	....	114¼	113¾	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	110¾	....	....	....	....
U. S. 6s, 5-20s, c. 1862..114¾	114¾	....	....	114¾	114¾	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.111	110¾	111¼	....	111¾	111¾	....
U. S. 6s, 5-20s, reg. '65	....	111	....	....	111	....
U. S. 6s, 5-20s, c. 1865.112¾	112¾	112¾	....	113	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	110¾
U. S. 6s, 5-20s, c. n. '65.110¼	109¼	110¼	....	110¼	110¼	....
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.110¼	110¼	110¼	....	111¼	110¾	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	111¼	....
U. S. 6s, 5-20s, c. '68 ..110¼	110¾	....	....	111	....	....
U. S. 6s, Pac.R.R.issue101¾	....	101¼	....	101¼	101¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	....	....	....	....	....	9½
.. preferred	....	....	....	33	....	....
Camden and Amboy...122¾	123¼	123¾	124	....	124	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 86	....	....	....	....	....	....
.. 6s, 1889	....	....	85¼	....	....	....
.. mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 29¼	....	....	....	29¼	....	....
.. 6s, 1884	....	....	83¾	84¼	....	....
.. Gold L..... 90¼	89¾	90	90¼	....	90	....
.. R. R. L	....	....	....	....	....	84¾
Lehigh Valley R. R..... 55¾	55¾	55¾	55¾	....	55¾	....
.. 6s new	93	....	....	....	....	....
Little Schuylkill R.R	43	43¼	....	....	....	....
.. 7s..... 99	....	....	....	....	....	....
Minehill	55½	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	60	60	....	....	60	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	90¼	....	90	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R..... 57	56¾	56¾	56	....	56¾	....
.. 1st M	....	....	....	....	....	98
.. 2d M..... 96¼	96¼	96¼	....	....	....	....
Penn. State, 6s, 1st series104¼	....	104¼	....	....	104¼	....
.. 6s, 2d series.105	105¼	105¼	106	....	....	....
.. 6s, 3d series	....	....	....	....	106¼	....
.. 6s, W. L	....	....	....	....	100¼	....
Philadelphia City, 6s... 97¼	....	....	97¼	....	....	....
.. new 100¼	101	101	101	....	101	....
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading 46¾	46	46¾	46¾	....	46	....
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	25¼	....	....	86¾	....
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	12¾	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	80	....	....
Hestonville, (Horse).. 11¼	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	38	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890 ..... 94¼	94¼	94¼	94¼	....	94¼	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875. 92¼	....	....	....	....	....	....
.. .. 1880	92¼	92¼	....	....	....	....
.. .. 1885	94	....	....	....	....	94¼
Marietta & Cin. 1st M	....	....	....	....	....	....
.. 2d M..... 71¼	....	71¼	71¼	....	....	....
Northern Central	48¼	48¼	....	....	....	48¼
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	84¾	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany	....	....	....	....	....	151¾
Boston and Lowell	....	....	140	....	....	....
Boston and Maine	....	....	138	....	....	....
Boston and Providence	....	....	137	....	....	....
Boston, Hartford & Erie 27¾	27	27	....	27¼	27	....
.. 7s, new	....	....	....	....	64½	....
Cheshire, pref	....	....	....	....	70	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	132¾	....	....	....
Eastern	....	....	115½	....	115¼	115¾
Fitchburg	....	....	130½	....	....	136¾
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	119½	....	....	118¾
Northern, N. H.....112¾	112	....	....	....	....	112¾
Ogdens. & Lake Champ	....	....	....	....	69¾	69¾
.. pref	....	....	....	....	....	....
Old Colony & Newport	93½	94	....	....	....	93¾
Ph., Wil. & Baltimore.. 51	51¼	51¾	....	52	52¾	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	102¼	102¾	....	....	....	....
Vermont & Mass	63	63	....	....	62¾	....
Vt.C. & Vt. & C. Eq. 8s.103¾	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex 70	....	70	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls 16	....	....	....	15	15	....
Franklin 19	19¾	19	....	18	19¾	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National 6¼	6	....	....	....	....	....
Minnesota 3	3	....	....	3¾	....	....
Pewabic 12	11¾	11¾	....	10¾	11	....
Pittsburg ..	....	....	....	....	....	....
Quincy 30	....	29	....	....	31	....

London Stock Exchange.

	Closing Prices. Jan. 29.	Feb. 5.
All. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	67 — 70	67 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	67 — 70	67 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	45½— 46	39 — 40
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	26 — 26½	24¼— 24¾
Do. sterig. 6 p. c. convertible bonds	70 — 72	70 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	92 — 92½	93¼— 94
Marietta and Cin. R. R. bonds 7 p. c..	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct..	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	86 — 88	87 — 89
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, February 27, 1869.

Stock Exchange and Money Market.

The tendency to relaxation in the Money line, referred to in our last, was more fully developed during the week, under increasing offerings of capital, chiefly on private account, and a less urgent inquiry for aid from all the borrowing interests. The market closed quite easily on the basis of 5@7 per cent. on call, and 7@9 per cent. per annum in the discount form, at which figures, the available supply of money exceeded the demand for accommodation, whether from speculative, or from mercantile sources. The outflow of currency to the South and Southwest early in the week told against the city bank reserve of legal tender notes, which, on the last return to the Clearing House, showed a falling off of $1,337,755. There was a further reduction of two and a half millions in the specie line, chiefly the result of the active demand for coin to pay duties on foreign goods imported direct or withdrawn from warehouse within the week, which led to an addition of importance to the cash balances in the U. S. Sub-Treasury. The aggregate deposits were cut down $5,365,314, and the loans were diminished nearly a million dollars. There was also a slight contraction in the item of circulation. The banks have lost about 9½ millions of deposits within five weeks, nearly six millions of specie, since Jan. 16th, and nearly four millions of legal tender notes, since the close of January. They held a week ago nearly 21½ millions more of gold and lawful money than the 25 per cent. of obligations required by the banking act, or $78,193,283 of coin and legal tender notes, as against $227,261,311 of deposits and circulation. The excess on the latest return was $18,878,610, as against $22,583,438 same date last year. The U. S. Sub-Treasury added over two millions and a half to its coin and currency balances, within the week, which it closed with $90,889,560 in reserve, against $88,203,580 the preceding week, and $84,015,878 held on January 27, four weeks since, indicating an average weekly gain of $1,718,424, during the past month.

The specie reserve of the city banks is now $23,351,391, against $22,513,981 same time last year. The city bank deposits are now $187,612,546, against $209,095,351 week ending Feb. 22, 1868. The legal tender reserve amounts to $50,997,197, against $60,868,930 same time last year. The circulation now stands at $34,247,321, against $34,100,023 same time last year. The loans are now $263,428,068, against $267,766,643 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $117,998,508 a day, against a daily average of $115,126,000 the preceding week, and $111,721,580 the week ending with Feb. 3, 1869. The current week's exchanges average about $112,393,071 a day. The city banks, last week, reported a further loss of $2,502,940 of specie, $5,365,314 of deposits, and $1,337,755 of legal tender notes. They reduced their loans, $952,339; and their circulation, $16,130.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,284,365, average amount of specie $545,234, average amount of deposits $1,258,126.

National Bank notes to the amount of $202,600 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $312,733,326, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $12,918,249, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,815,077. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,567,900; and for the public deposits, $34,217,350—making a total of $376,785,250. The Treasury Department last week redeemed and destroyed $637,700 of worn and mutilated fractional currency, and issued $891,000 of new. The outstanding amount of fractional currency on the 1st of February, 1869, was $35,511,127, against $34,215,716 on the 1st of January, 1869, and $33,875,268 on the 1st of December, 1868.

The U. S. Sub-Treasury receipts, week ending with Feb. 20, were $7,089,420, including $2,899,816 from customs duties; payments, $4,674,472, including $268,732 of coin interest; balance at the close of the week, $90,455,882, against $88,040,934, at the close of the preceding week, showing an increase of $2,414,948. The business

of the Office during the first business day of the current week, was as follows: On Tuesday, receipts, $1,229,179 including $646,000 from customs and payments, $795,501 including $25,401 of coin interest. The balance at the close of business on Tuesday stood at $90,289,560, against $88,203,580 a week previous; and $86,235,144, on Feb. 3, 1869. The aggregate receipts of the office in January were $60,627,079, including $9,702,416 from customs, aggregate payments, $64,854,493, including $18,543,453 of coin interest.

Monday was observed as a close holiday in business circles, and no business of moment was transacted at the Custom House, or Sub-Treasury.

The outstanding amount of coin certificates on the 1st of Feb., 1869, was $32,659,520, against 27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $481,000, and retired $2,813,817 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during January, reached $10,964,000.

Government revenues yielded moderately, through the week. The excises, last week, yielded about three millions; customs at the port of New York, $2,899,816, and at the outports about $950,000 (in coin) more, making the grand total income for the week equal to about $8,207.250 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 94 millions, according to the latest Washington advices.

The Gold Exchange Bank clearances on Wednesday, were $98,464,000, and the resulting balances $3,052,884 in coin, and $4,438,446 in currency.

Gold has been much less confidently dealt in since our last, and has declined materially in price, under the increased offerings, largely on speculative account. The range of the week was from 132⅛@135⅜, and the closing quotation on Wednesday 132¼@132⅜. The speculative inquiry has fallen off materially, and the drift of operations has been generally in the direction of lower figures. The customs drain has been up to nearly half a million a day. The specie exports, however, have been insignificant, having been confined to $213,323 last week, $85,000 on Tuesday, and only $15,000 on Wednesday. The foreign specie imports, during the week, were $100,078. The *Arizona* delivered here $270,364 of California treasure, on Tuesday.

The customs demand for Gold last week, averaged $483,303 a day; thus far, this week, it has been equal to $646,000 a day, or equal to a weekly aggregate of $3,876,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $100,078, and since Jan. $1,730,440 against $280,987 same time in 1868. The receipts from California, last week, were $270,364. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $77,979,711, against $71,285,123 same time in the preceding fiscal year. At the port of San Francisco in 1868, $8,382,329, against $7,622,827 in 1867.

The total receipts of California gold at this port, since July 1, 1868, have been $15,278,508, against $21,545,593 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $6,267,085. The exports of specie, from this port, last week, were $213,323, against $934,204 same week last year; total, since July 1, 1868, $27,090,494, against $37,902,829 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $268,732; since July 1, 1868, $63,011,863, against $51,037,520 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Jan. 22, 1869, were $3,161,497, against $2,732 801 same time in 1868.

The foreign exchange market has been less liberally supplied with prime bills, and has been quoted firmer with an improved inquiry for sterling drafts. There has been a notable falling off in the offerings of bills drawn against export purchases of American securities, which latter have been on a less extensive scale. The offerings of produce bills have been fair in amount, but have not included the usual proportion of drafts against cotton shipments. Bankers' prime sixty day bills on London closed on Wednesday at 108⅞@109¼, and on Paris to 5.18¾@5.16¼; sight bills on London to 109⅜@109¾, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been on a more liberal scale this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,261,173, against $2,968,819 same week last year; total, since July 1, 1868, $106,658,910, against $118,243,837 same time in preceding fiscal year of 1867–'68.

There has been less animation in the market for Government securities, and the operators for a decline in prices have taken advantage of this circumstance to "hammer" values, which pastime they have rather more confidently indulged, though not with encouraging success thus far. The offerings of the coin bearing bonds of all issues have been quite moderate, mainly on speculative account, and with a view to the creation of an additional *short* interest, in hopes of a further yielding in prices, which would enable the *short* sellers to cover their outstanding contracts at rates which would pay a handsome profit, on the *bear* dealings. The investment demand, though not remarkably brisk, has been fair throughout the week, at the ruling values. The favorite issues with buyers have been the 1862 and 1867 Five-twenties. On Wednesday, the market closed quite buoyantly, on an active call for the gold bearing obligations, at our quotations influenced by the dispatches from Washington, reporting the passage in the House of Representatives, by a large majority, of Mr. Schenck's bill, explicitly providing for the payment of the funded debt in coin, and for the legalization of all contracts made payable in coin.

U. S. sixes of 1881 closed here on Wednesday at 113⅞@114; U. S. Five-twenties of 1862, 114⅝@114¾; U. S. Five-twenties of 1864 at 111⅝@111¾; U. S. Five-twenties of 1865 at 112⅝@112¾; U. S. Five-twenties of 1865, consolidated, 110½@110⅝; U. S. Five-twenties of 1867, 111@111¼; U. S. Five-twenties of 1868, 111@111¼; U. S. Ten-forties at 109½@109⅝; U. S. Six per cent. currency bonds, 101⅜@101½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 10.	Feb. 17.	Feb. 24.
Consols	93⅛	93	93
U. S. 5-20's of 1862	77	78¼	79¼
Erie	24¾	24	24¼
Ill. Central	94	96⅛	97¼

Railway and miscellaneous share dealings have been on a restricted scale, and the course of prices has been less satisfactory to operators for a rise, most values having been depressed considerably. Pacific Mail fell off full 18 per cent., or from 110⅜@97⅛. It closed on Wednesday at 97⅜. Fort Wayne shares were higher, as were also Hudson River and the St. Paul stocks. Express property was generally much lower and quite panicky on Wednesday, under extensive forced sales.

General business has been moderately active for the season, in the line of domestic produce, generally at lower prices though cotton and provisions closed with reviving firmness, on an enlarged demand, mainly speculative. Middling upland cotton closed steadily on Wednesday at 29½@29¾ cts. per lb. The stock of cotton now here is estimated at about 81,000 bales. The receipts at the port this week, have averaged about 2,800 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,558,000 bales, against 1,529,000 bales same time in 1867–'8; exports, same time 779,500 bales, against 899,000 bales same time in 1867–'8; stock on hand at latest dates, 410,000 bales, against 362,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 2,117 pkgs., against 2,137 pkgs., same time last year. From Boston, 843 pkgs., against 2,122 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been rather slow of sale at from 10@17c., as extremes, per lb.; week's receipts, 5,415. Milch cows dull at $40@$110 each; receipts, 124. Veal calves in moderate request at 9½@13½c. per lb.; receipts, 503. Sheep and lambs at 5⅜@8¾c., per lb.; receipts, 20,230. Swine quiet and heavy at 10½@11¼c. per lb., liveweight; receipts, 11,808. The inquiry for foreign merchandise has been fair, and groceries have shown a further improvement, under free purchases, largely on speculative account. The total imports of foreign dry goods, last week, were $3,395,505, and the total amount marketed $3,129,946. The value of foreign merchandise imported last week, was $4,043,748—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,439,253, against $5,735,486 same week last year; total since July 1, 1868, $158,838,461, against $141,424,056 in 1867–'8. There has been a moderate business reported in the ocean freight line, but at easier rates. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. by sail, and 1s. 6d.@1s. 9d. by steamer, per bbl.; grain at 3½d.@4d. by sail, and 4d.@4½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 410.

Prices at the auction sale of Scranton Coal on Wednesday were much lower, 80,000 tons having been disposed of at 4.50@4.80 for stove; 4.32½@4.45 for grate; 4.20@4.30 for egg; 4.35@4.40 for

lump; 4.30@4.37½ for steamboat; and 3.72½@3.85 for chestnut, per ton of 2,240 lbs., deliverable at Elizabethport, N. J.

The imports for the week ending February 20, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,660,243	$3,395,505
Gen. merchandise	3,075,243	4,043,748
Total for the week	$5,735,486	$7,439,253
Previously reported	22,590,437	29,157,109
Since January 1	$28,325,923	$36,596,362

The New York exports, exclusive of specie, for the week ending Feb. 23, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,968,819	$3,261,173
Prev. reported	22,943,310	20,665,571
Since January 1	$25,912,129	$23,926,744

The balance in the Sub-Treasury on Wednesday was $91,880,804 94.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Jacksonville and Chicago 1st mort., 97; Toledo, Peoria and Warsaw 1st mort., W. D., 84½; do., E. D., 86; New York and New Haven 6s, 97; Hannibal and St. Joseph R. R., 120; do., pref., 115½; do., Land Grant bonds, 107¾; do., conv. bonds, 122; New Jersey Central 1st mort., 99; Toledo and Wabash consol. bonds, 81; Long Dock bonds, 92½; Galena and Chicago 1st mort., 97½; Great Western 10s, 1868, 104; Chicago and Milwaukee 1st mort., 89½; Alabama 5s, 65¾; do., 8s, 94¼; New York State 7s, Bounty Loan, reg., 109; do., coupon, 109; Rhode Island 6s, 100¾; Georgia 7s, 93; Louisiana 6s, 72; do., 6s, Levee bonds, 68¾; do., 8s, Levee bonds, 85; Brooklyn 6s, W. L., 95½; Adams' Exp. Co., 60; American Mer. Union Exp., 40; Merchants Union Exp., 17; Wells-Fargo Exp., 30½; Mariposa pref., 30½; do., Tr. 10s, ctfs., 66; Central Coal, 65; Western Union Telegraph, 87⅜; Boston Water Power Co., 15¾; Black Hawk gold, 1.00; Buchanan Farm oil, 0.65; Brevoort oil, 1.00; Consolidated Gregory Gold, 2.55; Central Petroleum, 0.90; Grass Valley, 0.44; National oil, 3.50; Pit Hole Creek petroleum, 1.20; Quartz Hill Gold, 0.80; Smith and Parmalee Gold, 1.65; United States petroleum, 1.50; Wallkill Lead, 0.26.

Philadelphia.—Oil Creek and Allegheny River R. R., 38; Phila. and Trenton R. R., 124; West Phila. R. R., 64; West Jersey R. R. 6s, 90; Sunbury and Erie 7s, 99⅛; Phila. and Sunbury 7s, 90⅛; Delaware Division Canal, 48¼; Morris Canal scrip, 64½; Pennsylvania State coupon 5s, 92½; do., 5s, 1870, 100; New Jersey 6s, free, 102½; St. Louis W. L., 103; St. Nicholas Coal, 1; N. Y. and Middle Coal Fields, 4¼; Niagara oil, 1⅛; Corn Planter, ½. The latest quotations are: City 6s, 97⅛@97¾; do., free of tax, 100⅞@101; State 5s, reg., 99@100; do., coupon, 92¼@98; do., 6s, W. L., 101@101; do., 1st series, 104@104½; do., 2d series, 105@105¾; do., 3d series, 107¾@108; Reading, 46@46¼; do., 7s, 1893, 104½@105¾; do., 6s, 1880, 88@90; Camden and Amboy, 123¾@124; do., mort. 6s, 1889, 93@94; do., 1888, 85⅛@85⅞; Penn. R. R., 57@57⅛; do., 1st mort., 97¾@98; do., 2d mort., 95⅛@96½; Little Schuylkill R. R., 43¼@43½; Morris Canal, 26@29; do., pref., 60@61; do., bonds, 80@90; Wyoming Valley Canal, 28@31; do., 6s, 77@85; Susquehanna Canal, 12½@14; do., 6s, 55@57; Sch. Nav., 9¾@10; do., pref., 18¾@19; do., 6s, 1882, 67@68; Delaware Div. Canal, 48@48½; do., bonds, 82@—; Elmira and Williamsport, 30@31; do., pref., 40@40; do., 7s, 1873, 90@90¾; do., 5s, 60@65; Lehigh Coal and Navigation, 29@30; do., 6s, 1884, 82½@83½; do., R. R., Loan, 84½@85; do., Gold Loan, 89¾@90; North Pennsylvania, 34@34½; do., 6s, 88@90; do., Chattle 10s, 109@109; Philadelphia and Erie, 25¼@25½; do., 6s, 86¾@86¾; Minehill, 55@55½; Catawissa, 11@11; do., pref., 33⅛@33½; Lehigh Valley, 55⅜@55⅝; do., 6s, new, 93@94; Fifth and Sixth streets, (horse,) 37@39; Second and Third, 42@45; West Philadelphia, 63@64; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 15½@17½; Girard College, 27¾@29; Tenth and Eleventh, 71@75; Union, 40@43; Hestonville, 11¾@11⅞.

Boston.—Vermont Central 1st mort., 7s, consol., 77½; do., 2d mort., 39¼; Central Pacific 6s, 1896, gold, 100⅜; Old Colony and Newport 6s, 1876, 95; do., 7s, 1877, 102⅞; Eastern R. R. 6s, 1885, 95½; Union Pacific 6s, gold, 99; Pacific (Mo.) R. R. 6s, gold, 97⅛; Stanstead, Shefford and Chambly 7s, 77½; Boston and Lowell 6s, 1879, 98⅛; Summit Branch R. R. 6s, 1876, 85; Cheshire 6s, 92; Sandusky, Cincinnati and Cleveland R. R., 25; Conn. and Pass. Rivers R. R., 90; Taunton Branch R. R., 115; Indianapolis and Cincinnati R. R., 17½; Norwich and Worcester R. R., 107⅞; Boston Water Power Co., 15¾; Cary Imp., 8⅛; Shawmut gold, 26¾c.; Montezuma gold, $1; Ophir (N. S.) gold, 40c.; Short Mt. Coal, 13; Massachusetts 5s, 1894, gold, 109¾; do., 6s, 5-20s, currency, 101½; Connecticut 6s, 1883, 99¼; New Hampshire 6s, 1870, 100; Chicago 7s, 1881, 98; do., 1892, W. L., 98¼; do., River Imp., 98; Bath 6s, 1891, 90¾; Augusta 6s, 1870, 99¼; Cincinnati 7 3-10s, 103¼; Cook Co., Ills., 7s, 97; Charlestown 6s, 1889, 100; do., 5s, 1880, 89¼; Salem 6s, 1893, W. L., 100; Manchester 6s, 1875, 95½; Bangor 6s, 1894, 93¼; Cambridge 6s, 1887, 99¾; St. Louis 6s, 1878, Wharf bonds, 89; Quincy Ills., 6s, 1888, 70; Boston 5s, 1883, gold, 108¼; do., 1871, 119½; Allouez Mining Co., 6½; Concord, 3; Dudley, 25c.; Hancock, 4; Humboldt, 70c.; Mesnard, 37c.; Phœnix, 9¼; Rockland, 2¼; Schoolcraft, 18; St. Clair, 80c.; Winthrop, 65c.

Baltimore.—Maryland Defense Loan, 100; Virginia 6s, old, reg., 50¾; do., 1867, 51½; Memphis City bonds, 50½; Orange, Alexandria and Manassas 4th mort., 8s, 76½; Wilmington, and Weldon 7s, gold, end. by N.C., 90; Bare Hill Mining, 0.10; Silver Valley, 0.10. The latest quotations are: Balt. and Ohio, 120@120⅞; do., 6s, 1875, 92@92¾; do., 1880, 92¼@92½; do., 1885, 94@94½; Northern Central, 48@48¼; do., bonds, 1885, 83½@85; do., 1900, 84¾@85; Parkersburg Branch, 24@24; N. W. Va. 1st mort., 92@93; do., 2d mort., 90@92; do., 3d mort., 1873, 88@89½; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 88@90; do., 2d mort., 70½@71¼; Central Ohio, 30@31⅜; do., 1st mort., 85½@86¼; Western Md. 6s, 1890, 60@75; do., guar., 89@90; do., 2d mort., guar., 85@87; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 95@95⅛; do., 1886, 94@95; do., 1890, 94¼@94¾; do., 1893, 97@—; do., 5s, 1838–'70, 75@75; City Passenger R.R., 17¾@18; George's Creek Coal, 65@67¼; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.30.

Union Pacific Railroad Bonds.

The late decision of the United States Supreme Court that both coin and currency are a legal tender, and that all contracts for the payment of coin are valid and may be enforced by law, places the *legal liability* of the Union Pacific Railroad Company to pay the interest and principal of its first mortgage bonds beyond question. What some of the courts have heretofore held was a matter of honor has now become an obligation, and must enhance the market value of their securities.

These bonds are a first mortgage upon one of the longest lines of railroad in the world. The amount will be less than $27,000 per mile. The earnings from local business over a portion of the road last year were over five million dollars, and after its completion early this season the immense through traffic of the Pacific States will increase this sum to fifteen or twenty millions. The payment of both interest and principal of the bonds in gold is, therefore, perfectly sure.

The present high price of governments offers a favorable opportunity to sell and to reinvest in a bond equally safe and more valuable on account of the longer period before its maturity. *The exchange will now pay a profit of from ten to fourteen per cent.*

As the issue of these bonds will soon cease, parties who desire to invest are invited to make their subscriptions at once. They will be received at the Company's office, No. 20 Nassau street, and by John J. Cisco & Son, No. 59 Wall street, and by banks and bankers generally. A pamphlet, with full particulars, sent free on application.

Finances of Baltimore.

The annual report of the Baltimore City Register recently presented to the Councils of that city, gives the following statement of its financial condition: Funded debt, $22,069,225; endorsements for various railroads, $1,948,500; miscellaneous debts, $930,261; making a total of $24,947,986. The assets of the corporation, including shares and mortgages on various railroads, real estate, taxes in arrears, &c., amount to $22,017,260. The stocks, however, taken at their market value, it is asserted, would add $305,000 to the amount of assets beyond what they are credited in the account. The estimate of expenditures for 1869 amounts to $4,883,883, and the receipts other than from taxes at $1,710,200.

☞ The receipts of the New Bedford and Taunton Branch Railroad during the past year were $227,615 80, and the expenditures $187,225 02, leaving a profit of $40,390 78. The number of passengers carried during the year was 248,221. Two hundred and eighty tons new iron were laid during the year. The dividends paid amounted to 8 per cent.

☞ The earnings of the New London Northern Railroad during the past year were $404,846 69, and the expenses $340,698 89, making the net earnings $64,147 80. Two dividends of 4 per cent. each have been paid during the year, amounting to $64,000.

From Herapath's Railway Journal.

Railway Economy.—Permanent Way.

In our last article we traced the development of the permanent way up to the period of the introduction of the fish-joint. Its success on the then Eastern Counties Railway soon attracted attention, and it began to be gradually introduced on other lines about the years 1849–50, notwithstanding that existing circumstances rendered its application at that time anything but a perfect mechanical appliance, owing to the form of the channels in the rails, then in use, not being such as to provide for the proper fitting of the fishing-plates when by abrasion their surfaces and that of the rails against which they rested had become worn, as also to the difficulty of procuring screw bolts in large quantity, of the requisite quality, at the moderate price the case demanded. So great was this difficulty at the early date named, that it threatened seriously to interfere with the general adoption of the fish joint, and at one of the discussions at the Institution of Civil Engineers it was stated that in one hundred and twenty five pairs of joints, containing 1,000 bolts and nuts, that had been examined on the Great Northern Railway two days after the nuts had been tightened up, no less than 261 nuts were found loose, and six of the bolts were out altogether. These, however, were practical difficulties, and, as a rule in a country like this, such difficulties soon vanish, and so by degrees these drawbacks to the introduction of the invention when discovered were gradually remedied. Thus a superior description of bolts made by machinery were after a time brought into the market, which while meeting the requirements as far as practicable, were at the same time supplied at a reduced price, and in all new rails that were laid down the section was so modified as to render it suitable for the application of fishing plates. This modification principally consisted in making the sides of the channels flat surfaces where the fishing plates abutted against them instead of the usual double curved form before in vogue, the angle of these surfaces being so adjusted as to admit of the application of the fishing plates in the most effectual manner, so that when worn and tightened up the fit was not impaired nor was too great a strain thrown on the bolts, and this at the same time provided against any slight variations in the width of the fishing plates or the channels of the rails consequent on the wear of the rolls, or inaccuracies in the original dimensions, so that by degrees practice coming to the aid of an invention theoretically sound, the fish-joint became an "established institution," and is now almost universal whatever the double headed rail and the Vignoles or foot rail is employed.

The success attending the introduction of the fish-joint attracted the attention of engineers and others to the subject of the joints generally, and a host of schemes made their appearance shortly after it; some simply proposed improving the form of the fishing plates, others aimed at effecting the object in a similar manner differently applied, while the object of a third-class was to make as good a joint without the use of bolts which, as before stated, at that time were a source of much trouble.

The improvements in the fishing plates themselves related principally to rolling them with grooves, to take the heads of the bolts, introduced by the late Mr. C. H. Wild, and other similar modifications, tapping the holes and screwing the bolts into one of the plates, proposed by Mr. Parsons and Mr. Pole, using screws having right and left-handed threads screwed into both plates, invented by Messrs. Richardson and Bidulph, and generally in the method of manufacture of the plates and forming the bolt holes in them; when these were drilled no difficulty was experienced, but the process was costly; moreover some engineers wanted square or other shaped hole in one of the plates, to prevent the bolt from turning while the nut was being screwed up; eventually, therefore, on this account as well as on the score of economy, punching the holes came into use, but this punching it was found bulged the plates opposite the holes, and by distorting their form, spoilt the fit against the rails; it also dished the surface around the holes upon which the nut or bolt-heads fitted. All these, however, were defects of practical detail which by degrees were discovered and ultimately remedied by various ingenious devices.

Of the plans which sought to effect the same object by a different application of the same mechanical appliances, we may mention Mr. Samuel's fish-chair, Mr. Adam's fish bracket, Mr. P. W. Barlow's chair in two halves, and various similar schemes of minor importance. In all these the parts were held together by bolts and nuts either passing through or under the rails, and were made to fit into the channels of the rails and bear against the inner portions of the rail heads like fishing-plates, except in the two-halved chair of Mr. Barlow, which clasped the lower table of the rails alone, the main difference between this class of fastening and the fish-joint being, that in them as in the old joint chair the sleeper was placed directly under the joint, it being anticipated that the power with which the ends of the rails were gripped by the cheeks of the chairs or brackets fitting the channels of the rails across the joint, and forced against them by the screw bolts, would be sufficient to hold the rails tight and make a sound joint; such, however, was not the case, for in this class of fastenings a double duty was imposed on the bolts, they had not only to hold the ends of the rails together but they had to resist the tendency to the rocking or tipping of the joint sleeper which tendency was obviated in the fish-joint by placing them on each side of, instead of under it, so that although for a short time after these plans were first laid down they appeared to make a good joint, continued heavy traffic soon told upon them and rendered them loose. When once this loosening of the parts set in they could never be kept in good order, and before long they were consequently abandoned.

Of the class of improved joint fastenings without bolts only two appear to have come into use. The first of these was Mr. Fowler's or Mr. Torkington's long-joint chair. We do not know to which of the two it really belongs. It has always been called Mr. Fowler's, but the patent for it was taken in Mr. Torkington's name. It consisted of a long trough or girder with three pairs of jaws cast on it, similar to those of ordinary chairs, the middle one being wider than those at the ends, this was supported by two sleepers on each side of the joint like the fish-joint, and the rails were secured in it by wooden keys. It was in use on the Manchester, Sheffield, and Lincolnshire Railway, where, we believe, for a time it answered well. It was also laid down on the Mid Kent line. It was a decided improvement on the ordinary joint-chair, but to make it perfect it wanted the metal fish in the rail channels crossing the joint. The other plan was a joint chair of considerable size and weight introduced by Mr. Parsons, the jaw on one side formed a fish, and on the other a strong iron key, fitting the channels of the rails, forming another fish, was driven in between the rails and cushions of wood placed in pockets in the chair with the grain of the wood endways against the key. This plan was tried successfully on the Great Northern Railway and was adopted on the then East Kent Railway, now part of the London, Chatham, and Dover; the same kind of fastening was also applied to the intermediate chairs. Both these plans have, however, succumbed to the fish-joint, though it is probable had they been combined they might from the one supplying the defects of the other have become a formidable rival to it.

It will thus be seen that the question of securing the joints of the double-headed rail has occupied the attention of a great many thinking men, most of them being practical engineers; and notwithstanding this strong competition the fish joint which was the first innovation on the old joint chair has successfully maintained its ground. Nevertheless, even now it cannot be considered absolutely perfect, it is still liable to get out of order if not carefully watched and the bolts constantly tightened up, in fact the joint is not yet as strong as the intermediate portions of the rail, and until this is actually the case, every effort should be put forth to make it so, and if a cheap method of scarfing the ends of the rails could be discovered so as to make a scarf instead of a butt joint, it would also be an improvement, for as it is necessary to have a slight space between the ends of the rails to allow for expansion, at high speeds even this small opening causes a blow which can be distinctly felt. We should like to see the joint made so strong that it would bear a test as a beam as great as the rail itself, and so even and smooth that no difference could be distinguished between passing over it and the other parts of the line. When these two objects are accomplished, and the loosening of the bolts is completely remedied, and not till then, shall we be satisfied that nothing further remains to be done in perfecting the joint of the double-headed rail.

With respect to the joints of the bridge and other rails used with longitudinal sleepers less difficulty has been experienced in keeping them in order, for the rail having a direct support under its entire length no tipping of the sleeper at the joint could take place, and therefore the only thing requisite was to keep the ends of the rails together. This was effected by a joint plate placed under the joint rolled with a rib on it to fit the trough of the rail, and secured to the rails by screws or bolts, and this at the same time extended the bearing surface of each rail beyond its end and prevented it cutting into the sleeper. There was little, therefore, to be done in improving the joints of the broad gauge or longitudinal sleeper system after it left the hands of Brunel, except perhaps in matters of detail relating to the fastenings and general strength and form of the parts, and for which practice has proved a sufficient guide.

Journal of Railroad Law:

In the case of The Lafayette and Indianapolis Railroad Company *vs.* Huffman, decided in the Supreme Court of Indiana in November, 1867, it was held that if a child, under the age of five years, while playing upon the track of a railroad company, at a point near the home of such child, receives injuries from a passing locomotive, the fact that such a child is thus upon the track, unexplained, is an act of negligence on the part of those having him in custody, and damages for injuries thus received cannot be recovered, unless defendant's conduct was so negligent as to amount to a willingness to inflict the injury.

When the question is one of simple negligence, there is no distinction between the case of a child unnecessarily exposed and that of a grown person, but where the question is one of gross neglect or willful misconduct, the rules applicable to the two cases are different.

The facts in the case are clearly and fully stated in the following opinion of the court by

RAY, J.—Huffman filed his complaint alleging "that the railroad company, defendant, on the—day of April, 1865, was running her locomotive, and tender on the Union track in Indianapolis, through thickly populated parts of said city, where persons and children of tender age were frequently passing and repassing across and upon said track, of right, and where children of tender years were frequently known by the employees of said company to be found, requiring the utmost care on the part of those running and managing such locomotive to avoid injury to such persons and children.

"That plaintiff is a child of tender years, being under the age of five years, and had not prudence and foresight to avoid or apprehend the danger

from the movement of such objects, nor to be on the lookout for them. That said plaintiff was, on the day aforesaid, by accident, with other children, playing near and on said track at a point near his home, and said defendant then and there, in a careless and wanton manner, ran said locomotive and tender upon plaintiff and over his legs, crushing the same so that amputation became and was necessary, and his said crushed limb was amputated, whereby he became and is maimed and a cripple for life, said plaintiff not being old enough to exercise prudence or foresight or forethought, or to apprehend danger. Said plaintiff has also suffered great pain, all to the damage of plaintiff," &c.

Valentine Huffman, father, consents to appear next friend of plaintiff.

A demurrer to this complaint was overruled. It was held, in the case of The Pittsburg, Ft. Wayne and Chicago Railway Co., *vs.* Vining's Adm'r, 27 Ind. 513, that "the unnecessary exposure to known danger of a child incapable of exercising the care and judgment of mature years, is in itself an act of negligence on the part of the parent sufficient to defeat recovery, unless the injury be willful." The counsel for the appelee in this case insist that, although the question as to the sufficiency of the averment in the complaint that the injury was caused to the child without fault of the parent was presented by demurrer, and considered in the case cited, yet, as the ruling of the court below on that point was approved, we are not to regard our decision as authority. We do not see any force in the suggestion.

But whether authority or not, we are clear that the law was correctly stated, and its application to this case cannot be questioned, even upon the theory advanced.

That the plaintiff, a child under the age of five years, was, by accident "playing near and on said track, at a point near his home," is, unexplained, an admission of negligence on the part of those having the custody of his person; and, to render the defendant liable, its conduct must have been so negligent as to amount to a willingness to inflict the injury. Is this charged in the complaint? It is averred that the defendant, "in a careless and wanton manner ran said locomotive" &c., "said plaintiff not being old enough to exercise prudence or foresight or forethought, or to apprehend danger." It appears by the form of this allegation that the negligence charged against the railroad company was such, because the plaintiff was not old enough to exercise prudence.

Where the question is one of simple negligence there is no distinction between the case of a child unnecessarily exposed and that of a person of mature years. Where the question becomes one of gross neglect or willful misconduct on the part of the defendant, the rule cannot be the same. Thus, if an engineer of a locomotive discovered a young child on the railroad track, he would be required to use greater effort to stop the train than could have been expected from him if he had discover a grown person in the same situation. In the latter case, he could reasonably depend more upon the judgment and presence of mind of the person on the track to save himself from danger than in the former case. But children of tender years have no right to play about and upon railroad crossings, and engineers are not required to run their trains expecting to find them so engaged. To render the defendant liable in this case, therefore, the complaint must either charge knowledge of the fact that the child was so engaged, or such neglect in keeping a lookout as would have charged the company with negligence if a person of mature judgment had been upon the track. The complaint is fatally defective. After admitting facts which show negligence of the plaintiff contributing to the injury, it charges that the defendant, in a wanton and careless manner ran said locomotive, &c. The word "wanton" does not mean willful. It is defined by Webster as follows: "Wandering or roving in gayety or sport;" "licentious" "lewd" "extravagant," &c. The word adds no force to the charge that the act was done in a careless manner. The demurrer should have been sustained to the complaint. On the trial, the following instructions were given over the exception of the defendant:

"It was the duty of defendants, and they were bound, in the management of the engine and tender, to use such diligence and care as prudent and discreet persons should use and exercise on such occasions, having due regard to the safety of persons; and if, owing to to the absence of such diligence and care, the plaintiff was injured, he is entitled to recover, unless from his own negligence or want of reasonable care be brought the injury upon himself."

It is not necessary that the negligence of the plaintiff should have "brought the injury upon himself;" if it directly contributed to that result, it would have defeated the action, where the defendant was only chargeable with want of ordinary prudence.

The fifth instruction was liable to the same objection.

The jury were told that "in determining the question of care and diligence, they should look to all the circumstances attending the transaction, the place where the train was running, the speed with which it was run, as well as the conduct of the plaintiff. Was he negligently and carelessly upon the track, and if so, was the injury the immediate result of such negligence on the part of the plaintiff?

The court misdirected the jury as to the degree of diligence required of the defendant, in the following instruction. "Although the plaintiff may have been in fault, if the employees of the defendant with reasonable diligence might have avoided the injury, it was their duty to have done so; and their failure to use such diligence would render the defendant liable."

Where the plaintiff is in fault, a want of reasonable diligence will not render the defendant liable.

The judgment is reversed, with costs, and the cause remanded for a new trial.

☞ A canal is proposed from some point on the Tennessee river in Alabama, thence by the most practicable route to the banks of the Coosa in Georgia, thence to the Chattahoochee, thence to the Ocmulgee, whence tide water is to be reached at Brunswick or Savannah. The distance is only 200 miles.

☞ The earnings of the European and North American Railway in January, 1869, were $12,008 47; in January, 1868, $11,435 91—an increase of $572 56.

Intercolonial Railway.

The Commissioners for the construction of the Intercolonial Railway have made their report to the Governor General in Council in regard to the tenders received by them for the four sections of the road advertised for letting. The whole number of tenders received was 248—of which 72 were upon the first section, 71 upon the second, 50 upon the third, and 55 upon the fourth. Tenders were received up to 4 p. m. on the 8th of February. Seven tenders were rejected as being informal, and one tender was withdrawn. Six were received on the morning of the 9th, but being behind time, were not opened or considered. The commissioners, after discussing the merits of the different tenders for each section, determined to recommend the acceptance of such as were the lowest in each case, provided they were satisfied, as required by clause 16 of the Intercolonial Railway Act, 31 Vic., chap. 13, that the parties were "possessed of sufficient skill, experience, and resources to carry on the work." Section No. 1 is 20 miles in length; No. 2, 20 miles; No. 3, 24 miles; and No. 4, 27 miles. The result of the letting is given in the annexed report of a committee of the Privy Council, approved by the Governor General, on the 12th inst.:

On the recommendation of the Honorable the Acting Minister of Public Works, and for the reasons given in the report of the Intercolonial Railway Commissioners, the committee advise that the following tenders for the construction of sections of that railway Nos. 1, 2, 3, and 4 respectively be accepted, and that contracts in conformity therewith be given accordingly, that is to say:

SEC. No. 1 to Messrs. H. H. Horsey & Co., of Ottawa, for the sum of 175,000 dollars, being at the rate of 8,750 dollars per mile.

SEC. No. 2 to Messrs. George & James Worthington of South Quebec, for the sum of 299,000 dollars, being at the rate of 14,950 dollars per mile.

SEC. No. 3 to Messrs. John Elliott, Robt. Grant and Chas. Whitehead, of Brantford, for the sum of 288,000 dollars, being at the rate of 12,000 dollars per mile.

SEC. No. 4 to Messrs. George & James Worthington, of South Quebec, for the sum of 297,000 dollars, being at the rate of 11,000 per mile.

The tender withdrawn was that of Mr. George Neilson, of Bellville, for section No. 2, being for $255,600, or at the rate of $12,780 per mile. The commissioners had decided to recommend this bid for acceptance, it being the lowest.

☞ The Frederick (Md.) *Union* says that there is every prospect of the early commencement of the Emmittsburg Branch road from Emmittsburg to intersect the Western Maryland Railroad, and that the work on it will be pushed forward with the utmost vigor until it is completed.

☞ The stockholders of the Cincinnati, Hamilton and Dayton Railroad have, by a vote of five to one, ratified its lease to the Atlantic and Great Western Railroad Co. This lease conveys all the roads controlled by the Cincinnati, Hamilton and Dayton Railroad Co.

☞ Mr. J. N. Du Barry has been promoted to the Vice Presidency of the Northern Central Railroad Company, and is succeeded by Mr. A. R. Fiske, of the Shamokin Valley Railroad, as General Superintendent.

☞ The work on the railroad between Nashville and Lebanon, known as the Tennessee and Pacific Railroad has been commenced.

From the Louisville Courier-Journal.

Luxuries of Modern Travel.

PULLMAN'S PALACE CAR, AND SOMETHING ABOUT THE JEFFERSONVILLE CAR WORKS.

A brief announcement was made a day or two since of the arrival in our city from Chicago of a party of gentlemen representing the Pullman Palace Car Company, of Chicago. The object of their visit was to exhibit one of their magnificent passenger coaches, and to make arrangements to have a number of them built at the car works at Jeffersonville.

On Saturday Messrs. Jas. S. Lithgow, Jacob Kellar, S. A. Hartwell, I. L. Hyatt, Morris Belknap, George W. Morris, J. L. Smyser, S. M. Lemont, and S. B. Thomas, President of the Elizabethtown and Paducah Railroad, accepted the invitation of A. B. Pullman, Esq., superintendent of the Pullman Palace Car Company, to visit Jeffersonville and inspect the "North Star," an elegant coach, manufactured at Chicago by the above company.

Upon arriving at Jeffersonville, the Louisville, delegation were met by Messrs. J. W. Sprague, President, and Wm. Crichton, Secretary of the Ohio Falls Car Company, and conducted through their immense establishment. But few of our citizens are aware of the magnitude of the works of this company. Although located in Jeffersonville, it is essentially a Louisville enterprise, as it was originated in this city, and the greater portion of the stock is owned here. The company was organized during the war with a capital of $400,000, and have every facility for turning out first-class work. The works are situated in the suburbs of Jeffersonville, and cover twenty acres of ground, all of which is owned by the company. Everything from a car wheel to a finely-finished passenger coach is manufactured by the company from the raw material. The shops were built especially for this class of work, and are admirably adapted for the purpose. An idea of the extent of the operations of the company can be formed from the fact that the average number of hands employed is 400.

After having made the tour of the car shops, the Louisville delegation, Messrs. Jno. C. Hilton, S. M. Richards, and A. B. Pullman, of Chicago, and a number of gentlemen and ladies of Jeffersonville, got on board of the "North Star" Pullman Palace car and made an excursion into the interior of Hoosierdom on the "Jeff." railroad.

The North Star is an elegantly finished and furnished coach combining the advantages of a day car and sleeping coach, fitted up with wash rooms, smoking saloons, &c. It is entirely different from any car now in use on the Southern roads, and is far superior to any that we have seen. It is so arranged that during the day the berths are entirely out of sight. So ingeniously are they concealed from view that a person on entering the car for the first time is at a loss to know where the berths are, yet in a few moments, by touching secrets springs, what appears to be only an elegant day car is converted into a sleeping coach, with every berth separate and distinct from the other. The berths are not simply shelves where persons are crowded into to pass sleepless nights, but elegant staterooms, luxuriously furnished with soft hair mattresses, and amply large enough for two persons in each, and with windows, mirror, and lamp in each apartment. The car is richly and tastefully ornamented, the inside work being oiled black walnut inlaid with ebony, with gilt mouldings. The metal work is heavy silver plate. The glass in the windows and doors is the best French plate. The apparatus for heating and ventilating the car is perfect. Every berth is furnished with a register, so that the occupant can regulates the temperature at will. On the outside the coach presents a very handsome appearance. The color is what is known as Munich lake, with gilt stripes. The cost of the car is $18,500. This style of coach is in very general use on the railroads of the Northwest, and has received the highest commendations from all sources. It is the intention of the Ohio Falls Company to enter at once upon their manufacture.

Reaching Henryville, the car containing the excursionists was attached to the down train and returned to Jeffersonville. During the trip an elegant collation was served up in a style that could not be surpassed by the best hotel in the country.

The excursionists were highly delighted with their trip, and, upon their arrival at Jeffersonville, resolutions thanking Mr. Pullman for the pleasant ride, and the Jeffersonville railroad for courtesies, were adopted.

The following resolutions, tendering thanks to the ladies of Jeffersonville who contributed so much to the enjoyment of all present, we give entire:

Resolved, That the thanks of the Ohio Falls Car Company be and are hereby most heartily tendered to the ladies of Jeffersonville who have so ably aided us by their happy smiles and great social excellence in our feeble efforts to entertain our guests, Mr. Pullman and his associates of the Pullman Sleeping Car Company.

Resolved further, That a vote of assurance of a most grateful remembrance for their kindness be and is hereby given, with a standing and irrevocable invitation to be with us on any and all subsequent like occasions.

Altogether the excursion was one of the pleasantest affairs of the kind ever witnessed, and one that will be long remembered by all who participated.

Detroit, Hillsdale and Indiana Railroad.

The Detriot Board of Trade, at a meeting held on the 23d ult., pledged $100,000 on the part of the citizens of that city in aid of the proposed Detroit, Hillsdale and Indiana Road. The town of Adams, Hillsdale county, pledged $35,000, and Addison and Lewance counties $85,000. Two routes are proposed—one through Hillsdale and one through Adrian. The new line through the latter place, it is said, will be 238 miles from Indianapolis to Detroit—the present distance via Toledo is 290 miles; the distance from Indianapolis to New York via Detroit will be 915 miles, whereas the present distance from Indianapolis to New York via Toledo and Buffalo is 962 miles.

☞ A board of directors, with Hon. N. G. Hickborn, of Stockton, Me., has been chosen by the Penobscot Bay and River Railroad Company, whose line extends along the shore 60 miles from Bangor to Rockland, where it connects with the Knox and Lincoln Railroad. Immediate measures for building the road are to be taken.

☞ The New York and Harlem Railroad Co. are about to construct a branch from Philmont, Columbia County, to the city of Hudson.

Locomotives for Mines.

The locomotive constructed for the use of the Lehigh Coal and Navigation Co. by Messrs. GRICE & LONG, of Philadelphia, has proved quite a success. It weighs 11,000 lbs. with water and fuel, is 12 feet in length, 4 feet 4 inches wide and 6 feet in height from rail to top of stack or roof, and cost $3,000 delivered at the mines. It is used in a gangway of the length of 7,500 feet. The gauge of the track is 3 feet 6 inches, and the rails used weigh 40 lbs. to the yard. Mr. R. P. Rothermel, a competent mining engineer, gives the difference in expense over the use of horse cars, as follows:

LOCOMOTIVES PER DAY.

1 engineer	$3 50
1 boy	1 25
Pepairs, oil, fuel, &c.	1 55
Total	$6 30

MULES PER DAY.

21 mules at $1 per day	$21 00
3 drivers	6 30
Extra cost of keeping road in repair	2 00
Total	$29 30

He also gives the first cost of the moters referred to:

Locomotive	$3,000
50 mine wagons	6,250
1 siding	1,000
Total	$10,250
21 mules at $200	$4,200
100 mine cars at $125 each	12,500
3 sidings for passing trains	3,000
Total	$19,700

This shows a very heavy saving both in first outlay and the daily expense at collieries, where the locomotive can be introduced. In anthracite mines there is but little danger of communicating fire in the gangways. The only siding required is at the end of the road, and is arranged with an air shaft to carry off the steam and gases from the combustion of the coal.

Messrs. Grice & Long will construct their locomotives of different sizes to suit gangways of different collieries. So satisfied are the Lehigh Coal and Navigation Co. with the one in use, that they are procuring two additional ones. Messrs. Grice & Long also adopt the engines for use at furnaces, rolling mills, &c.

☞ The Denton (Md.,) *Union* says the laying of the rails on the Dorchester and Delaware railroad has been resumed. Iron sufficient to lay about three miles of track had arrived, and workmen were busily engaged about 11 miles from Cambridge. Work is also progressing on the unfinished portion of the road between Hillsboro' and Easton.

☞ The Somerset *Democrat* states, on what it pronounces unquestionable authority, that the remaining sections on the line of the Pittsburg and Connellsville Railroad will be advertised to let some time during the month of March ensuing.

RAILROAD TIES.

CONTRACTS SOLICITED, FOR OAK, CHESTNUT, CYPRESS, AND CEDAR, in quantities, as may be required. Apply to

THOMAS G. BENTON & SONS,
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New York.

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MANUFACTURERS OF
Patent Right and Left Spiral
STEEL CAR SPRINGS.



M. B. WASHBURN, Gen. Agent.
137—141 ELM STREET, N. Y.

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RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

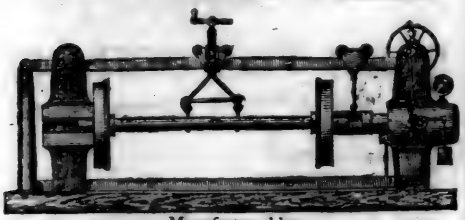
Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.
Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON,
B. B. HANNING. G. W. NORTON,

CAR WHEEL PRESS.

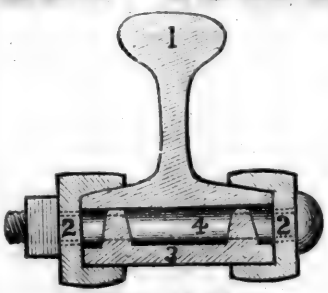


Manufactured by
D. P. DAVIS,
Mechanical Engineer,
26½ BROADWAY, N. Y.
AGENT FOR
T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES,
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Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

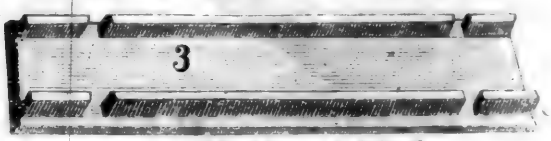
THE PHŒNIX IRON COMPANY'S
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts (*4*). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly,* is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHŒNIX IRON COMPANY, Philadelphia, Pa.

CAR PLUSHES.

Best French and German makes.
LOUIS WINDMULLER & ROELKER,
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GERMAN STEEL AND HARDWARE

For sale by
LOUIS WINDMULLER & ROELKER,
20 Reade street.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

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We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,
58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

RAILROAD TIES.

100.000 EASTERN SPRUCE AND HEMLOCK Ties, 8, 9 and 10 feet long, 6+6 inch face. For delivery from April to September next, as required. Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and R. R. Timber. Apply to

JOHN W. GOULD,
8tf. **65 Wall st, N. Y.**

Mount Washington Glass Works.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the ***Lantern Globes and Chimnies*** produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.
Address,

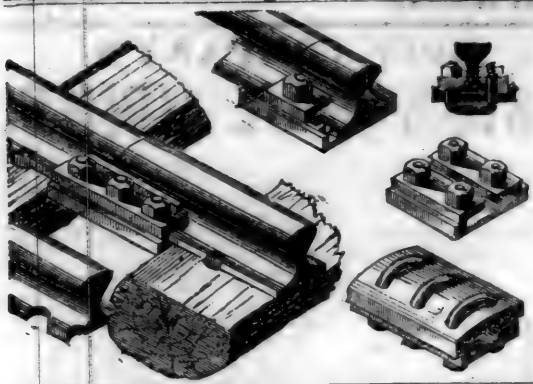
W. L. LIBBEY,
61 Milk-St., Boston, Mass.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was

Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

VAN ANDEN
SWAGED



Patented Sept., 18, 1866.

WROUGHT IRON
RAIL CHAIRS.

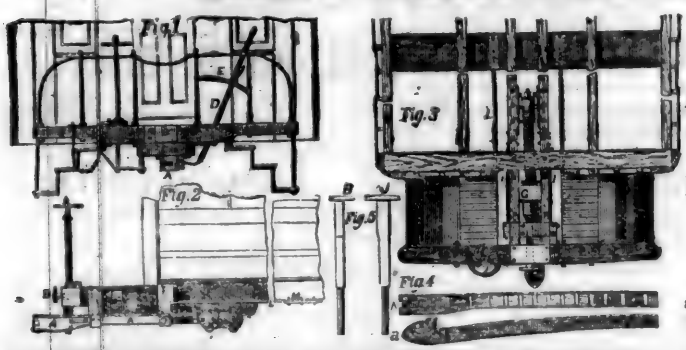
RAILROAD SUPPLIES.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

SAWYER, BARNABY & CO.,
18 Platt Street, New-York.

Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

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COMPRESSION
BUFFERS,
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Automatic Couplers,
FOR
RAILROAD
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(Rooms 4 & 5.)
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Send for Illustrated Pamphlet, and call and see working Models

E. MILLER, Patentee.

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Our Works being now under the management of a competent Superintendent, we are prepared to offer Springs of various qualities and prices to suit. Our A No. 1 Spring made of fine Para Rubber, and the Compound used by the Patentee, the late Fowler M. Ray, will be found to be cheaper than others made, from inferior stock and offered at lower prices.

Sample setts forwarded on application. All Springs fully warranted.

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82 NOT NEW TWO HORSE CARS.
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PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH
On 1st, 9th, 16th and 24th,

exeept when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each aoult. Medicine and attendance free.

March 1, OCEAN QUEEN, CAPT. MAURY, connecting with SACRAMENTO, CAPT. WEST.

Steamer leaving March 9, connects closely with steamer GREAT REPUBLIC, leaving San Francisco April 3, 1869, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer OCEAN QUEEN received until 4 P. M. on SATURDAY, 27th inst All usual facilities afforded shippers in collecting inland charges, &c.

For passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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NEW YORK;
Agents for
Funcke & Elbers Steel and Iron Works,
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Specialty:
Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

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Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
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UNION VISE COMPANY,
61 Water Street, Boston, Mass.



Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

G. H. NOTT, Pres't.
A. H. BRAINARD, Supt. 6

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 10.] SATURDAY, MARCH 6, 1869. [WHOLE No. 1,716, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 6, 1869.

Columbus, Chicago and Indiana Central Railway Lease.

LEASE OF THE COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY, TO THE PITTSBURG, CINCINNATI AND ST. LOUIS, AND PENNSYLVANIA RAILROAD COMPANIES.

We publish this lease in full in our present issue. Its provisions are in substance as follows: The lessees are to maintain the road perpetually in first class condition, and furnish all the equipment necessary to do all the business which can be reasonably done thereon, without charge to the C., C. & I. C. Co., and to operate the road at their own expense.

Through passenger trains are to be run from Chicago *via* Columbus, Pittsburg and the Pennsylvania Railroad to the Eastern cities, and all facilities are to be provided for this line for both passenger and freight traffic, which are ever conceded to any other connection *via* Pittsburg. The earnings from through business of all classes between New York, Philadelphia and Baltimore, and all western terminal points which are reached *via* the C., C. & I. C. road are to be pro-rated between the three companies.

After payment of the taxes, the gross earnings from the business on the C., C. & I. C. road are to be divided, seventy (70) per cent. to the lessees, and thirty (30) per cent., to the C., C. & I. C. Co. *The lessees guarantee that the thirty* (30) *per cent., each and every year, shall amount to the full sum required to pay the interest on all the Bonds of the C., C. & I. C. Co., and in case there should be a deficit in any one or more years, the lessees are to make up and pay the deficiency without charge to the C., C. & I. C. Co.*

After the payment of the interest on the Bonds, the balance of the thirty per cent., is to be applied to dividends on the stock of the C., C. & I. C. Co.

The lessees also agree to provide from their own separate funds and without regard to the traffic of the road, the annual Sinking Funds as required by the mortgages of the C., C. & I. C. Co., *for the redemption and payment of the principal of all the mortgage bonds of the company.*

The lease is for 99 years, and renewable for like periods forever.

The officers of the company make the following estimate of the business of the road under the lease for a series of years:

Yrs.	Gross Earnings.			Profits.	Equal to Div'ds.
1st.	$5,000,000	30 per ct. is	$1,500,000	.....	.....
		Interest on $22,800,000 Bonds.	$1,540,000	.....	.....
2d.	$6,000,000	30 per ct.	$1,800,000		
		Interest	1,640,000		
				$200,000	2
3d.	$7,000,000	30 per ct.	$2,100,000		
		Interest	1,540,000		
				$560,000	4.308
4th.	$8,000,000	30 per ct.	$2,400,000		
		Interest	1,540,000		
				$860,000	6.616
5th.	$9,000,000	30 per ct.	$2,700,000		
		Interest	1,540,000		
				$1,160,000	8.924
6th.	$10,000,000	30 per ct.	$3,000,000		
		Interest	1,540,000		
				$1,460,000	11.232

This estimate for the sixth year is at a less rate per mile than the Pittsburg, Fort Wayne and Chicago road has earned in each of the last two years.

INDENTURE made and entered into this twenty-second day of January, Anno Domini one thousand eight hundred and sixty-nine (1869,) by and between *The Columbus, Chicago and Indiana Central Railway Company* party of the first part, and *The Pittsburg, Cincinnati and St. Louis Railway Company* party of the second part, and *The Pennsylvania Railroad Company* party of the third part, *witnesseth:*

ARTICLE I. That the party of the first part, in consideration of the covenants and agreements of the parties of the second and third parts hereinafter contained, doth hereby let, lease and demise to said party of the second part, its successors and assigns, the entire railroad of the party of the first part, lying, being and extending from its terminus in the City of Chicago, in the State of Illinois, through the County of Cook in said State, southward, to the State of Indiana, and through the Counties of Lake, Porter, La Porte, Stark, Pulaski, Cass, Howard, Tipton, Madison, Henry and Wayne, in Indiana, to the City of Richmond, and thence eastward to the State Ohio and through the Counties of Preble, Darke, Miami, Champaign, Union, Madison and Franklin, to the City of Columbus, Ohio; and also extending from the City of Richmond, aforesaid, westward through the counties of Wayne, Henry, Hancock and Marion, to the City of Indianapolis, in Indiana; and also extending from the main line aforesaid, at a point in Miami County, Ohio, westward through the County of Darke, in Ohio, to the Indiana State Line at Union City, and thence westward through the Counties of Randolph, Jay, Blackford, Grant, Miami, Cass, White, Jasper and Newton, in Indiana, to the line of the State of Illinois in the direction towards Peoria; altogether being in length of railways about five hundred and eighty-six and one half (586½) miles—about four hundred and twenty-four and one-half (424½) miles thereof being in the State of Indiana, about one hundred and thirty-four and one-half (134½) miles thereof being in the State of Ohio, and about twenty-seven and one-half miles (27½) thereof being in the State of Illinois—with all its franchises, equipments, property, tolls; and all its lands, tenements, buildings, fixtures, machinery connected with or used in the using or operating of said railway or appurtenant thereto; and all its rails, ties, fuel, fencing and erections; and all its rights of way and easements; and all cars, engines and tools owned by said party of the first part on the taking effect of this lease, and all rents accruing to it thereafter, together with all the rights, privileges and appurtenances thereunto belonging, with the right to use the franchises and privileges of every character, either on the line of the road or elsewhere; also the interest of the party of the first part in the line of road extending from Cambridge to Rushville, as well in the road as in bonds to be issued to said party of the first part for advances made in the construction of said road: *it being understood* that the entire revenues from said road, to which said party of the first part would be entitled had this lease not been made, shall enter into and become a part of the gross earnings of the railroad of the party of the first party hereby demised. In case said bonds shall be paid, then the money so paid shall be used in construction purposes on the line of the railroad of the party of the first part, for the mutual benefit of the parties hereto, and without charge to said party of the first part, *together* with

the use of all its rights, property and interest in any other railroad, wherever situated; *provided*, however, that this conveyance aforesaid shall not include nor operate to transfer any lands, property or other matters which said company now owns or may hereafter acquire, that need not be used for any purposes incident to the management or operation of said railroad, or the repair thereof, or in the business of said railway Company; nor shall these presents in any way prohibit the party of the first part from selling and conveying or otherwise disposing of the same, and of all the proceeds thereof, nor from using for its own purposes, as its own property, all moneys, bonds and other securities, all credits, all dues, whether in notes, accounts or otherwise, held, or to which it is entitled, on the taking effect of this lease or thereafter; *provided*, that the foregoing named assets shall be applied to the payment of the floating debt of the company of the party of the first part, so far as the same shall be required therefor.

To have and to hold, to the said party of the second part, its successors and assigns, the above leased and demised premises, for the full end and term of *ninety-nine* (99) *years* from and after the first day of February, Anno Domini one thousand eight hundred and sixty-nine, and renewable from time to time, at the election of said party of the second part, for like periods, forever, on the same terms, stipulations and conditions, but subject, however, to the earlier determination of this lease, as hereinafter provided for.

ARTICLE II. The said party of the second part, in consideration of the covenants and agreements of said party of the first part herein contained, doth hereby covenant and agree with the said party of the first part, to take under this lease the above demised premises for the said term of ninety (99) years from and after the first day of February, Anno Domini one thousand eight hundred and sixty-nine, with option of renewal as hereinbefore provided, and further covenants and agrees with said party of the first part, its successors and assigns, as follows, to wit:

ARTICLE III. That it will at its own cost risk and expense during all the said term, keep, preserve and maintain the said railroad in good working condition and repair as a first class railroad, so as to be suitable for the transaction of all business which can be reasonably done thereon, and will in like manner maintain and preserve all the side tracks and station houses, and will in like manner maintain in good repair and condition all the fixtures, appurtenances, tools and machinery pertaining to said railroad, and all the property essential to and connected therewith hereby leased; and will in like manner at all times during the continuing of this lease, maintain and preserve all the rolling stock, and equipments hereby leased in as good repair and condition as the same now are; and that it will in like manner at all times furnish and keep, for the use of the said railroad, engines, cars, equipment and rolling stock reasonably sufficient for the business thereof as the same may increase; and will in like manner at all times during the continuance of this lease, run and operate the said railroad so as to do and perform in a proper manner all the business which can reasonably be secured for and done on the same, and will fully perform towards the public all the obligations due to it from the said party of the first part, and will at its own cost and expense maintain and run and operate the said railroad, to the end that as large an amount of earnings and profits may be made and realized therefrom as can lawfully and reasonably be made and realized under the terms of this lease.

ARTICLE IV. That it will at all times place the said railroad to and from all common and competing points accessible by it, and connecting lines, on as favorable a basis, as to the trade and traffic thereon, as may at any time be granted to the road or roads of any other company, and will keep and maintain an efficient organization for the procurement of traffic and business on and over said railroad and between the seaboard cities and the West.

ARTICLE V. That it shall at all times during the hereby demised term or terms have the exclusive right to manage and control said demised railroad and premises, and to regulate and determine the rates of tolls, freights and charges for all the transportation over the whole or any part of said demised railroad and premises, rents or other revenues connected therewith; and it shall have full free and exclusive right to charge and collect all of said rents, tolls and charges, and to appropriate the same in the way and manner hereinafter mentioned, and shall have, use, exercise and enjoy all the rights, powers and authority aforesaid, and all other corporate powers and privileges, which can or may be lawfully exercised and enjoyed on and about said demised railroad and premises, as fully, amply and entirely as the same might or could have been used, exercised and enjoyed by the party of the first part had this lease not been made, and as exclusively, fully, amply and entirely as the party of the first part have or shall acquire authority by law to grant the same; it being understood and agreed that all revenues derived from the traffic carried jointly over the roads or parts thereof of the parties of the first and second parts hereto shall be divided pro rata, as to the distance moved thereon; except that local rates shall be preserved, as far as practicable, to both said parties.

ARTICLE VI. That in consideration of the premises, the said party of the second part shall at all times during the hereby demised term, pay out of the annual gross earnings all taxes and assessments of every kind, that may be imposed on, or be assessed against said party of the first part, on the property hereby leased, including the business done upon said line, in the same manner and to the same extent that said party of the first part would have to pay if operating its own line; and out of the surplus of said annual gross earnings the said party of the second part shall be entitled to receive *seventy per centum* (70 per cent.) for their own sole and exclusive use.

ARTICLE VII. It is mutually covenanted and agreed that the whole of the balance of said gross annual earnings and revenues, after deducting the taxes and assessments as aforesaid being thirty per cent. (30 per cent.) thereof, shall be and the same are hereby appropriated and shall be applied to the purposes and paid by the party of the second part in the way and manner following.

First. To the payment of the interest that may accrue after February first, eighteen hundred and sixty-nine, being at the rate of seven per cent. (7 per cent.) on all the mortgage bonds of the party of the first part, to the extent of twenty millions of dollars, ($20,000,000) in accordance with their respective equities and priorities, and—

Second. To the payment of the interest upon the income bonds of the party of the first part which may hereafter be issued to the party of the second part for the purposes of construction, as hereinafter mentioned, said interest to be deposited in ample time to meet the accruing coupons, at some bank, trust company, or agency, in the City of New York, as may be agreed upon from time to time by the parties of the first and second parts; Provided, nevertheless, that if the said thirty per per cent. (30 per cent.) should not in any one year be equal to the sum required for the payment of the interest as aforesaid, then and in that event the party of the second part shall and will at their own cost and expense, and without charge to the party of the first part pay to said agency or agencies the amount required to pay said interest, as the same shall become due and payable.

Third. To the payment of whatever surplus may remain in any one year of the said balance of thirty (30 per cent.) per cent. to the Treasurer of the party of the first part, annually, on the first day of March; or if, in the opinion of the said party of the second part, the probable annual surplus shall justify the same, then semi-annually on the first days of September and March in each year, for dividends upon the stock and for such other purposes as the party of the first part may determine.

ARTICLE VIII. In order to provide for the payment or redemption of the said twenty millions ($20,000,000) of seven (7 per cent.) per cent. bonds of the party of the first part, secured by mortgages, the party of the second part covenant and agree, that they will provide an annual Sinking Fund as required of the said party of the first part by the terms and conditions of the said mortgages therefor, and upon the redemption and cancellation of the said bonds, the party of the first part covenant and agree that they will in consideration thereof, pay or issue to the party of the second part, at the option of the party of the second part, bonds at par, bearing seven (7 per cent.) per cent. interest for an equal amount, to be secured by a mortgage having a first lien, unless otherwise agreed upon, or issue to the party of the second part shares of the capital stock, of party of the first part, at par.

ARTICLE IX. The party of the first part hereby assigns and transfers to the party of the second part all its right and interest in its contract of the eleventh of March, A. D., eighteen hundred and sixty-eight with the Terre Haute and Indianapolis Railroad Company et al., and its contracts with the Little Miami and Columbus and Xenia Railroad Company, the Indianapolis, Cincinnati, and Lafayette Railroad Company, the Indianapolis and Vincennes Railroad Company, stock yard contract at Chicago, and all other of its contracts relating to other roads for transportation, copies of which are hereto annexed; and the said party of the second part assumes and agrees, at its own risk and expense, to carry out each and all said contracts according to their respective tenors and legal liabilities, receiving and enjoying all benefits to be derived therefrom; and also to indemnify and save harmless, the said party of the first part, on account of its endorsements on the bonds of the St. Louis, Vandalia and Terre Haute Railway Company, and the Indianapolis and Vincennes Railroad Company.

ARTICLE X. The party of the second part shall provide the means for and acquire any needful right of way and real estate, erect such necessary depot buildings, shops, engine houses, side tracks, and appurtenances, and for other permanent construction as may be reasonably required to accommodate the traffic of the railroad hereby leased, and shall be entitled to receive for the actual advance so made, income bonds at par bearing seven (7 per cent.) per cent. interest, payable at such time as may be agreed upon, and such bonds, or any part of them, to be convertible into stock at the option of the holder at any time. The aggregate of such facilities required, and the amount to be expended, shall not exceed the sum of two millions ($2,000,000) of dollars for the next three (3) years. All expenditures of like character thereafter, and the means required therefor, shall be matters of mutual agreement from time to time.

ARTICLE XI. No issue of bonds beyond the fifteen millions ($15,000,000) of First Mortgage Consolidated Bonds and the five millions ($5,000,000) of Second Mortgage Consolidated Bonds, and the two millions ($2,000,000) of Income Bonds hereinbefore provided for, shall be issued by the party of the first part without the consent of the Board of Directors of the respective parties to this lease; the one half part of the said five millions of second mortgage bonds, to be used in taking up certain income and other bonds now outstanding, not included in the fifteen millions ($15,000,000) dollar loan aforesaid, on the different lines composing the railroad of the party of the first part; and the other half part thereof to be used in paying off the debts due and to become due, of all kinds, of the said party of the first part, except the said bonded debt of twenty-two millions ($22,000,000) dollars.

And it is further agreed that no further issue of bonds shall be made except as heretofore provided, or stock issued beyond the sum of thirteen millions ($13,000,000) of dollars, except as the

same may be increased by the conversion of bonds into capital stock of the company; in which case the bonds so converted shall be cancelled, making, in the aggregate of bonds and stock, thirty-five millions ($35,000,000) of dollars.

ARTICLE XII. The said party of the second part shall pay for all supplies and equipments delivered on prior contracts, after the railway passes into the possession of the party of the second part; and the party of the first part shall pay for all supplies and equipments delivered before the party of the second part shall take possession, including all pay-rolls and other floating indebtedness, so that the railroad and other property shall be made free of all debt, except of First Mortgage Bonds, to the amount of fifteen millions of dollars; Second Mortgage Bonds, to the amount of five millions of dollars; and of two millions of dollars of Income Bonds, to be issued as herein provided, for construction purposes.

ARTICLE XIII. Passenger trains shall be so run between Chicago and the east via Pittsburgh as to make direct connections, the speed of which shall be prorated upon the roads of all the parties hereto; and the party of the third part shall not run trains at higher rates of speed for any other connecting line, nor grant facilities of any kind that shall not be equalled by those given to the parties of the first and second parts; and in case the organization of the party of the second part for the procurement of either passengers or freight in the eastern cities or in the west, shall not be satisfactory to the party of the first part, then the said party of the first part may use its own organization, at its own expense for the procurement of the above traffic, in the east or west, being governed in the securing of such traffic by the rates fixed or agreed to by the party of the second part, and no consolidation of earnings or running arrangements shall be made by the party of the second part with any other company for competing business or traffic without the consent of the party of the first part.

ARTICLE XIV. In case of default in payment of interest on the bonds or sinking fund as before provided, for sixty (60) days after the same shall become due and payable; or in carrying out any of the provisions of this lease; or of default by the said second or third parties to do and perform any and all of the agreements to be done or performed by them, respectively, as aforesaid, for the space of four months, then the said party of the first part shall have the right to enter upon and take possession of all the property hereby leased, and all depots, shops, buildings and other permanent property added thereto; and the said second and third parties, each for itself, agrees with said party of the first part not to hinder or prevent its entering upon and taking such possession and using all said property for its own benefit and use by any suit or proceeding in law or in equity or otherwise, and without prejudice as to any rights of damages which said party of the first part may have for such default, it being understood that this lease shall terminate on the party of the first part taking possession of the demised premises as herein provided for.

XV. The said party of the first part shall have the right to appoint a disinterested person as engineer, having no interest, directly or indirectly, in the property, bonds or shares of the party of the first part, who shall examine, during the month of December, in each year, the said railroad and other property, equipment, &c., belonging to said party of the first part and in the possession of the said party of the second part, and who shall report to the parties hereto as to the condition of the same, in order that said parties of the second and third parts may comply with the conditions herein contained in that behalf.

ARTICLE XVI. And the party of the third part for and in consideration of the sum of one dollar to it in hand paid by the parties of the first and second parts, the receipt whereof is hereby acknowledged and of the benefits and advantages accruing and to accrue to it by reason of the covenants and agreements hereinbefore recited, by the said parties of the first and second parts, to be done and performed in the forming, maintaining and operating of a continuous line of railway in connection with the road or roads of the party of the third part, does hereby guarantee to the party of the first part, that the party of the second part will in good faith do, keep and perform all and singular the matters and things which the said party of the second part have hereinbefore covenanted and agreed to do; and upon any failure or default of the said party of the second part to keep and perform any and all of its said covenants and agreements, that then the said party of the third part, will, upon notice to them in writing, of the kind and nature of such failure or default do keep and perform the same for and on behalf of the said party of the second part. In which event the parties of the first and second parts agree that the party of the third part shall, at its option be entitled to all the profits and advantages which might or could arise or accrue therefrom to the party of the second part. And the said party of the third part further agrees that the said lines of railway so formed, maintained and operated shall at all times be placed upon a perfect equality with any other line or lines of railway that may connect at Pittsburg as to the rate and facilities for joint transportation for all classes of traffic to and from all points west and east. It being distinctly understood and agreed that the proceeds of all joint traffic on or over the lines of railway of all the parties hereto shall be divided among them pro rata, on the basis of the shortest all rail connections with the road of the party of the third part, to and from any competing points in the west, the object and intention being to place the joint line formed by the roads of the parties of the first and second parts in respect to the road of the party of the third part and its Eastern connections upon terms equally favorable to those granted to any other line, from time to time as to facilities and to give to the line of the road of the parties of the first and second parts as its share of earnings on joint traffic moved over it, all that can accrue to any other line of road west of Pittsburg for transportation of like joint traffic to and from any competing point on the pro rata per mile basis of division by shortest all rail lines forming the route of the party of the third part to and from Baltimore and Philadelphia and *via* Philadelphia to New York and other points East.

And the party of the third part will at all times so conduct its organization for securing traffic over its own and connecting roads as to place the line of the parties of the first and second parts on a perfect equality in all respects with any and all other lines.

ARTICLE XVII. It is further stipulated and agreed that the party of the first part shall and will, from time to time hereafter, during the continuance of this Lease, make, execute and deliver unto said party of the second part, their successors or assigns, all and every such further and other leases, deeds, transfers and assurances as by said party of the second part, their successors or assigns, shall be reasonably desired or required for fully effectuating the objects, intents and purposes of this Lease and of the premises, and for fully confirming, leasing and demising, as herein provided, the Railroad and premises hereinbefore mentioned, and leased, or intended so to be, and for more fully confirming and securing unto the said party of the second part all the rights and privileges hereinbefore mentioned and granted and secured, or intended so to be: It being understood, however, that no assignment of this Lease, nor of any rights under it, by the party of the second part, shall be made without the consent of the party of the first part.

ARTICLE XVIII. That the party of the second part shall keep an accurate account of all the business, receipts and revenues arising from the demised property, and its books relating thereto shall be subject to the examination of the President of the Company of the party of the first part, or of any other person duly authorized by them to examine the same; and the party of the second part shall furnish to the party of the first part monthly accounts of all the gross receipts, and an annual account of all the said gross receipts and revennes.

ARTICLE XIX. That if any difference shall arise in relation to this Lease between the parties of the first and second parts, each shall select a referee of experience and skill in Railway management, and the said referees shall select another of like skill and experience, and the three so chosen shall hear and decide such differences, and their decision, or that of a majority of them, shall be final and conclusive upon the said parties. And in case either of the parties fail to appoint a referee, as aforesaid, for the space of thirty (30) days after written notice to make such appointment, then and in that event the referee appointed, by the party not in default, shall appoint a referee for the defaulting party, and the said two referees shall then select a third referee as aforesaid.

In witness whereof, The Columbus, Chicago and Indiana Central Railway Company, The Pittsburg, Cincinnati and St. Louis Railway Company, and The Pennsylvania Railroad Company, the said parties to these presents, have caused their respective corporate seals to be hereunto set and affixed, attested by the signatures of their respective President and Secretary, the day and year first above written.

B. E. SMITH,
Pres't C. C. & I. C. R. Co.

Attest: G. MOODIE, *Secretary.*

THOS. L. JEWETT,
Pres't P. C. & St. L. R. W. Co.

Attest: J. G. MORRIS, *Secretary.*

J. EDGAR THOMSON,
Pres't P. R. R. Co.

Attest: EDMUND SMITH, *Secretary.*

Michigan Northern Railroad.

This is the title of a new company just formed under the General Railroad law of the State to construct a road 294 miles in length, extending from a point on the State line, in the township of Sturgis, St. Joseph County, northwards passing through the city of Grand Rapids to Traverse Bay, and thence to the Straits of Mackinaw, the railroad being located in the Counties of St. Joseph, Kalamazoo, Allegan, Kent, Montcalm, Newaygo, Mecosta, Lake, Osceola, Wexford, Grand Traverse, Kalkaska, Antium, Emmet and Sheboygan, and to be built with a "T" or continuous rail. The capital stock is fixed at $2,500,000, divided into 25,000 shares. Eleven directors are named: R. Gardner, T. P. Sheldon, H. G. Wells, Geo. Goss, Kalamazoo; E. B. Dyckman, Schoolcraft; J. B. Millard, Three Rivers; Samuel Medbury, Detroit; L. H. Randall, Chester Warner, D. G. Clay, Grand Rapids; F. B. Gardner, Chicago. T. P. Sheldon has been made President of the company.

☞ The following gentlemen have been elected directors of the Cooperstown and Susquehanna Valley Railroad Company: John F. Scott, George W. Ernst, J. P. Sill, William Brooks, Ellery Cory, A. A. Jarvis, George Hinds, Charles Childs, James L Hendryx, A. H. Watkins, Charles W. Smith, G. Pomeroy Keese, Robert Quaif. At a subsequent meeting of the directors, John F. Scott was elected President; George W. Ernst, Vice President; F. A. Goffe, Secretary and Treasurer.

☞ The New Albany, Mount Carmel and St. Louis Air Railroad Company has been fully organized at New Albany, Ind., by the election of Augustus Bradley, President; Dr. E. Newland, Vice President, and George Lyman, Secretary. Fifty thousand dollars were subscribed on the spot. The route will be surveyed immediately.

Allegheny Valley Railroad.

At the annual meeting of the stockholders of this company, held in Pittsburg on the 22d ult., the following gentlemen were elected directors for the ensuing year: William Phillips, William M. Lyon, W. K. Nimick, James Park, Jr., B. F. Jones, J. Patton Lyon, and F. R. Brunot. The report of the President and Directors, which was read, is as follows:

In accordance with the requirements of the charter, the President and Managers present the sixteenth annual report to the stockholders of the Allegheny Valley Railroad Company, together with the reports from the Superintendent, Chief Engineer, Treasurer and Auditor, showing in detail the operations of their respective departments.

A condensed statement of the receipts and expenditures for the year is as follows:

Earnings:

From freights	$668,662 75
" passengers	263,057 10
" express	7,550 00
" mail	6,585 09
" miscellaneous	550 40
Total	$946,405 34

Expenses:

Conducting transportat'n	$133,015 47	
Motive power	147,710 00	
Maintenance of cars	87,016 61	
Maintenance of way	163,655 39	
General expenses	18,100 85	
		499,498 32
Net earnings		$446,907 02

During the year 1867 the gross receipts of the road amounted to $487,240 28, but owing to the varying circumstances of the road, as regards length, no useful comparison can be made with these figures the present year. In view of the fact that your road was only opened for through traffic in time to begin the fiscal year just closed and that its business for many months was subject to the many inconveniences and drawbacks incident to a new road, we have reason to congratulate the stockholders upon the result. The receipts for the first six months of the year averaged $67,674 per month. Receipts for the second half of the year averaged $90,059 per month. The expenses for the first six months averaged $38,569, and for the second six months, $44,680. Increase of gross receipts, 33 per cent.; increase of expenses, 15.8 per cent.; per centage of earnings in first six months, 57 per cent., for last six months, 49.6 per cent.

The year's business proves conclusively that your road can never fail to produce ample net revenue to meet the interest upon its bonded debt, and have a handsome surplus for the interest on the liquidation of the floating debt, the improvement of the road, and eventually for dividends.

The cost of managing and operating the road was fifty two per cent. of the gross receipts. The earnings per mile of the road were $7,224 47; expenses per mile, $3,812 96; net earnings per mile, $3,411 51. The number of barrels of crude petroleum carried, was 564,667; of refined, 595,577; number of tons of coal carried south, 208,992; northward, 20,387 tons. Further interesting details in regard to the operations and traffic of the road, are given in the accompanying reports.

The road bed and track are in excellent order, nearly all of the old iron having been replaced by new of the best make. The track is fully ballasted and surfaced up to the grade, and the engineer pronounces your road to be equal to the best roads in the country, "both for smoothness and solidity; also, for general safety." The rolling stock is in good condition, and generally sufficient for the present business of the company. The rapid increase of coal, lumber, stone and iron traffic, will require a considerable addition to the number of gondola cars.

The cost of the road is represented by

Capital stock	$2,241,250
Bonded debt	4,000,000
Floating debt, not provided for	1,801,543
Total	$8,042,793

For which you have 131 miles of first class single track railway, with the necessary side tracks, etc., and equipments for a business of $1,500,000 per annum. This is equal to a cost of $61,000 per mile, and in view of the fact that the forty-four miles of road between Pittsburg and Kittanning have been entirely relaid with new iron and ties, and have been ballasted and otherwise improved, making the road almost equivalent to rebuilding, this cost will be found to compare not unfavorably with that of similar enterprises which have been prosecuted during the same period of high prices and inflated currency.

Your Board of Managers estimate the gross receipts of the road for the coming year at $1,500,000. The expenses of the past year go to show that the expenses will not be over fifty per cent. of the gross receipts, which will leave us, over and above expenses, $750,000. Deducting from this sum the interest on $4,000,000 of bonded debt, $292,000, we will have the sum of $458,000, for the interest and reduction of the floating debt.

At the last annual meeting the stockholders directed the early prosecution of the work of extending the line of the road from the Allegheny River at the mouth of the Mahoning to the Susquehanna. The surveys had already far progressed, and as soon as possible a location was made, and the work begun at several important points, to prepare the road bed. Nothwithstanding the prior right of this company to the location, both by the charter and the surveys of its engineers, the contractor found his ground disputed by working parties claiming to act under the direction of the Philadelphia and Erie Railroad Company. Other points on the line were also claimed by the Winslow Colliery Company. It is not believed that either of the interfering roads will effect any purpose seriously detrimental to the interest of your company. Nevertheless, the paramount importance of vigorously pushing forward the work of your eastern extension is manifest. The company has expended already, in surveys and grading at different points, about $80,000, and it would be very desirable to put a large force at work on the tunnel at the summit, and other points where the work is heavy, as early as possible in the spring.

In order to supply the funds for the prosecution of this work, and to fund the present floating debt of the company, your board recommend the issue of the bonds authorized by the act of Assembly of April 11, 1867. To enable the company to issue the proposed bonds, and so apply them, a slight modification became necessary in the present laws of the company. The President has already taken preliminary measures to secure the necessary supplementary legislation, and the stockholders are asked to approve his action. The bonds, when issued, it is believed, will command ready sale at a satisfactory price, owing to the fact that the company is already in receipt of the necessary funds, in ample amounts, for the liquidation of the coupons as they mature.

A railroad bridge at Venango City or Franklin, or at each of these points, would be of great value to your company, but of equal or greater importance to the companies with which we desire to connect. In addition to the facilities it would afford in the transmission of oil, coal and lumber between the several roads, a considerable through business of traffic and trade between the head of the Ohio and the lakes would spring up. Especially would the picturesque beauty of the Allegheny River and the strange sights of the oil regions make the route a favorite one for tourists to and from the Falls of Niagara.

The bridge across the Allegheny at Brady's Bend has been completed, and greatly facilitates the shipment of railroad iron from the extensive works of the Brady's Bend Iron Company.

In surrendering, at the close of the year, the trust committed to them, the Managers take pleasure in bearing testimony to the diligence, faithfulness and ability uniformly evinced by the officers of the company in conducting the important and difficult duties of their respective positions.

The report of J. J. Lawrence, General Superintendent, was next read. The report gave a detailed statement of the business of the road during the year. From it we learn that 362,803 passengers were carried during the year, 97.1 per cent. of whom were local, and 2.9 through. The average number of miles traveled was 21.2; and the amount received per mile 3.4 cents. Total passenger mileage, 7,602,143. During the same period 570,186 tons of freight were moved, 89 per cent. of which was local, and 11 per cent. through freight. The amount of revenue per ton per mile 3.2 cents, and the cost of transportation 1.7 cents. The report states that no serious accident to passenger or freight trains has occurred, except one caused by the breaking of an axle near Scrubgrass, resulting in the serious injury of one passenger, and the slight injury of four others.

The reports of F. W. Martin, Chief Engineer of Construction, and H. Blackstone, Chief Engineer, were also read, upon the conclusion of which a resolution was offered and adopted, accepting the reports as read.

Peach Bottom and Oxford Railroad.

The York (Penn.) *Gazette* says that the report of the late survey of the Muddy Creek route for the railway from York to Peach Bottom, recently submitted by John A. Sheaff, Esq., of Lancaster, to the Superintending Committee, shows that a first-class road of not over thirty-three miles in length will connect the Susquehanna with the Northern Central, at an aggregate cost of not over $800,000, or $24,000 per mile, with grades on the creeks not exceeding sixteen feet per mile, and at the summit of only from fifty to sixty feet per mile. To accommodate the trade of Dunker Valley, with its stores of iron ore and limestone, a branch of one and a half miles may be built, and a branch of two and a quarter miles up to Delta

would be sufficiently near the large slate quarries in that vicinity to secure the entire business of Slate Ridge.

Boston and Albany Railroad.

The receipts of this road for the year ending November 30, 1868, were as follows:

From passengers		$2,290,568 41
" freight		3,410,892 76
" mails and other sources		373,143 85
		$6,074,605 02
Expenses, viz:		
Repairs of roadway	$653,812 76	
" engines	350,856 75	
" cars	542,961 46	
" buildings, Ferry, etc.	224,533 50	
Transportation exp.	2,328,006 15	
General expenses	56,002 19	
		4,156,172 81
Net balance of income		$1,918,432 21
From this deduct—		
Interest on state loans and exchanges	$314,397 64	
One per cent. to sinking fund	40,000 00	
Ten per ct. dividends, including Government tax	1,507,942 08	
		1,862,339 72
Leaving		$56,092 49
Appropriated for insurance		30,000 00
Surplus not divided		$26,092 49
Surplus last year of West'n & Boston and Worcester R.Rs.	$2,307,662 15	
Reduced by settlement of sundry accounts	$116,698 43	
Payme't of $10 per share to B. & W. RR. st'k-holders.	500,000 00	
	616,698 43	
		1,690,968 72
Total surplus of contingent fund, November 30, 1868		$1,717,056 21

SINKING FUNDS.

Value of Massachusetts sink'g fund November 30, 1867		$2,956,074 02
Contribution in 1868	$40,000 00	
Extra "	67,188 90	
Earnings "	308,217 57	
	$415,356 47	
Less premium on gold	$378,053 07	
		37,303 40
		$2,998,377 42
Less paid for £222,500		1,068,000 00
Amount of fund Nov. 30, 1868		$1,925,377 42
Value of Albany sinking fund, Nov. 30, 1867	$655,090 90	
Earnings in 1868	34,266 25	
	$689,357 15	
Interest paid in 1868	38,250 00	
	$651,107 15	
Bonds paid in 1868	48,000 00	
Value of fund Nov. 30, 1868		$603,107 15
Value of both funds Nov. 30, 1868		$2,528,484 57

The receipts of the Pittsfield and North Adams were $108,597 44; and the expenses, $78,824 44—leaving net earnings, $30,273. Two dividends, of $3 each, have been paid, amounting to $27,000—leaving a surplus of $3,273.

The gross receipts of the Boston and Albany Railroad for the year, as compared with the receipts of the Western and Boston and Worcester Railroads in 1867, stand thus:

	1867.	1868.
From passengers	$2,307,715 47	$2,290,568 41
" freight	3,261,310 37	3,410,892 76
" mails, etc	460,183 38	373,143 85
	$6,029,209 22	$6,074,605 02

This shows an increase in freight of $149,582 39, with a decrease in passengers of $17,147 06, and in other sources of $87,039 53—making the total increase, $45,395 80. The expenses of 1868 are $157,680 greater than for 1867. The report says:

The sterling bonds, due on the first of April and October last, amounting to £472,500, have all been paid in gold, £222,500 by the commissioners of the sinking fund, and £250,000 by the corporation, from the proceeds of a temporary loan from Messrs. Baring, Bros. & Co., of London. This loan was in gold, at five per cent. per annum without commissions, is secured by a pledge of Massachusetts sterling bonds as collateral, and can be recalled or repaid at any time on six months' notice by either party. The whole amount falling due during the year might have been paid from the sinking fund, but it was deemed advisable to effect a temporary loan, in the hope that the future course of the gold market would afford an opportunity for meeting our foreign obligations on more favorable terms than could then be effected. This hope has been already in part realized, as we could to-day remit against the foreign debt at about ten per cent. less than at the time of the maturity of the bonds.

In view of these facts, it may be worth the attention of the company to determine whether a portion of this temporary loan should not soon be paid from the proceeds of new stock to be issued to the stockholders.

The Albany city bonds have been reduced by the payment from the Albany Sinking Fund of $48,000, and there remained in the two funds with the accrued interest to Nov. 30, $2,528,484 75.

The second track has been completed, so that we now have a double track road the entire distance from Boston to East Albany, except over the Connecticut River bridge at Springfield. A little more than seven thousand tons of new rails and a corresponding number of new sleepers have been used in repairs during the year; the rolling stock has been largely increased and improved, and the whole is now in excellent condition.

The company have 144 locomotives, 108 passenger, 34 baggage and postal, 2,334 merchandise, 137 gravel, and 100 hand cars. Also, 98-234ths of 34 passenger, 13 express, 2 post office, and 8 baggage cars of the New York and Boston Express Line and 2-5ths of 6 passenger and baggage cars on steamboat train.

The number of miles run by locomotives with passenger trains was 945,933; with freight trains, 1,639,618; with gravel trains, etc., 142,007—total, 2,727,558.

The number of through passengers carried was 53,842; way passengers, 3,568,272—total, 3,622,114.

The total number of tons moved was 1,319,059, of which 568,303 tons went west, and 750.756 tons east. The through tonnage westward amounted 75,688; do., eastward, 177,343. All other tonnage westward, 492,615; do., eastward, 573,413. Equivalent number of tons carried one mile, 121,848,891, equal to 606,744 tons carried over the whole road.

An aggregate of 205,848,323 passengers or tons of freight carried one mile in 1868; against 193,664,499 passengers or tons of freight carried one mile in 1867.

The cost of transportation for each passenger and each ton of freight one mile in 1868 has been 2.024 cents, against 2.064 cents in 1867.

The cost of the Boston and Albany, Albany and West Stockbridge, and Hudson and Boston Railroads to November 30, 1868, has been as follows:

Boston and Albany Railroad	$13,526,709 33
Equipment	2,224,200 49
Albany and West Stockbridge R.R.	2,411,055 75
Hudson and Boston Railroad	208,036 01
West Stockbridge Railroad stock	12,000 00
	$18,378,001 58

BALANCE SHEET FOR 1868.

Cost of road and equipment		$18,378,001 58
Hudson river bridge		227,606 85
Notes receivable		589,368 48
U. S. debt certificates		97,287 50
Materials		889,793 65
Cash		584,452 24
Commissioners of Massachusetts sinking fund	$1,925,377 42	
Trustees Albany sinking fund	603,107 15	
		2,528,484 57
Grand Junction R. R. and Wharves		515,876 75
		$23,810,871 59
Capital stock, 149,341 shares		$14,934,100 00
£427,400 sterling bonds	$2,051,520	
Albany City bonds	593,000	
Dollar bonds	798,000	
		3,442,520 00
Unclaimed dividends and interest		64,602 70
Dividend No. 2		785,568 41
Ledger balances due individuals and corporations		122,618 32
Accumulated sinking fund profits	$1,543,905 95	
Contingent fund	1,717,056 21	
		3,260,962 16
Loan acct. Baring Brothers & Co.		1,200,000 00
		$23,810,871 59

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Daniel Denny, Ignatius Sargent, Thomas F. Plunkett, Josiah Stickney, George A. Shaw, Ginery Twitchell, Avery Plumer, D. Waldo Lincoln, William Claflin, Jonathan D. Wheeler, James D. Colt, William Mixter.

Gen'l Sup't.—C. O. RUSSELL, Springfield.

Ass't Supt.—ABRAHAM FIRTH, Boston.

Ass't Supt.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

Lykens Valley Railroad.

This road, leased by the Summit Branch Coal Company about three years since, has passed into the control of the Pennsylvania and Northern Central Railroad Companies, together with the Summit Branch Coal operations at Williamstown, the eastern terminus of the road. The new officers of the company are as follows:

President.—H. J. Lombaert, 2d Vice President of the Pennsylvania Railroad.

Directors.—J. D. Cameron, President of the Northern Central; J. Edgar Thomson, President of Pennsylvania; J. N. DuBarry, Vice President of Northern Central; G. P. Sanger, President, and W. B. Fowle, Treasurer of the Summit Branch Company.

☞ The grading of the Bangor and Piscataquis Railroad between Dover and East Dover is finished and the rails will be laid as soon as the ground opens.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,282,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	6,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	738,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,500,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A.J&O	Jan.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725 100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,000	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....100	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J A J.O.	Jan. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 5½
Brooklyn City & New'n.100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	960,000	M. & N.	N. '68 3½
Buffalo and Erie 100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921 412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	.....
Cape Cod Branch 100	721,926	J. & J.	Jan.'69 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 3
Catawissa, ... 50	1,160,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,130	.....	Jan.'69 4
Central of Georgia.....100	4,666,900	J & J.	Jan.'69 5
Central of New Jersey....100	13,768,000	J.A.J&O	Jan '69 2½
Central Ohio.....100	2,000,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	380,000	.....	Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'69 5
" " pref....100	2,425,576	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 1½
Chicago, Iowa & Nebras*.100	2,000,000	.....	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,566,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'69 2
Cincinnati and Zanesville. 50	1,676,346	.....	.....
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 1½
Cleve., Painsv. & Ashta....100	3,760,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,788,200	J. & J.	Jan '69 4½
Concord..... 50	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	.....	.....
Dayton and Michigan*....100	2,892,361	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	.....	.....
Dubuque and Sioux City..100	1,673,641	Annual.	Jan.'69 4
Do. do. pref 100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan.'69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,900	.....	.....
East Tenn. and Georgia....100	2,369,730	.....	.....
East Tenn. and Virginia....100	657,800	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'68 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,533,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248 000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750, 00	A. & O.	Oct. '67 5
Franaf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan.'69 3
Georgia.....100	4,166,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	.....	Mar.'69 —
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,330	.....	.....
Hanover Branch, Pa..... 50	116,350	M. & N.	Nov.'68 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct.'65 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,600,000	J.A.J&O	Jan.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	.....	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	2,572,400	J. & D.	D'c.'68 4½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jn.'69 1½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200 000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000	.....	Mar.'69 4
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,600,860	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	.....	.....
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,951,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 1½
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	586,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	.....	.....
Mill Creek and Minehill*. 50	823,376	J. & J.	Jan '69 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	2,986,081	.....	.....
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,496,883	J. & J	Jn'69 1½
" " " pref.....100	8,050,892	J. & J.	Do. 7½10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Dec'68 7½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 4
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,438,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	758,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600	.....	.....
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,648,900	F.M.A.N	Feb.'69 2
North Eastern (S.C.) pref.100	155,000	.....	May'67 4
Northern of N. Hampsh.,100	3,06 ,400	J. & D.	Dec.'68 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'69 5
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....	20,000,000	.....	.....
" " pref.100	5,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan.'69 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,516	.....	.....
Panama..... 100	7,000,000	J.A.J&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson River100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700	.....	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*.....1 0	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City.....	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec...100	572,500	B. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	.....	.....	Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred..... 100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	.....	.....
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,841	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh's. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley*..... 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	686,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	880,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,800	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	J. & J.	Jan '69 5
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	.....	.....
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref100	1,000,000	M. & N.	Nov68 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 3
Vicksburgand Meridian ...100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee....100	3,497,791	.....	.....
Western Union 100	2,707,563	.....	.....
West Jersey 100	804,150	.....	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,776	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan.'69 3
Warren..... 100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 622,500	J. & J.	Jan'69 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,596	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 3
" " (pref.) 50	2,888,205	F. & A.	Feb.'67 3
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 4
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '69 3
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 50	500,000	J. & D.	Dec '68 3
Central Coal 100	2,000,000	J. & J.	Jan.'69 4
Fulton Coal.....	.....	J. & J.	Jan. '69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '68 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	.....
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr. '68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	.....	.....
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,096,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	356,255	359,184	343,325	413,434	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,356	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	356,270	335,985	409,251	401,280	357,956	307,919	286,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,589	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	389,074	4,544,134
1869	339,762	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,990	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	289,408	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,389	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	569,900	401,100	381,400	4,541,973
1869	333,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,396	669,605	729,759	716,378	563,400	6,114,586
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,091,892	13,443,765
1869	871,218	827,254	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,740	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,583	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,489	739,736	641,589	643,887	518,088	7,181,268
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661 971	588.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823.901	727,810	613,329	7,160,962
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
1869	681,656	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,243	107,525	104,608	115,184	125,252	116.495	116.146	105,767	1,224,056
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123 802	1,201,230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,828	132,387	123,383	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407.107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524.760	495.072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384.401	429,177	496.655	429.546	352.218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434.316	488,388	530.871	429,785	380,034	4,663,508
1868	362,021	338,335	381,497	455,963	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,030
1869	378,781	363,881	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216.624	295.956	322.369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408,445	410.802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476,661	490.694	447,670	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493.640	414,604	308.669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398.993	464,778	506,296	412.934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,978	511,820	410,826	390,671	4,569,251
1869	384,120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,606
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	965,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,856	14,575,128
1866	1,086,380	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,142,216
1867	901,571	846,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269.444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,511,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372.618	412,553	284,319	3.793,006
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302.426	281,618	3,389,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379.367	336,066	272,053	3,459,319
1868	211,973	231,361	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,425	258,674	288,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812.178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702.685	10,038,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,158	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407.077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625.547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,823	656,424	781,562	827,630	686,554	746,990	8,041,181
1869	625,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,166	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,590	168,696	1,936,753
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151.052	134,563	111,330	1,439,709
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,206	450,203	429,898	323,274	320,756	3,945,894
1869	284,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,850	689,388
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,243	64,468	814,028
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,625	126,495	120,208	79,431	54,719	774,987
1868	46,415	40,708	39,198	49,231	70,168	77,339	59,762	84,607	97,338	97,600	57,145	45 470	784,971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Dne.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	113
" " " ..... coupon		5	" "	1874	115½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " ..... coupon		5	" "	1871	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	115
" " " ..... coupon		6	" "	1881	115½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	108
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,400	6	Jan & July.	1881	115
" " " ..... coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ... registered		6	May & Nov.	1882	112
" " " (5-20s) ..... coupon		6	" "	1882	117½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	112
" " " (5-20s) ..... coupon		6	" "	1884	113½
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	112½
" " " (5-20s) ..... coupon		6	" "	1885	115½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	111½
" " " (5-20s) ..... coupon		6	" "	1886	112½
" " 3d series (5-20s) ... registered		6	" "	1887	113½
" " " (5-20s) ..... coupon	1,602,557,350	6	" "	1887	112½
Loan of March 3, 1864, (10-40s) ... registered		5	Mar. & Sept.	1904	104½
" " " (10-40s) ..... coupon	194,567,300	5	" "	1904	106½
Pacific R. R. Bonds ..... (currency)	53,937,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 20, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	6,166,464	---	presentation.	.....	----
Gold Certificates of Deposit	28,775,560	---	presentation.	.....	----
Compound Interest Notes 1864 '65	.....	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	.....	.....	----
Three per cent. certificates	57,140 000	---	.....	.....	----
Fractional currency	36,781,547	---	.....	.....	----
Navy Pension Fund	14,000,000	3	.....	.....	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	60½
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	126
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861 ...	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	93
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	81
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	6	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	943,910	6	" "	'60-'70	----
" — " " ..... "	4 357,253	6	" "	'77-'79	100
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	98½
" — " " ..... "	309,000	6	May & Nov.	1868	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945	---	Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000	---	" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	646,000	6	various.	'80-'96	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	72½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	70
" — " " (New) ..... "	892 800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	625,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,332,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	6	" "	1880	----
— — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
— — " " (R.R. various) "	120,000	5	" "	1889	----
— — " " (") currcy.	159,974	5	" "	'89-'90	96
— — " " (B. & O. R.R.) sterl.	3,277,289	5	" "	1890	----
— — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
— — " " Ches. & Ohio Can.).	2,000,000	6		1870	96½
— — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	96½
— — " (Bounty)	901,000	6	"	abl.'74	----
— — " (Ches. & Ohio Can.).	30,000	6	"	1885	----
— — " (Balt. & Susq. R.R.).	429,688	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
— " "	21,000	5	" "	1870	----
—General Statutes Loan	50,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,519,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	968,500	5	" "	'91-'93	107½
" — " " " (stg.)	554,186	5	" "	'93-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,276,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	----
" — " " (Union Bank)	5,000,000	6	.....	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	88
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'92-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'90	----
" — " " 1864	793,450	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	109
" — " " " ..... registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " "	6,000,000	6	" "	1873	102½
" — " "	2,250,000	6	" "	1874	101½
" — " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1878	99½
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	59
" — " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	60
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	101½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1876	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	92½
" — " " ..... registered	5,083,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	104
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	107½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	100½
Rhode Island—State War Bonds of 1861	463,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug	1894	100
South Carolina—Free Loan Bonds	798,848	5	J. A. J. & O.	68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,480	6	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1892	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	65½
Virginia—State Bonds (sterling)	1,885,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	105,000	5	" "	long.	----
" — " " ..... "	21, 69,528	6	" "	long.	----
" — " ..... loan on	10,900,000	6	" "	long.	51
" — " (new) ..... registered	1,379,500	6	" "	long.	54
" — " " (") ..... coupon	489,300	6	"	1876	60
" — " " (")	39,000	6	"	1886	----
Wisconsin—State Bond	406,100	6	"	1890	----
		6	Jan. & July.	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1888	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	902,000	7	April & Oct.	" "	1885	90
Allegheny Valley:						
1st Mortgage	298,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	338,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 1 to T.	600,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 1)	600,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	600,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (sky fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	434,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	831,361	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1858	994,250	6	Jan. & July.	"	1875	92½
Loan of 1860	902,000	6	" "	"	1880	92½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	453,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1854	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	900,000	7	Feb. & Aug.	New York.	1965	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	84
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1900	64½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	300,000	6	April & Oct.	"	1870	98½
Company bonds (no mortgage)	304,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,332	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	280,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	80½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sky fund £280,550	1,341,362	6*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $300,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1890	85½
Consol. Mortgage for $5,000,000	4,427,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	436,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	8	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1914	84½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	100½
Convertible bonds	1,500,000	7*	" "	" "	1893	100½
National Loan	15,000,000	6	" "	" "	1895	100½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1893	83
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage / 1st Mortgage (convertible)	5,600,000	7 / 7	April & Oct.	New York.	1895	85
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,349,500	7	Feb. & Aug.	New York.	1885	....
Funded Coupons	758,000	7	May & Nov.	" "	1883	93
General 1st Mortgage	2,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	91
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	88½
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	180,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	98
1st Mort. (Gal. & Chic. U. R. R.)	1,910,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1895	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	89½
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1886	89½
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,899,000	7	" "	" "	1895	100½
Cin. & Chic. A. L.(C.C.&I.C.R.R.):						94½
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1886	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1885	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1886	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1926	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	487,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	93½
3d Mortgage (or 2d Extension)	1,403,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,429	6	Jan. & July.	" "	1892	77
Consol. & P. Mort. ($5,000,000)	156,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1886	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	200,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	8	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	89
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1870	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	261,000	6	" "	" "	'70 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,000	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,057,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1893	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1886	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	186,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Plain Bonds	670,000	5	April & Oct.	"	1872	60
European and North American:						
2d *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1888	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86½
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	870,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	250,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	97½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	6*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,340,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,337	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	8	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	88
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1886	103½
Convertible bonds of 1863	800,000	7	Jan. & July.	"	1886	122
Six year bonds of 1865	1,000,000	10	" "	"	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1886	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1860	....
1st Mortgage	1,954,000	7	" "	" "	1869	100
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	728,245	7	April & Oct.	"	1896	....
Illinois Central:						
Construction	5,080,500	7	April & Oct.	New York.	1875	118
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	997,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1862	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1886	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	....
Income	100,000	7	" "	" "	1857	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,236,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	88½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	91½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	80½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	53
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	20
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1888	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	$96,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'90	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	....	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	89,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	48
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1868	85½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	90½
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,084,500	6	April & Oct.	"	1900	85
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	90
2d Mortgage (B. & O. R. R. Co.)	498,000	6	Jan. & July.	"	1876	88
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	83½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	84½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	76½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	97
3d *M. stg.* }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1857	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	$75,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'96–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	6	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	6	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	87,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	143,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	78½
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	$18,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R. & D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'68-'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'67	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	72½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	56
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1907-8	98½
Union Pacific:					1897-8	101½
1st Mortgage, free	20,168,000	6*	Jan. & July.	New Y		
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	"	ew York. 1895	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov	" "	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & J			
Union Pacific—Eastern Division:				Dec.	New York.	1895
1st Mortgage	6,400,000	6*	Jur & July.	" "	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6				78
Vermont Central:			June & Dec.	Philadelphia.	18'	39
1st Mortgage	3,000,00	7	Jan. & July.	Boston.		103½
2d Mortgage	,000,000	8	May & Nov.	"		
Equip. Loan (Vt.C. & Vt.& Ca.)					883	92
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Bostor	1860	....
Vermont Valley:					1860	....
1st Mortgage	386,000	7	April & Oct.	New	1859	....
1st Mortgage	114,000	6	" "	York.		
2d Mortgage	293,200	7	" "	Delphia.	1890	....
Vicksburg and Meridian:				"	1890	....
Consolidated Mort.—1st class	722,500	7	Jan. & July	"	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April &	"	.....	....
" " 4th class	1,263,000	7	.....	"	.....	....
Funded Coupons	420,000	7	.....			
Special Loan	200,000	8	.....uly.	New York.	1891	....
Virginia Central:				N. Y. & Rich.	1880	....
State Loan	210,000	6	J "	" "	1872	....
1st Mortgage (guar. by State)	100,000	6	"	" "	1884	....
2d Mortgage	206,500		"	Richmond.	'70-'78	....
3d Mortgage	983,000					
Income and other unsecured bds	116,1		an. & July.	New York.	1873	....
Virginia and Tennessee:					1879	64½
1st Mortgage		6	"	" "	1884	....
2d Mortgage	,00	8	"	" "	1866	....
3d Mortgage (Enlarged)					18—	71½
Income Bonds	1,400	7	Feb. & Aug.	New York.	1875	....
Funding Bonds ($1,000,000)						
Warren:	1,937,000	7	— & —	Philadelphia.	18—	85
1st Mortgage, guaranteed						
Warren and Franklin:	85,0	7	April & Oct.	New York.	1890	....
1st Mortgage						
Warwick Valley:						
1st Mortgage						

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1868	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1886	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	6	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1886	90½
2d Mortgage, Sterling	197,777	7*	" "	"	1896	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New	ork.	....
Winchester and Alabama:						
Tenn. State Loan	1,096,259	6	Jan. & July	ew York.	'88-'96	....
Winchester and Potomac:				Richmond.		
Stg. State Loan	85,333	6	Augouly.	Baltimore.	1867	....
Trust Bonds	120,000	7	Jan.			
Winona and St. Peter:			& July.	New York.	18—	....
1st Mortgage (C. & N. W.)	.....					
Wrightsville, York & Gettysburg:			May & Nov.	Baltimore.	1867	....
1st Mort. guar. by N. Central	50					
York and Cumberland (N. Cent.):	,000	6	May & Nov.	Baltimore.	1870	....
1st Mortgage	25,000	6	Jan. & July.	"	1871	....
2d Mortgage	500,000	6	" "	"	1877	....
3d Mortgage						
CANAL BONDS.						
Chesapeake and Del	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
1st Mortgage	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Chesapeake anteed	4,375,000	5*	" "	London.	1890	....
State (Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Sterl Division:						
Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Jaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	89½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	67
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	11
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1888	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	80,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: In progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stock.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,498	o's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,249	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	35.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	—	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	—	—	2,494,900	3,483,992	—	—	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,000,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	119½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	560,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	—	—	(Leased	to Housatonic.)	—	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	—	—	332,000	700,000	83,704	—	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	151
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	—	28.9	93,988	1,996,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,369	114.3	.....	7,340,040	3,471,360	486,675	160,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,187	412,896	.....	.....	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	2½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,931	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	139
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,206	289,752	4,299,724	—	306,978	976,017	119.4	803,661	42,096,255	12,886,085	1,565,462	435,780	10	100	140
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	1,100,000	1,766,000	—	—	—	(Leased	to Erie.)	—	—	—	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	—	—	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	—	—	—	—	—	—	—	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	—	—	—	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	123½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	55	Camden and Burlington Co..New Jersey.	694,487	—	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	35,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	66½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	—	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	66.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	24
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela.,L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	70.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	—	—	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	75.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	111½
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	—	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	80½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	0.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina.....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased	to Phila. and Read.)		—	.....	—	50	6
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	159
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
Dec. 31, 1867	30.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	—	—	—	(Leased	to Chic. and N. W.)		—	—	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10z	100	81
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	463.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	156½
Jun. 30, 1867		Less	ees	of 8	an.	&	Cin.		Cincinnati, Dayton and Eastern.....Ohio	620,000	—	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13z	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,176	7z	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased	to Kentucky.)		—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.		—	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,283	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,076,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	437.9	9.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,500	843,350	1,477,513	452,584	6,000,000	425,000	—	305,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....					
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	....	....	10,450,000	2,000,000	....	....	394.8	2,101,519	....	....	3,391,025	1,087,176	....	8	100	6¾				
Dec. 31, 1867	87.0	11.0	32.0	—	....	....	....	....	Cleveland and Mahoning	Ohio.	3,599,000	....	....	....	2,056,400	1,542,600	....	....	....	(Leased	to Atl. &	Gt. W n	....	....	8	100	....				
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,080	936,337	....	....	3,750,000	2,500,000	....	378,705	138.8	804,876	....	....	2,659,347	983,418	10	50	105					
Nov. 30, 1867	101.9	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	6,424,091	3,974,489	275,869	287,251	220.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	89¼				
May 31, 1867	118.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,516	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	105				
Feb. 12, 1868	588.0	12.0	....	....	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	....	....	....	11,420,000	13,900,000	1,350,000	....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	47					
Nov. 30, 1867	54.7	—	12.5	—	....	....	....	....	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	....	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....				
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	....	88,724	158,144	119.5	560,024	....	....	941,321	146,888	8	50	75¼				
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	....	....	595,587	374,580	....	....	27.0	....	....	....	68,707	20,763	—	100	....					
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,869	171,914	6	100	90				
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,718	309,512	....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	132½				
Oct. 31, 1867	6.8	—	9.6	—	....	....	....	....	Connecting (Phila.)	Pennsylvania.	2,000,035	....	....	....	100,000	1,000,000	900,035	—	....	(Leased	to Phila.	& Trent.)	....	....	—	100	....					
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	....	....	....	200,000	80,000	....	—	14.6	....	....	....	40,291	18,088	—	100	....					
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	....	....	....	1,000,000	500,000	....	—	53.0	(Op	ened Dec.	1867.	....	....	—	100	....					
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.	Maryland.	1,703,498	955,719	....	....	1,500,000	898,000	....	—	37.0	252,679	....	....	479,937	114,627	—	50	....					
Sept. 30, 1867	74.0	—	8.2	0.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	....	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	....	....	517,391	77,243	8	50	....					
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	361,909	75,283	34,256	48,085	400,000	160,000	—	9,623	24.0	64,670	....	....	156,756	11,292	—	100	....					
Mar. 31, 1868	144.0	—	....	—	....	....	....	....	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	....	....	....	965,853	313,174	—	100	....					
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	....	....	123,006	23,412	—	100	....					
Jun. 30, 1867	36.0	—	2.8	—	....	....	....	....	Dayton and Western	Ohio.	1,087,779	*	....	....	309,276	738,000	204	—	42.0	745,040	1,260,925	....	147,475	30,348	—	100	....					
Oct. 31, 1867	84.0	—	....	—	....	....	....	....	Delaware	Delaware.	1,632,171	....	....	....	594,260	912,250	....	—	....	(Leased	to Phila;	W. & B.)	....	....	6	100	....					
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	....	....	2,613,979	loss.	10	50	116½				
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	....	....	1,820,200	2,982,000	795,004	—	162.0	....	....	....	735,587	310,402	—	100	....					
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,161,198	253,155	75,211	189.0	588,382	....	....	1,761,399	768,789	—	100	....					
Mar. 31, 1867	28.5	—	....	—	....	....	....	....	Dover and Winnipisseogee	New Hamp.	825,199	....	....	....	480,000	—	—	—	....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....					
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	980,000	663,956	153,124	139.4	319,880	4,874,691	....	805,271	355,527	—	100	108				
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	....	....	....	142,356	50,271	—	100	....					
Sept. 30, 1867	—	—	—	63.0	....	....	....	....	Dutchess and Columbia Counties	N. Y.	....	....	....	....	34,660	—	—	—	....	....	....	....	....	....	—	100	....					
Oct. 31, 1867	17.5	—	0.4	—	....	....	....	....	East Brandywine and Waynesb	Penn.	259,800	....	....	....	89,800	168,000	2,000	—	....	(Leased	to Pennsy	lvania.)	....	....	—	50	....					
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	115				
Dec. 31, 1867	38.5	—	....	—	....	....	....	....	Eastern Shore ¶	Maryland.	850,000	....	....	....	280,000	570,000	....	—	....	(Leased	to Delawa	re.)	....	....	—	100	....					
Oct. 31, 1867	7.5	—	3.1	—	....	....	....	....	East Mahanoy	Pennsylvania.	394,550	....	....	....	392,550	—	—	—	....	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....					
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	116	East Pennsylvania	Pennsylvania.	1,861,664	*	....	....	654,600	574,900	....	—	36.0	221,129	....	....	538,531	259,992	—	50	....					
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	....	....	....	538,734	145,823	—	100	....					
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	....	....	501,698	83,584	—	100	....					
Jun. 30, 1867	47.0	—	....	—	....	....	....	....	Edgefield and Kentucky ¶	Tenn.	1,175,000	....	....	....	....	1,162,545	....	....	47.0	....	....	....	....	....	—	100	....					
Sept. 30, 1867	46.8	—	2.9	—	....	....	....	....	Elmira, Jefferson and Canandaigua	N. Y.	500,000	....	....	....	500,000	—	—	—	....	(Leased	to Northe	rn Central	L.)	25,000	5	100	....					
Oct. 31, 1867	78.0	—	16.0	—	....	....	....	....	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	....	....	1,000,000	1,620,000	....	—	....	(Leased	to Northe	rn Central	L.)	165,000	5	50	63					
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	....	....	14,317,213	2,936,988	—	100	....					
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,617	664,300	1,270,200	644,551	298,271	100.7	368,004	3,051,201	22,906,110	667,883	227,124	—	50	....					
Dec. 31, 1867	13.0	—	....	97.0	....	....	....	....	European and North American ¶	Maine.	....	....	....	....	....	....	....	—	13.0	....	....	....	....	....	—	100	....					
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provinc	ial Gov	ernment.)	—	108.0	....	....	....	161,136	30,312	—	100	....					
Dec. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	....	....	507,792	148,108	—	100	....					
Aug. 31, 1867	132.0	—	....	—	....	....	....	....	Evansville, Henderson and Nashville	Ky.	....	....	....	....	....	—	—	—	8.0	....	....	....	....	....	—	100	....					
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Fall River, Warren and Providence	R. I.	326,959	....	21,759	....	150,000	200,000	27,450	—	5.8	10,881	422,261	....	30,898	5,328	—	100	....					
Nov. 30, 1867	5.8	—	....	—	....	....	....	....	Fayette County	Pennsylvania.	130,000	....	....	....	107,400	—	—	—	....	(Leased	to Pittsbu	rg and Co	nnellsville	.)	8,162	7½	50	....					
Oct. 31, 1867	12.7	—	0.4	—	....	....	....	....	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136½				
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	....	....	248,000	2,000	25,42	30,291	13.9	36,196	....	....	90,295	18,346	6	100	....					
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Flemington	New Jersey.	375,660	....	....	....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pss 4,648	—	100	....					
Dec. 31, 1867	12.0	—	....	—	....	....	....	....	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	....	....	176,751	....	—	100	....					
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	....	....	236,958	132,317	—	100	....					
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Florida*	Florida.	3,000,000	*	....	....	3,000,000	—	—	—	154.0	....	....	....	....	....	—	100	....					
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	....	....	....	....	....	—	45.2	....	....	....	....	....	—	100	....					
Dec. 31, 1867	46.2	—	....	—	4	—	—	36	*Florida, Atlantic and Gulf Central*	Florida.	....	*	....	....	....	....	....	—	60.0	....	....	....	....	....	—	100	....					
Dec. 31, 1867	60.0	—	....	—	....	....	....	....	Frechold & Jamesburg Agricultural	N. J.	230,258	*	....	....	230,845	—	—	—	11.5	....	....	....	55,591	11,382	6	100	....					
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Galveston, Houston & Henderson	Texas.	....	....	....	....	....	575,000	....	—	52.0	....	....	....	406,461	....	—	100	....					
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Georgia	Georgia.	4,150,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	....	....	1,003,724	491,889	6½	100	80				
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*	....	....	475,000	167,000	....	—	....	....	....	....	....	....	—	100	....					
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	Grand River Valley	Michigan.	....	....	....	....	....	—	—	—	....	....	....	....	....	....	—	100	....					
Dec. 31, 1867	—	—	—	93.0	....	....	....	....	Grand Trunk ¶	Canada.	34,298,325	*	2,858,100	3,033,218	13,984,803	74,476,168	1,721,672	—	1,344.7	4,837,001	....	....	6,492,367	1,358,628	—	100	....					
Dec. 31, 1867	887.5	—	....	—	298	219	86	4,041	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	....	....	3,346,673	1,609,549	7½	100	....					
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	....	....	251,931	137,245	—	100	....					
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,547	12,965,380	19,922,754	1,716,270	516,270	—	100	120				
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	Harrisburg and Lancaster	Pen sylvania.	1,882,550	....	....	18,000	1,182,550	700,000	—	18,000	....	(Leased	to Pennsy	lvania.)	....	133,284	7	50	110				
Oct. 31, 1867	36.0	18.0	54.0	—	....	....	....	....	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	....	....	1,697,324	539,117	12	100	225				
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	401	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	....	....	2,037,940	2,055,000	....	—	122.4	373,152	12,126,637	....	706,351	....	—	100	....					
Jan. 31, 1867	122.4	—	12.0	—	29	28	15	329	Housatonic	Connecticut.	2,106,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	....	....	534,545	65,272	—	100	....					
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Houston and Texas Central ¶	Texas.	2,542,000	*	....	....	750,000	1,792,000	164,000	—	80.0	....	....	....	542,837	347,860	—	100	....					
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston Tap and Brazoria	Texas.	....	....	....	....	....	—	—	—	50.0	....	....	....	....	....	—	100	....					
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Hudson River	New York.	17,506,037	*	....	....	9,981,500	6,188,000	....	—	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	136½				
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Huntingdon and Broad Top Mt	Penn.	2,192,514	*	....	....	685,130	1,656,745	....	—	58.8	149,189	....	....	186,451	52,342	—	50	....					
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,606	23,415,780	10,544,500	7,602,000	—	707.7	3,766,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	140				
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	Indianapolis and St. Louis	Indiana.	....	....	....	....	....	....	*	—	....	....	....	....	....	....	—	100	....					
Dec. 31, 1867	—	—	—	72.0	....	....	....	....	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,466,485	106,746	6,185,897	8,232,807	—	—	302.5	....	....	....	....	....	—	50	39				
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Peru and Chicago	Indiana.	....	....	....	....	....	....	....	—	75.0	....	....	....	....	....	—	50	....					
Dec. 31, 1867	75.0	—	....	—	....	....	....	....	Iowa & Missouri State Line	Iowa & Mo.	....	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....					
Dec. 31, 1867	—	—	—	225.0	....	....	....	....	Iron	Ohio.	181,750	*	....	7,064	134,411	35,000	20,959	—	13.0	....	....	....	61,727	10,949	—	100	....					
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Ironton	Pennsylvania.	268,000	*	300,000	....	400,000	150,000	—	—	11.0	....	....	....	37,144	17,165	—	50	....					
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	....	45,586	495,139	1,495,000	157,091	46,624	45.0	....	....	....	189,439	94,904	—	100	....					
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	Jeffersonville, Madison and Ind.	Indiana.	5,927,449	*	591,803	151,335	2,000,000	3,139,000	220,325	788,959	226.0	....	....	(10 mos.)	914,725	219,245	—	100	....					
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Joliet and Chicago	Illinois.	2,000,000	....	....	....	1,500,000	500,000	—	—	....	(Leased	to Chicago	and Alton.)	....	152,927	7	100	96					
Dec. 21, 1867	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	....	....	....	300,000	800,000	—	—	....	(Leased	to Michig	an Central.)	....	....	8	100	....					
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	....	....	....	155,250	800,000	—	—	....	13,792	....	....	75,263	22,186	—	100	....					
Oct. 31, 1867	4 6	—	4.8	—	—	—	—	—	Kentucky Central	Kentucky.	....	....	....	....	....	1,208,000	....	—	99.0	....	....	....	....	....	—	50	....					
Dec. 31, 1867	99.0	—	....	—	20	12	6	258	Keokuk and St. Paul	Iowa.	750,000	*	....	....	250,000	500,000	....	—	25.0	....	....	....	....	....	—	100	....					
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	80	Knoxville and Charleston ¶	Tennessee.	....	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....					
Dec. 31, 1867	—	—	—	53.0	....	....	....	....	Knoxville and Kentucky ¶	Tennessee.	....	....	....	....	....	....	....	—	....	....	....	....	....	....	—	100	....					
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	27																								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111
Nov. 30, 1867	6.0	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,300	38,718	5,642	—	100	.....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	664,265	*	18,257	9,140	514,646	44.000	114,749	8,267	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	.....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	*	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	.....	.....	.....
Oct. 31, 1867	28.8	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,488	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	80½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	.....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	325,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	45
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	.....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282.520	4,538	185,179	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	.....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,088,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	.....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	.....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	.....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	.....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	.....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	336	Maine Central †.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	.....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	131
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	.....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,004,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	.....	.....	—	50	.....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,060	1,134,568	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	.....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	.....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118
Feb. 29, 1868	468.4	46.6	66.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358 549	2,865,517	738,436	799,798	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	95½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	.....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	.....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,698	2,017,923	—	100	64½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	110
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. †..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,801	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	88
Dec. 31, 1867	50.0	—	....	—	10	7	2	67	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5 415.670	440,241	74,769	10	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	845	Nashville and Chattanooga †..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	.....
Jun. 30, 1867	172 5	—	4.7	—	20	4	2	151	Nashville and Northwestern†.Tenn. & Ky.	4,600,55	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,464	81,345	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597.284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada †..N. Brune.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744.092	79,781	26,269	—	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	.....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil..W	and B.)	13,294	—	50	.....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	82	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	.....
Dec. 31, 1867	38.8	....	38.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	558,314	2,393,297	631,187	6,000,000	1,362,614	194,010	403,618	38.8	677,201	.....	.....	1,865,303	747,351	10	100	129
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	.....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.†.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	54
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	80.2	2.8	9-6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
ept. 30, 1867	297.7	296.0	462.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,320	698,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	158½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16.156,304	2,688,121	1,144,018	8	100	137
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,002	6,279,840	2,218,509	864,879	10	100	144
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111.835	2½	100	82
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	...
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg †.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120.138	1,217,812	3,420,361	208,635	47,231	—	100	90
May 31, 1868	223,0	—	....	—	25	20	—	204	North Carolina †.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6½	100	...

Feb. 29, 1868	26.5	—	....	—				—	*Northeast and Southwest Alabama*	Ala.											(Leased to Selma a	nd Meridi	an.)		12,569	—	100	....	
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*	28,362	27,648	1,068,950	873,000	256,685	10,409	102.0	166,800			279,232	105,577	—	100	....	
Feb. 29, 1868	180.0	61.0	....	—				—	North Missouri ¶	Missouri.															—	100	....	
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania	Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	877,206	5	50	68	
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	849	Northern	Canada.									97.3				561,370		—	100	....	
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶	Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,060	24,836,528	3,600,868	917,010	8	50	96½	
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	52.0	371,630	5,688,452	15,270,340	626,318	219,285	8	100	112	
ept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey	N. J. and N. Y.	496,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....	
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	642,862	*	2,383,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	108	
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶	Nova Scotia.	6,291,928	*		(Owned by	Provincial	Gover	nment.)		145.0			(9 mos.)	155,098	22,699	—		....	
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain	N. Y.	5,071,900	*	142,100	229,898	4,061,000	1,088,000	146,425	199,471	122.4	521,082	5,009,432	26,654,145	898,981	301,742	3	100	68½	
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6 3	122,225	340.0				4,459,319	1,063,529	—	100	33½	
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	176	Oil Creek and Allegheny River	Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,599,246	599,882	—	50	75½	
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	18	450	Old Colony and Newport	Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	92½	
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶	Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72	
Dec. 31, 1867	9.1	—	....	—				—	Orange and Newark	New Jersey.									9.0				136,096	23,634	—	100	....	
Sept. 30, 1867	28.6	—	3.3	—				—	Oswego and Rome	New York.	925,799				222,987	716,000	3,387			(Leased	to R., W.	& Ogdens.)	111,196	55,598	—	100	....	
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse	New York.	1,160,940	139,834		112,330	482,400	573,500	4,875		86.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....	
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶	Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,008,681	973,055	—	100	....	
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	330	
Dec. 31, 1867	14.5	—	14.5	—				—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	....	
Dec. 31, 1867	6.1	—	....	—				—	Paterson and Newark	New Jersey.																100	....	
Dec. 31, 1867	15.1	—	....	—				—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100	....	
Dec. 31, 1867	—	—	—	109.0				—	Peninsular	Mich. Ind. and Ill.					400,000											100	....	
Dec. 31, 1867	330.0	33.4	448.3	—	415	201	—	6,893	Pennsylvania	Pennsylvania.	24,638,169	4,476,860	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	114	
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....	
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,006	157,371	—	100	....	
Dec. 31, 1867	46.0	—	....	—				—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R. I. and Pac	ific.)		125,000	8	100	....	
Dec. 31, 1867	71.0	—	....	—				—	Peoria, Pekin and Jacksonville	Illinois.	1,100,000				550,000	550,000			71.0						—	100	....	
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶	Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....	
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....	
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶	Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased	to Pennsy	lvania.)	2,333,760	677,239	—	50	50½	
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown	Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	138	
Nov. 30, 1867	93.0	64.0	271.1	—	268	79	31	8,068	Philadelphia and Reading	Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,356,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	82,175,181	410,092,654	9,106,497	2,039,761	10	50	91½	
Oct. 31, 1867	26.5	—	32.2	—				—	Philadelphia and Trenton	Pennsylvania.	1,066,115	.....	287,418	.....	1,099,120	200,000			33.3				863,705	254,288	10	50	124	
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore	Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,508	102.1	892,376			2,432,531	890,730	9	50	104½	
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati	Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....	
Oct. 31, 1867	58.4	—	17.4	90.6	18	18	4	79	Pittsburg and Connellsville ¶	Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....	
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic.	P., O., I. & L.	25,271,286	*	1,807,370	1,266,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,876,324	228,791,443	7,242,126	2,378,554	10	100	117½	
Dec. 31, 1867	48.0	—	....	—				—	Pittsburg and Steubenville	Penn. & W. V.	2,500,000	*			1,000,000	1,500,000				(Leased	to Pbg., C	ol. and Ci	ncinnati)		—	50	21½	
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	448,678	*	6,322	782	450,000			782		50,060	1,217,879	670,258	108,894	27,450	6	100	82	
Sept. 30, 1867	28.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.									23.0				48,776	4,240	—	100	....	
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec	Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,663	—	100	....	
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth	Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,894			529,325	230,825	6	100	116	
Mar. 31, 1867	50.0	—	....	—				—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	....	
Mar. 31, 1867	28.0	—	....	—				—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)	76,425	26,673	—	100	....	
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....	
Nov. 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester	R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....	
Dec. 31, 1867	97.0	—	....	—				—	Raleigh and Gaston ¶	North Carolina.															—	100	....	
Dec. 31, 1867	73.8	8.5	....	—				—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....	
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia	Pennsylvania.	1,806,413	206,450	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....	
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga	N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93	
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶	Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,992,800	1,025,780	2,061,824	190.5	319,204	4,106,364	5,924,892	639,692	207,711	—	100	....	
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac	Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....	
Sept. 30, 1867	22.1	2.7	....	—	8	10	8	132	Richmond and Petersburg ¶	Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,287	136,457	39,544	—	100	....	
Sept. 30, 1867	38.3	—	....	—				—	Richmond and York River ¶	Virginia.					650,000	400,000				(Not op	erated sin	ce the war.)			—	100	....	
Sept. 30, 1867	22.0	—	....	31.0				—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....	
Dec. 31, 1867	12.0	—	....	78.6				—	Rock Island and Peoria	Illinois.									12.0						—	100	....	
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg	N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115	
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland	Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,355		—	100	34	
May 31, 1867	—	—	—	133.0				—	*St. Croix and Lake Superior*	Minn. & Wis.															—	100	....	
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute	Illinois.	11,040,000	*	803,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased	June 1, '67,	I. & St. L.)	2,218,402	608,112	—	100	39	
Dec. 31, 1866	90.9	—	....	—				—	St. Joseph and Council Bluffs	Missouri.	2,100,000	*			700,000	1,400,000				(Compl	eted Jan.	1, 1868.)			—	100	....	
Dec. 31, 1866	84.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa	Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....	
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶	Missouri.															—	100	....	
Dec. 31, 1867	160.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago	Ill.						1,500,000									—	100	....	
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....	
Nov. 30, 1867	16.0	—	....	—				—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	100	....	
Dec. 31, 1867	16.9	—	....	—				—	Salem and Lowell	Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487			(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....	
Dec. 31, 1867	155.0	16.0	19.7	—				—	Sandusky and Cincinnati	Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased	to Cin., D	ayton and	Eastern.)	125,000	—	50	50	
Dec. 31, 1867	116.3	—	9.2	—	10	13	6	199	Sandusky, Mansfield and Newark	Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....	
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,696	*			1,289,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....	
Oct. 31, 1867	9.3	20.7	8.2	—				—	Schuylkill Valley	Pennsylvania.	576,050				576,050					(Leased	to Phila. a	nd Reading.)			5	50	....	
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,927	235,776	—	100	....	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....	
May 31, 1867	186 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....	
Oct. 31, 1867	28.0	—	6.0	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Leased	to Northe	rn Central.)			5	50	....	
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	16	Sheboygan and Fond du Lac	Wisconsin.	457,000	*			250,000				20.0						—	100	....	
Dec. 31, 1867	20.0	—	....	—				—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)		—	100	....	
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line	Connecticut.	691,209	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....	
Dec. 31, 1867	71.0	—	....	2.9				—	*Sioux City and Pacific*	Iowa.									71.0	(Opene	d near clo	se of 1867.)			—	100	....	
Dec. 31, 1867	37.0	—	1.6	—				—	Somerset and Kennebec	Maine.	800,000				230,000	560,000				(Leased	to Portlan	d and Ken	nebec.)	36,000	—	100	....	
Dec. 31, 1867	16.0	—	....	—				—	South Branch	New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)		6	100	....	
Dec. 31, 1867	137.0	106.0	29.1	—	43	30	—	343	South Carolina ¶	South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....	
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore	Massachusetts.	462,057	30,436	.....	.....	1,159,686	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	18½	
Dec. 31, 1867	84.0	—	....	21.0	9	17	3	18	South Side (L. I.)	New York.	1,300,000	*			480,000	750,000			34.0						—	100	....	
Sept. 30, 1867	128.0	6.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	668,047	22,766	132.5	200,058	1,861,845	5,329,232	380,090	67,921	—	100	....	
Dec 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota	Minnesota.									30.5						—	100	....	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1867	91.0	—	.....	200.0	.....	.....	.....	.....	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	.....
July 31, 1867	106.1	102.9	.....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	.....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.									68.0								
Dec. 31, 1867	20.0	—	.....	—					Springfield and Columbus.....Ohio.	346,000															100	.....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	(Leased	to Cinc., D	ayton and	Eastern)	.....	.....	—	100	.....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	660,000	200,000	95,000	.....	13.0	66,004	2,626,176	.....	268,894	112,915	10	100	.....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700	*	2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	.....
Nov. 30, 1867	13.2	—	.....	—					Stony Brook.....Massachusetts.	267,383				448,700				(Leased	to Housat	onic.)				—	100	.....
Dec. 31, 1867	—	—	22.0	—					Sullivan and Erie.....Pennsylvania.					267,300				13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	.....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	85,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	.....
Dec. 31, 1867	—	—	—	166.0					Tennessee and Pacific ¶.....Tennessee.																100	.....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	.....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	—	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,006	—	100	.....
Dec. 31, 1867	454.8	45.2	.....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	68½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	.....
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased	to Hudso	n River.)				100	.....
Nov. 30, 1867	27.0	—	.....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....		680,000	.....	.....		(Operat	ed by Vt	& Mass., &	T. & B.)	19,208	7	100	46
Sept. 30, 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....		(Owned	by railroa	ds centrin	g in Troy .)	32,000	—	100	.....
Oct. 31, 1867	20.4	—	.....	—					Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....			.....	.....		(Leased	to Penney	lvania.)						.....
Dec. 31, 1867	550.0	—	.....	.....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....									.....
Dec. 31, 1867	100.0	—	.....	.....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....		.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	356.0	33.0	.....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....								100	.....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	962,732	*	.....	.....	831,300	.....	.....	.....					1,625,156	.....	—	100	.....
Sept. 30, 1867	12.0	—	.....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	.....
May 31, 1867	47.0	18.5	.....	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120		(Leased	to Vermo	nt Central	.)		8	100	102
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	62½
May 31, 1867	28.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	893,128	—	100	.....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,583	392,872		(Leased	to Rutlan	d.)				100	.....
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	616,143	140.0	.....	.....	.....	488,407	122,367	—	100	.....
Sept. 30, 1867	204.0	9.5	.....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	.....
Dec. 31, 1867	18.3	—	.....	—					Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	.....
Sept. 30, 1867	10.3	—	.....	—					Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	.....	—					Washington, Alex. & Georget.D. C. & Va.			(In ha	nds of r	eceiver.)				10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	.....
Dec. 31, 1867	23.0	—	.....	—					Washington County.....Maryland.									7.0							100	.....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23.0	(Opened	Nov. 20, 1	867.)				100	.....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	.....
Sept. 30, 1867	138.0	—	.....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)		4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	.....
Dec. 31, 1867	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	.....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.		.....	.....	.....		2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	.....
Dec. 31, 1867	63.7	—	.....	—					Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	181.0	—	.....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,066,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,360	.....	775,075	128,659	—	100	80
Dec. 31, 1867	37.5	—	.....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,160	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	60
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg ¶...New York.			(Und	er const	ruction.)											100	.....
Mar. 31, 1868	20.8	—	.....	—					White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	.....	.....	.....								100	.....
Aug. 31, 1867	134.0	—	.....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	(Leased	to Boston,	Concord a	nd Montreal.)		6	100	.....
Sept. 30, 1867	162.0	19.0	.....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	224,357	27,441	—	100	.....
Nov 30, 1867	15.5	—	.....	—					Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....					463,289	201,369	—	100	.....
Dec. 31, 1867	38.0	—	.....	—					Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	(Leased	to Nashua	and Lowell.)	583,837	118,053	—	100	.....
Dec. 31, 1867	32.0	—	.....	—					Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....						13,845	6½	100	.....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500		69,906	56,720		(Leased	to Balt. an	d Ohio.)		27,000	—	100	.....
Dec. 31, 1867	13.0	—	.....	—					Wrightsville, York and Gettysburg.Penn	293,230	—	.....	.....	317,050	52,000	24,150	.....	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	129½
																			(Leased	to Northe	rn Central	.)				50	.....
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	.....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased	to Le	high Nav.	Co.)	.....	.....	4	50	96½
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	128½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	871,672	543,157	10	100	.....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	12,037,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	.....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,563	61,091	101.0	.....	.....	.....	.....	247,603	8	50	58½
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,563,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,276	109.2	.....	.....	.....	262,654	46,450	—	50	.....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,606	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	24½
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	24½
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	.....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	.....
																						182,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed and equipped in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	87
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	60½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	101½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,548	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,623,226	1,250,000	—	153,198	736,709	129,635	10	—	69
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,839	79,694	188,085	10,087	—	—	70
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.18	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	868	loss.	—	—	—
30 Nov.'67	6.45	—	65	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.1.	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	803,870	200,000	24,000	117,842	868,851	18,015	6	—	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,961	15,873	—	100	—
30 Sep.'67	22.00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	208,418	56,543	—	100	—
30 Sep.'67	10.70	—	—	—	37	Broadway (Brooklyn)	260.561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep.'67	11.00	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	9.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,588	107,700	45,000	.....	15,085	6,352	—	100	—
30 Sep.'67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.10	—	—	—	—	Buffalo Street	184,367	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,646	4,786	8½	100	—
30 Sep.'67	24.00	—	121	14	—	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.49	—	201	—	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	162	—	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	44	—	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	390,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	3,765	419	—	100	—
30 Sep.'67	3.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,300	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	43,259	1,50	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,446,512	800,000	700,000	137,600	458,945	9,470	—	100	464
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	68,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,598	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1,200000	50 000	1,184945	224,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep.'67	16.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,834	17,396	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	66,800	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	28½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,715	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	—	9	3	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	59,000	—	88,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	205,307	—	—	95,888	23,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,995	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,862	21,560	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,097	114,200	68,088	408,156	105,448	18½	50	45
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	18½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	68½
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	17
31 Oct.'67	25.00	—	529	70	18	Union (Philadelphia)	764.927	400.000	200,000	—	366,348	42,591	7½	50	42
31 Oct.'67	5.00	—	341	66	4	West Philadelphia	479,706	575,000	100,000	—	281,058	50,892	10	50	64
31 Oct.'67	4.18	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	289,059	21,058	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,003	.....	.....	.....	.....	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc.)	69 837	50,000	.....	.....	.....	.....	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,800	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue:					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	124,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1880	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	58,400	—	M. & S.	1886	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1909	103
Third Avenue:					
1st Mortgage	900,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1876	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N	1879	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	...	44
Catawissa,* pref. and guar....	2,200,000	7	7	66½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	...	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	70
Chicago and Alton, pref....	2,425,400	7	10	157
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	[illegible]
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	90½
Cumberland Valley, 1st pref....	241,900	8	8	....
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	96
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	81
Erie, preferred....	8,536,910	7	7	....
Hannibal and St. Joseph, pref....	5,253,836	...	...	110
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	70
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar....	....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	24
" " 2d pref....	4,051,744	6	....	8
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	76½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref....	3,500,000	7	7	76
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,580	...	7	....
Rutland, preferred....	....	7	7	76
St. Louis, Alton and T. H., pref....	2,040,000	7	7	65½
Sandusky and Cincinnati, pref....	445,596	6	6	37½
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,800,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77½
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,623,350	8	8	....
Morris, preferred....	1,175,000	10	10	60½
Schuylkill Navigation, pref....	2,888,997	6	6	38
Union, preferred....	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	37½
Mariposa Mining, pref....	5,774,400	7	7	30½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @	43 —
Pig, American, No. 1 (good to best)		39 — @	42 —
Pig, American, No. 2		38 — @	40 —
Pig, American, Forge		37 — @	38 —
Bar, Refined, English and American		90 — @	95 —
Bar, Swedes, assorted sizes	(gold).	82 50 @	87 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— —	@145 —
Bar, English and American, Refined		90 —	@ 92 50
Bar, English and American, Common		85 —	@ 87 50
Scroll		125 —	@160 —
Ovals and Half-round		122 50	@150 —
Band		125 —	@ — —
Horse Shoe		125 —	@ — —
Rods, ⅛@3-16 inch		100 —	@160 —
Hoop		135 —	@185 —
Nail Rod	per lb.	— 8½	@ — 10
Sheet, Russia, assorted No.'s	(gold)	— 11½	@ — 13
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold). per ton.	55 —	@ 56 —
Rail-, American		74 —	@ 76 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 18 @	— 22
English Spring (2d and 1st quality)		— 9 @	— 11½
English Blister (2d and 1st quality)		— 11½ @	— 19
English Machinery		— 12½ @	— 15
English German (2d and 1st quality)		— 14 @	— 16
American Blister "Black Diamond"		— 10½ @	— 16
American, Cast, Tool, do.		— 19 @	— —
American, Spring, do.		— 10 @	— 13
American Machinery do.		— — @	— 13
American German do.		— 10 @	— 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @	— 33
Bolts		— — @	— 35
Braziers'		— — @	— 35
Nails		— — @	— 40
Sheathing, &c., Old		— 22 @	— 23
Sheathing, Yellow Metal		— — @	— 27
Bolts, Yellow Metal		— — @	— 27
American Ingot		— — @	— 28½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 33½
Straits	(gold).	— — @	— 33
English	(gold).	— — @	— 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 9 —	12 — @ 12 50
I. C. Coke	7 — @ 8 —	9 50 @ 11 —
Coke Terne	6 12½ @ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 50	11 — @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.		— — @	— 21
Crude, 40 @ 47 gravity (in shipping order)		— 24 @	— —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 33 @	— —
Refined, Standard White (in ship'g order)		— — @	— 36
Refined, prime White (in shipping order)		— — @	— 37
Refined, S. W. (in merchantable order)		— — @	— 36
Naptha, Refined, (60 @ 63 gravity)		— — @	— 11
Residuum	per bbl.	— — @	6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9....per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 28 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending March 3.

	Th. 25.	F. 26.	Sat. 27.	M. 1.	Tu. 2	W. 3
Atlantic M. S. S. Co....	....	....	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
California 7s (gold)....	....	....	....	....	....	....
Canton Co....	....	61½	....	....	....	59½
Central of N. Jersey...110½	110½	110½	111	112	111½	
Chicago & Alton.....156½	....	....	159	....	....	
" pref.....157	....	....	....	....	....	
" 1 M....	....	....	....	101½	....	
" S. F....	....	....	....	....	....	
" Inc. bds....	....	93	....	....	....	
Chicago, Burl. & Q.....190	....	....	....	....	....	
" 8s, 1883 111	....	....	....	....	....	
Chi. & Gt. Eastern 1st m. 85	....	....	....	....	....	
Chic. & Northwestern . 83½	82½	82½	82½	82½	81½	
" pref.....	90½	91½	91½	90½	90½	
" 1st M.....	91	....	....	....	....	
" Interest....	....	....	....	....	....	
" S. F....	....	....	....	....	....	
" Consol.....	93½	....	....	93½	93	
Chic., Rock Isl. & Pac.....	126½	....	127½	126	125	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896 94½	94½	94½	94	94½	94½	
Clev., Col., C. and Ind.. 69½	68½	69	68½	69	....	
Clev. and Pittsburg.....	91½	....	....	....	89½	
" 2 M....	....	....	....	....	....	
" 3 M....	....	....	....	....	....	
" 4 M....	75½	....	....	....	....	
" Con....	....	....	....	....	....	
Clev. and Toledo.....	....	106½	106½	....	105½	
" S. F. 7s.....	....	....	....	....	99½	
Col., Chi., & Ind. C.....	47	....	....	....	....	
" 1 M.....	85	85	85	84½	85	
Cumberland Coal pref.. 38	37½	....	....	....	....	
Del. & Hudson Canal.....	128	128	128½	129	128½	
Del., Lack. & Western.116½	116	115½	117½	117	116	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M. 7s.....	....	....	....	....	....	
Erie Railway.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1867....	....	....	....	....	....	
" 2 M. 7s, 1879....	....	....	....	....	....	
" 3 M. 7s, 1883....	....	....	....	....	s88½	
" 4 M. 7s, 1880 86½	86½	....	86½	86½	86½	
" 5 M. 7s, 1888....	....	....	....	....	....	
Great Western 2d mort.....	....	79	....	....	78½	
Hudson River.....	....	....	....	136	136	
" 1 M. 7s, 1869....	100	....	....	....	100	
" 2 M. S. F...101½	....	....	....	....	....	
" 3 M. 7s, 1875....	....	....	....	....	....	
Illinois Central.....	....	....	....	....	140	
" bonds 118	....	....	....	....	....	
Lake Shore (C., P. & A.)....	105½	105½	....	106	....	
Marietta & Cin. 1st pref....	....	....	....	....	....	
" 2d pref.... 8	....	....	....	....	....	
Michigan Central.....118½	....	118½	....	....	118	
" S. F. 8s, 1882.....	....	....	....	....	118½	
" conv. 8s, '69.....	....	....	....	....	....	
M. S. and N. L..... 97½	97½	97½	97	96½	96½	
" 1 M. S. F.. 96½	96½	96½	96½	....	97	
" 2 M.....	....	93½	....	93½	....	
Mil. and P. du Chien.....	....	....	....	....	....	
" 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
" 1st M.....	....	....	....	....	....	
Milw. and St. Paul..... 66½	....	66	66½	66	65½	
" pref..... 78½	78½	....	77½	....	....	
" 1st mort.....	91	....	....	....	90½	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	....	
" 7 3-10s con.....	....	....	91½	....	....	
Missouri 6s 87½	87½	....	87½	87½	87½	
" H. & St. J. 1s. 87½	....	88	....	....	....	
Morris and Essex..... 86½	....	....	87	87	87½	
" 1st mort.... 97½	97	97½	97½	97½	....	
" 2d mort.... 90	90	90	....	89½	89½	
N. Jersey R.R. & T. Co....	....	....	129	....	....	
New York Central.....	164	164½	163	162½	158½	
" 7s, S.F. 1876.....	....	....	....	....	....	
" 7s, conv. '76.....	....	....	....	....	....	
" 6s, S.F. 1883.....	91½	....	....	92	....	
" 6s, S.F. 1887.....	91	....	91	....	....	
N. York and Harlem...137	....	137	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873101	....	....	....	....	....	
N. Y. and N. Haven ...143½	144	....	....	....	....	
N. Carolina 6s 63½	63½	....	64½	64	....	
" new 60½	60½	60½	59½	60	59½	
Ohio and Miss..... 34½	....	34½	34	33½	33	
" pref.....	....	....	....	....	75	
" 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co....102½	101	102	100½	99½	101½	
Panama 335	....	....	....	330	....	
Phila. and Reading..... 92½	92½	92	92½	....	91½	
Pitts., Ft. W. & Chicago.123½	123	....	121	....	117½	
" 1 M.....	....	....	....	102½	....	
" 2 M.....	....	98	....	98	98½	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 24½	24½	24½	25½	24½	23½	
St. L., Alton & T. H.... 39	....	....	....	....	....	
" pref..... 66	65½	....	....	....	....	
" 1 M.....	....	....	....	93	....	
" 2 M. pref.....	82½	....	....	82	....	
" Income bds.....	80	....	80	80	80	
Tennessee 6s..... 67	67	....	67½	....	67½	
" new..... 65½	65½	66	66½	....	65½	
Tol., Wab. & Western.. 67½	67	68	....	....	66	
" pref.....	....	....	....	....	....	
" 1 M. ex.... 92	....	....	....	....	....	
" 2 M..... 85	84	85	85½	....	....	
" Equipment. 78	....	78	....	....	....	
Virginia 6s, ex-coupon.. 57	57½	....	....	....	....	
" new	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending March 3.

	Th.25	F.26	Sat.27	M. 1	Tu. 2	W. 3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	125	....	
U. S. 5s, 1871, coup	....	....	....	....	....	
U. S. 5s, 1874, reg	....	....	....	....	....	
U. S. 5s, 1874, coup	....	....	....	....	....	
U. S. 5s, 10-40s, coup	110	110¼	....	105¼x	105¾	
U. S. 5s, 10-40s, reg	103¾	103¾	104	106¼	104	104¼
U. S. 6s, 1881, reg	113¾	....	....	115	....	....
U. S. 6s, 1881, coup	114¾	115¾	116¾	115¾	115¼	115¼
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	111¾	....	113	....	112	....
U. S. 6s, 5-20s, c. 1862	115¾	117¾	118¼	118	117¼	117¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112¾	113¾	115¼	114¼	112¼	113¾
U. S. 6s, 5-20s, reg. '65	113¾	112¾	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114	115	116¼	115	115	114¾
U. S. 6s, 5-20s, r. n. '65	....	111¾	....	....	....	111¾
U. S. 6s, 5-20s, c. n. '65	111¾	111¾	113¼	112¾	112¼	112¼
U. S. 6s, 5-20s, reg. '67	111¾	....	113¾	....	....	....
U. S. 6s, 5-20s, c. 1867	111¾	112¼	113¼	112¾	112¼	112¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	111¾	112¼	....	112¾	....	....
U. S. 6s, Pac.R.R.issue	101¾	102	101¼	102¾	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 2.

	W.24	Th.25.	F.26.	Sat.27.	M.	1.Tu. 2
Catawissa	12	....	....	....	....	....
.. preferred	33	33¾	....	33¼	34	....
Camden and Amboy	124	123¾	....	124	....	123¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	85¼	....	85¼	85¼	....
.. mort. 6s, '89	....	....	93	....	....	93
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	29¼	29¼	29¼	29¼	29¼	29¼
.. 6s, 1884	....	....	....	....	83½	....
.. Gold L	90	89¼	89¼	90¼	90¼	89¼
.. R. R. L	....	84¼	84¼	84¼	85	....
Lehigh Valley R. R.	55¼	55¼	55¼	55¼	55¼	....
.. 6s new	....	93¼	....	94	94	....
Little Schuylkill R.R.	43¾	43¼	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	55	....
Morris Canal	....	....	....	....	....	....
.. pref.	60½	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	34	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	90¼	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	57	57	57	57¼	58	58
.. 1st M	98	....	98¼	98¾	....	....
.. 2d M	....	....	96¾	....	97	....
Penn. State, 6s, 1st series	....	....	....	104¼	....	....
.. 6s, 2d series	....	....	....	105¼	....	....
.. 6s, 3d series	108	....	....	....	....	107¾
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	97¼	....	....	....	97¼
.. new	101	101	101	101	101	101
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	46¾	46¼	46¾	46¾	46¼	46¼
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	24	25¼	....	....	....	....
.. 6s	86¾	....	....	....	....	86¾
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	19	19	....	19	19¼	....
.. 6s, 1882	....	....	....	....	....	67
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	12¼	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	11	....
Wyoming Valley Canal	30	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	11¾	....	....	11¾	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	38	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	26¼	26¼	....	....	....	....
13th and 15th sts.	....	....	....	....	17	17

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 2.

	W.24.	Th.25.	F.26.	Sat.27.	M.	1.Tu. 2
Baltimore City 6s, 1875	95¼	....	95	....	....	95
.. 1886	....	....	....	....	....	....
.. 1890	94½	94¼	94	94¼	....	94¼
.. 1893	....	....	....	....	....	....
Balt and Ohio	120¼	119¾	....	120	....	
.. bonds, 1875	93¼	....	....	....	....	92¼
.. .. 1880	....	....	....	....	....	....
.. .. 1885	94	....	94¼	....	....	94¼
Marietta & Cin. 1st M.	88	....	....	....	88¼	....
.. 2d M	71	....	....	....	70½	70¼
Northern Central	48¼	48	48¼	48¼	48¾	....
.. bonds, 1885	83¾	....	....	....	83¾	....
.. .. 1900	85	....	....	....	85	....
N. W. Va. 1st mort	93¼	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending March 3.

	Th.25	F.26.	Sat.27.	M. 1	Tu. 2	W. 3
Boston and Albany	....	150	....	151	151	
Boston and Lowell	....	140	....	....	139	
Boston and Maine	139	138¾	....	138¼	....	140
Boston and Providence	....	....	137¾	....	....	....
Boston, Hartford & Erie	26¾	26	26¼	27¼	27	26¼
.. 7s, new	....	....	....	....	....	....
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	115	....	115	115
Fitchburg	....	....	137	....	136¾	136¾
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118¼	118¼	....	....	....	....
Northern, N. H	....	....	112	....	....	....
Ogdens. & Lake Champ	....	....	69¼	....	69	68¾
.. pref	107	....	107	....	107	....
Old Colony & Newport	93	93	....	....	92¼	92¾
Ph., Wil. & Baltimore	52	52	52	52	....	52½
Portl'd, Saco & Ports	115	115	116	....	....	....
Vermont & Canada	102¼	....	102	102	102	
Vermont & Mass	....	....	....	....	....	62¼
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	101¼	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	17¼	17¼	17	....	16¾	17
Franklin	24	23	22¾	22¼	22¼	24
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	6¼	4	8	7¾	....	8
Minnesota	....	....	....	....	....	....
Pewabic	14¼	14	14	14¾	14¾	14¾
Pittsburg	22	....	....	21	....	....
Quincy	33	34¾	....	34¾	35¼	37

London Stock Exchange.

	Closing Prices. Feb. 12.	Feb. 5.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	67 — 72	67 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	67 — 72	67 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	37¾— 43½	39 — 40
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	24¾— 25¼	24¼— 24¾
Do. sterig. 6 p. c. convertible bonds	70 — 72	70 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	94 — 94½	93½— 94
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	87 — 89
Philadelphia and Erie 1st mort. 1881	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, March 6, 1869.

Stock Exchange and Money Market.

Notwithstanding the further general falling off in the city bank averages during the week, including a decrease of 2½ millions of specie, 2⅜ millions of deposits, and $162,143 of legal tender notes, with a contraction of two millions in the loan and discount item, money was in full supply and easy in price at 5@7 per cent. on call, and 7 @9 per cent. per annum in the discount form, until late in the afternoon of Monday, when there was a sudden increase of demand, almost wholly from speculative sources and largely the result of manipulation, leading to notable activity in the market, which was maintained up to the close of the week under review, and which gave lenders the advantage as to the price of accommodation, enabling them to mark up even the best call loans to the full legal figure of 7 per cent. as the minimum rate, and to obtain mercantile paper at a somewhat heavier shave than had been exacted earlier in the week. Part of the increased activity was due to the growing wants of the mercantile interest, in anticipation of a vigorous and successful spring trade. But most of it resulted from speculative influences brought to bear on the market in the interest of the Gold, Government and Stock Exchange operators for lower values. The city banks were less liberal lenders, outside the line of their regular customers. Private parties, controlling large balances, were naturally taking advantage of the temporary animation and stringency, to make the most out of the "situation." The U. S. Sub Treasury at this port cut down its cash balances about three millions, during the week, out of its February gains of nearly five millions. Washington dispatches reported the aggregate coin reserve of the Treasury Department last Saturday at 98 millions, and the currency balance at about 13½ millions. At the close of January the coin reserve was 88¾ millions, and the currency balance 17½ millions. The coin and currency balances of the United States Sub-Treasury on Saturday were $88,540,000, against $83,670,000 at the end of January. During the current week the City Banks will probably receive nearly as much Gold from the Treasury for the 10-40 Gold Interest due March 1, as will be drawn from them for customs. The Sub Treasury paid out 1¾ millions of coin interest on the Ten Forty Loan, during the first two days of the week and month.

The specie reserve of the city banks is now $20,832,603, against $22,091,642 same time last year. The city bank deposits are now $185,216,175, against $208,651,578 week ending Feb. 29, 1868. The legal tender reserve amounts to $50,835,054, against $58,553,607 same time last year. The circulation now stands at $34,247,981, against $34,086,223 same time last year. The loans are now $261,371,897, against $267,240,678 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $105,563,264 a day, against a daily average of $117,998,508 the preceding week, and $115,126,000 the week ending with Feb. 10, 1869. The current week's exchanges average about $126,305,134 a day. The city banks, last week, reported a further loss of $2,518,788 of specie, $2,396,371 of deposits, and $162,143 of legal tender notes. They reduced their loans, $2,056,171; and added to their circulation, $660.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,228,924, average amount of specie $633,389, average amount of deposits $1,362,581.

National Bank notes to the amount of $192,840 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $312,926,166, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $13,011,149, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,915,017. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,613,900; and for the public deposits, $33,851,350—making a total of $376,465,250. The Treasury Department last week redeemed and destroyed $448,800 of worn and mutilated fractional currency, and issued $239,800 of new. The outstanding amount of fractional currency on the 1st of February, 1869, was $35,511,127, against $34,215,716 on the 1st of January, 1869, and $33,875,268 on the 1st of December, 1868.

The U. S. Sub-Treasury receipts, week ending with Feb. 27, were $6,547,652, including $3,588,089 from customs duties; payments, $8,461,940, including $146,483 of coin interest; balance at the close of the week, $88,541,593, against $90,455,882, at the close of the preceding week, showing a decrease of $1,914,289. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,536,023, including $587,000 from customs; payments, $938,425 including $190,000 of coin interest, On Tuesday, receipts, $1,220,078 including $523,000 from customs and, payments $2,429,124 including $1,509,691 of coin interest. The balance at the close of business on Tuesday stood at $87,930,325, against $90,889,560 a week previous; and $88,203,580, on Feb. 10, 1869. The aggregate receipts of the office in February were $31,657,457, including $12,179,726 from customs, aggregate payments, $26,789,619, including $1,923,545 of coin interest.

The outstanding amount of coin certificates on the 1st of Feb., 1869, was $32,659,520, against 27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $365,000, and retired $3,493,089 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during February, reached $1,634,240.

Government derived a liberal income from customs, during the week, though the excises yielded only moderately. The customs revenue at this port during the last week reached nearly three-fourths of a million a day; and for all February showed an increase of nearly two and a half millions, as compared with February of last year. The excises, last week, yielded about three millions; customs at the port of New York, $3,588,089, and at the outports about $1,196,000 (in coin) more, making the grand total income for the week equal to about $9,356,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 96½ millions, according to the latest Washington advices. The increase of gold customs, thus far in the fiscal year—eight months—at all the collection ports of the United States, is now about ten and a half millions. For the whole fiscal year, 1868, they were $164,492,000; so that without further increase from the present date to June 30, the fiscal year, 1869, will yield about $175,000,000. But as the prospects of our foreign trade now look, we believe the amount will exceed one hundred and eighty millions, while the interest upon the gold-bearing debt for the year is only $124,255,092—leaving as applicable to sinking the principal of this debt, about $56,000,000 exclusive of the surplus gold from previous years, not otherwise sold or disposed of.

The Gold Exchange Bank clearances on Wednesday, were $100,032,000, and the resulting balances $2,567,099 in coin, and $3,954,646 in currency.

Gold has been more active and excited, but lower and irregular, since our last. It has been sold as low as 130¾, but it subsequently rallied to 132⅛, and closed on Wednesday at 131⅞@132. The earlier dealings were all in favor of a much reduced premium, influenced by very free offerings, in view of extraordinary activity and high prices made, in the market for the Public Funds, which up to noon on Saturday were steadily on the rise in both the home and foreign markets, but which reacted during the closing days, under bear sales, in anticipation of the failure of the Schenck public credit bill to become a law at the final session of the 40th Congress. But the more reliable private advices on Tuesday and Wednesday from Washington were against this assumption, and the prospect was that those who had been free sellers on Monday and Tuesday would be even more eager buyers presently. It is confidently believed, that, "law or no law," General Grant will give emphatic utterance to his opinions as to the binding force of the claims of the national creditors, in their most equitable construction, as to spirit as well as letter; and that the coming Congress will give prompt effect to his deliberately formed views on the subject of the validity of the debt. The Gold speculation closed feverishly on the basis of the figures already quoted. There was rather more of an export movement last week; but there has been very little of an outflow thus far this week. The customs inquiry was quite brisk, last week, and is also active this week, averaging thus far over half a million a day.

The customs demand for Gold last week, averaged $717,618 a day; thus far, this week, it has averaged $555,000 a day, or equal to a weekly aggregate of $3,330,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $291,200, and since Jan. $2,021,640 against $542,587 same time in 1868. The receipts from California, last week, were $104,000. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $80,725,677, against $73,631,248 same time in the preceding fiscal year.

The total receipts of California gold at this port, since July 1, 1868, have been $15,382,602, against $21,545,593 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $6,163,085. The exports of specie, from this port, last week, were $1,093,967, against $659,901 same week last year; total, since July 1, 1868, $28,184,461, against $38,562,730 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $146,483; since July 1, 1868, $63,158,346, against $51,166,606 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Jan. 22, 1869, were $3,161,497, against $2,732,801 same time in 1868.

Foreign Exchange closed up much more firmly, on a reduced supply and a moderately active demand. Both bankers and commercial bills have been less freely offered at the going rates. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@109¼, and on Paris to 5.21¼@5.16¾; sight bills on London to 109¼@109¾, and on Paris to 5.16¾c.@5.13¾. The offering of produce bills has been on a moderate scale this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,108,676, against $3,930,200 same week last year; total, since July 1, 1868, $108,767,586, against $122,174,037 same time in preceding fiscal year of 1867–'68.

Government securities have been very heavily dealt in through the week in both the home and foreign markets, and on Saturday the highest figures yet realized for the war loans were made, U. S. Five-Twenties of 1862 have been sold here as high as 118¾@118⅞, and in London at 83. The subsequently dealings were on a less confident basis as to price, though quite extensive in amount. Values were sensitive to the variable London quotations, the successive rumors from Washington, and the Money pinch which led to rather free sales by some speculative holders. But the offerings of bonds found a ready market at the ruling figures. The home inquiry was on an enlarged scale, and there was no indication of an immediate, material falling off in the foreign call for our funded obligations. One phase of the foreign demand for United States bonds is the increasing partiality of thrifty people in England for five-twenties, which pay six dollars a year, in coin, on each 82 or 83 dollars invested in them. It is not probable that, with the assurance which is now afforded of the ultimate honorable liquidation of the public indebtedness, the mass of even English investors will long hesitate to buy United States six per cent. coin bonds, at any figure under the prevailing market price for British three per cents. which stand, in London at 93.

U. S. sixes of 1881 closed here on Wednesday at 115¼@115⅜; U. S. Five-twenties of 1862, 117¼@117⅜; U. S. Five twenties of 1864 at 113⅝@113⅞; U. S. Five-twenties of 1865 at 114¾@114; U. S. Five-twenties of 1865, consolidated, 112⅜@112½; U. S. Five-twenties of 1867, 112⅜@112⅝; U. S. Five-twenties of 1868, 112¼@112½; U. S. Ten-forties at 105⅝@105⅞; U. S. Six per cent. currency bonds, 101⅞@102.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 17.	Feb. 24.	Mar. 3.
Consols	93'	93	93
U. S. 5-20's of 1862	78¼	79¼	81½
Erie	24	24¼	24¾
Ill. Central	96½	97¼	97

The extraordinary activity in the Public Funds overshadowed the dealings in Railway and Miscellaneous share property most of the week, and prices were quite variable, weakening off notably on Tuesday, influenced by the Money pressure, which forced many speculative holdings on the market. The dealings late on Wednesday showed more firmness.

There has been a lighter and less confident movement in domestic produce, which has been easier and irregular in price, particularly Breadstuffs, Provisions, Cotton, and Petroleum, though toward the close, some articles in the flour and grain line, as also hog products and Petroleum seemed inclined to rally. Middling upland cotton closed steadily on Wednesday at 29¼ cts. per lb. The stock of cotton now here is estimated at about 102,000 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,691,000 bales, against 1,632,000 bales same time in 1867–'8; exports, same time 843,000 bales, against 997,000 bales same time in 1867–'8; stock on hand at latest dates, 394,000 bales, against 361,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports

of domestic cotton goods from this port, since Jan. 1, have been 2,286 pkgs., against 2,140 pkgs., same time last year. From Boston, 2,979 pkgs., against 2,237 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been moderately inquired for at from 10@17½c., per lb.; week's receipts, 4,928. Milch cows at from $40@$125, each, receipts, 77. Veal calves at from 9½@13½c. per lb.; receipts, 399. Sheep and lambs at from 5¾@9¾c., per lb.; receipts, 25,-311. Swine in limited request at from 10@10⅝c. per lb., all live weight; receipts, 11,960. Foreign merchandise has been in fair, though not urgent request, at generally steady rates though Sugars and Molasses closed in favor of buyers. The total imports of foreign dry goods, last week, were $1,-860,426, and the total amount marketed $2,021,-083. The value of foreign merchandise imported last week, was $2,902,075—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,762,501, against $5,111,098 same week last year; total since July 1, 1868, $163,600,962, against $150,-135,154 in 1867–'8. The ocean freight market has been without special activity, though rates have been without improvement. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. by sail, and 1s. 6d.@1s. 7½d. by steamer, per bbl.; grain at 3½d.@4d. by sail, and 4d.@4¼d. by steamer, per bushel; cotton at ⅛d. by sail, and 3/16@¼d. by steamer, per lb.; and heavy goods 12s. 6d.@20s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 354.

The New York exports, exclusive of specie, for the week ending Mar. 2, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,980,200	$2,108,676
Prev. reported	25,912,129	23,926,744
Since January 1	$29,892,329	$26,035,420

The imports for the week ending February 28, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,037,327	$1,860,426
Gen. merchandise	3,073,771	2,902,075
Total for the week	$5,111,098	$4,762,501
Previously reported	28,325,923	36,596,362
Since January 1	$33,437,021	$41,358,863

The balance in the Sub-Treasury on Wednesday was $87,701,242 97.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 93; do., 6s, 81; Louisiana 6s, 72⅛; do., 6s, Levee bonds, 70; Alabama 8s, 94⅝; do., 5s, 66¼; Indiana 5s, 98⅛; Brooklyn 6s, Imp. Loan, 91; W. L., 95; Great Western 1st mort., 10s, 1868, 105; Chicago and Milwaukee 1st mort., 90; St. Louis, and Iron Mt. 1st mort., 85; Toledo, Wabash and Western consol. bonds, 82; Ohio and Miss., consol. bonds, 83; St. Louis Jacksonville and Chicago 1st mort., 97⅛; Hannibal and St. Joseph pref., 110; do., Land Grant bonds, 108½; Dubuque and Sioux City R. R., 108; do., 1st mort., 90; Warren R. R., 87⅜; Oil Creek and Allegheny R. R., 75; Boston Water Power Co., 16; Central Coal, 65; Adams' Exp. Co., 61; Merchants Union Exp., 16½; Am. Mer. Union Exp., 42¾; Wells-Fargo Exp., 31½; Western Union Telegraph, 36¾; do., 7s, 86; Mariposa Mining Co., 14; do., pref., 33½; Tr. 10s, ctfs., 67; do., 1st mort., 31½; Buchanan Farm oil, 0.64; Combination Silver, 1.50; Central Petroleum, 0.80; Consolidated Gregory Gold, 2.00; Davidson Copper, 0.40; Grass Valley, 0.50; Gunnell Gold, 0.50; La Crosse Gold, 0.16; Montana Gold, 0.43; Pit Hole Creek petroleum, 1.25; Quartz Hill, 0.80; Smith and Parmalee Gold, 1.50; United States petroleum, 1.50.

Philadelphia.—West Jersey R. R. 6s, 90; Belvidere Delaware 3d mort., 77; do., 2d mort., 83; Penn. and New York Central 7s, 93; Phila. and Sunbury 7s, 90½; Phila. and Reading 6s, 1844–'80, 89; Oil Creek and Allegheny River R. R., 87¾; Schuylkill Nav. 7s, Boat Loan, 74; Morris Canal scrip, 71; do., Boat Loan, 77; Pennsylvania State coupon 5s, 92⅝; St. Louis W. L., 102¾; Allegheny City 6s, 1880, 85; Feeder Dam oil, ⅜; Ocean Oil, ⅝; Niagara oil, 1¼; Fulton Coal, 4⅞; N.Y. and Middle Coal Fields, 4¼. The latest quotations are: City 6s, 97@98; do., free of tax, 100⅞@101; State 5s, reg., 99@100; do., coupon, 92¼@93; do., 6s, W. L., 101@101; do., 1s, series, 104@104½; do., 2d series, 105¼@105¾; do., 3d series, 107¾@108¼; Reading, 46⅛@46¼; do., 7s, 1893, 104½@105¾; do., 6s, 1880, 88@90; Camden and Amboy, 123½@124; do., mort. 6s, 1889, 93@94; do., 1883, 85@87; Penn. R. R., 57@57; do., 1st mort., 97½@98½; do., 2d mort., 96½@96½; Little Schuylkill R. R., 43@43¾; Morris Canal, 26½@29; do., pref., 60@61; do., bonds, 80@90; Wyoming Valley Canal, 28@30; do., 6s, 77@85; Susquehanna Canal, 12½@13; do., 6s, 55@56½; Sch. Nav., 9¾@10⅛; do., pref., 19@19¼; do., 6s, 1882, 67@68; Delaware Div. Canal, 48@49; do., bonds, 82@90; Elmira and Williamsport, 30@31; do., pref., 37@40; do., 7s, 1873, 90@90¾; do., 5s, 60@65; Lehigh Coal and Navigation, 29⅛@29¼; do., 6s, 1884, 83@84; do., R. R., Loan, 84¼@84⅜; do., Gold Loan, 89¾@90; North Pennsylvania, 34@34¼; do., 6s, 89@90; do., Chattle 10s, 109@109; Philadelphia and Erie, 25@25⅛; do., 6s, 86@86¾; Minehill, 55¼@55½; Catawissa, 11¾@—; do., pref., 33¼@33½; Lehigh Valley, 55⅜@55½; do., 6s, new, 93½@93¾; Fifth and Sixth streets, (horse,) 37@39; Second and Third, 42@45; West Philadelphia, 63@64; Spruce and Pine, 26¼@26¾; Green and Coates, 38@39; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 16@17½; Girard College, 27¾@29; Tenth and Eleventh, 71@75; Union, 40@43; Hestonville, 11⅜@12.

Boston.—Ogdensburg and Lake Champlain Equipment 8s, 102½; Vermont Central 1st mort., 7s, consol., 78; do., 2d mort., 39; Cedar Rapids and Missouri R. R. 7s, 94¾; Central Pacific 7s, 1883, 109½; Cheshire 6s, 93; Boston, Hartford and Erie 7s, 1884, 84; Union Pacific R. R. 6s, 98¾; Old Colony and Newport 6s, 1876, 95; Eastern R. R. 6s, 1874, 95½; Burlington and Missouri River R. R. 8s, 102; do., 7s, 89¾; Vermont and Canada, scrip, 76; Norwich and Worcester R. R., 108; Indianapolis and Cincinnati R. R., 19½; Conn. and Pass. Rivers R. R., 90; Sandusky, Cincinnati and Cleveland R. R., pref., 37¼; Summit Branch R. R., 22½; Cape Cod R. R., 66¾; Taunton Branch R. R., 113¼; Quincy, Ills., Bridge, guar., 125; Cary Imp. Co., 8; Boston Water Power, 16; Ophir (N. S.) gold, 45c.; Short Mt. Coal, 13; Boston and Lackawanna Coal, 4½; New Hampshire 6s, 1872, 100; Massachusetts 5s, 1883, gold, 110; do., 6s, 1872, gold, 122; do., 6s, 5-20s, currency, 101¼; Cook Co., Ills., 7s, 96¾; Boston 6s, 1876, currency, 101⅞; do., 5s, 1871, gold, 116; do., 1884, gold, 107; Chicago 7s, 1892, W. L., 98; do., 1888, Municipal, 98; do., River Imp., 98; Cincinnati 7 3-10s, 1898, 103½; Hallowell 6s, 1870, 98¾; St. Louis 6s, 1887, 102¾; do., Harbor Imp., 83½; do., Mun., 83¾; Portland 6s, 1871, 94¾; Charlestown 6s, 1889, 100; Cambridge 6s, 1875, 99; Allouez Mining Co., 6½; Astor, 25c.; Concord, 3½; Dudley, 32c.; French Creek, 10c.; Hancock, 6; Humboldt, 1; Hanover, 50c; Madison, 87½c.; Mesnard, 87½c.; Manhattan, 60c.; Native, 62½c.; Petherick, 90c.; Phœnix, 10½; Pontiac, 65c.; Ridge, 6; Rockland, 2⅝; Star, 50c.; Superior, 75c.; South Side, 65c.; St. Clair, 1¼; Tremont, 80c.; Winthrop, 75c.

Baltimore.—Richmond and Danville bonds, 73; Wilmington and Weldon 7s, gold, end. by N. C., 90¼; Orange, Alexandria and Manassas 3d mort., 8s, 84¾; Parkersburg R. R., 24¼; Maryland Defense Loan, 100; Virginia 6s, old, reg., 50¾; do., 1866, 54¼; do., 1867, reg., 51½; Memphis City 6s, 51¼; Virginia Coal and Iron, 1.75; Bare Hill, 0.10. The latest quotations are: Balt. and Ohio, 119½@121; do., 6s, 1875, 92¼@92½; do., 1880, 92¼@92½; do., 1885, 94@94½; Northern Central, 48@48¼; do., bonds, 1885, 83½@85; do., 1900, 85@85¼; Parkersburg Branch, 24¼@24¼; N. W. Va. 1st mort., 98@93; do., 2d mort., 90@92; do., 3d mort., 1873, 88@89; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 88@88⅜; do., 2d mort., 70½@71¼; Central Ohio, 32@32½; do., 1st mort., 82@83; Western Md. 6s, 1890, 60@75; do., guar., 85@90; do., 2d mort., guar., 85@90; Richmond and Danville bonds, 73@—; Baltimore 6s, 1875, 95@95; do., 1886, 94@95; do., 1890, 94@94¼; do., 1893, 97@—; do., 5s, 1838–'70, 75@75; City Passenger R.R., 17¼@18; George's Creek Coal, 65@67¼; Santa Clara, 1.50@3.00; Atlantic Coal, 3.00@3.30.

☞ THE FIRST MORTGAGE, FIFTY-YEAR CONVERTIBLE BONDS of the ROCKFORD, ROCK ISLAND and ST. LOUIS RAILROAD COMPANY pay the PRINCIPAL AND SEVEN PER CENT. INTEREST—1st FEBRUARY and 1st AUGUST—IN GOLD COIN, *Free of Government Tax.*

The bonds are offered at 97½ and accrued interest in currency.

Pamphlets, with maps, giving full information, sent on application.

All Bonds subscribed for sent by Express free of charge.

The Bonds may be had of H. H. BOODY, Treasurer, No. 12 Wall st., or of HENRY CLEWS & CO., Bankers, No. 32 Wall st., New York.

☞ From the Dallas *Herald* we learn that the Kansas City and Mexican Gulf Railroad is going on steadily, and is expected to be completed to Fort Scott the present year, and in another year to Red River.

☞ The January product of the Franklin Copper Mine was 83 tons, 500 lbs.; of the Quincy, 80 tons; of the Ogima, 2 tons, 1,643 lbs.; of the Schoolcraft, 10 tons, 1,130 lbs.; of the National, 4 tons.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States February 1, and March 1, 1869:

	Feb. 1, 1869.	March 1, 1869.
DEBT BEARING COIN INTEREST.		
Five per cent. bonds	$221,589,300.00	$221,589,300.00
Six per cent. bonds of 1881	283,677,400.00	283,677,400.00
Six per cent. Five-twenty bonds	1,602,583,350.00	1,602,587,350.00
Total	$2,107,850,050.00	$2,107,854,050.00
DEBT BEARING CURRENCY INTEREST.		
Six per cent. Pacific R. R. bonds	$52,017,000.00	$53,937,000.00
Three per cent. certificates	57,410,000.00	57,140,000.00
Navy pension 3 p. ct.	14,000,000 00	14,000,000.00
Total	$123,427,000.00	$125,077,000.00
MATURED DEBT NOT PRESENTED FOR PAYMENT.		
Three years Seven-thirty notes, due Aug. 1, 1867, June and July 15, 1868	$1,977,150.00	$1,816,350.00
Compound interest notes matured June 10th, July 15, Aug. 15, Oct. 15, and Dec. 15, 1867, and May 15, Aug. 1, Sept. 1 and 15, and Oct. 1 and 15, 1868	3,599,170 00	3,422,460.00
Bonds (Texas indemnity)	256,000.00	256,000.00
Treasury notes, (acts July 17, 1861, and prior thereto)	148,411.64	148,411.64
Bonds April 15, 1842, Jan. 28, 1847, and March 31, 1848	278,400.00	262,800.00
Treasury notes, March 3, 1863	445,492.00	375,432.00
Temporary loan	193,313.00	189,010.00
Certificates of indebtedness	13,000.00	12,000.00
Total	$6,910,936.64	$6,422,463.64
DEBT BEARING NO INTEREST.		
United States notes	$356,021,073.00	$356,021,073.00
Fractional currency	35,511,127.54	36,781,547.50
Gold certificates of deposit	32,659,520.00	28,775,560.00
Total	$424,191,720.54	$421,578,180.50
Total debt	$2,662,379,707.18	$2,660,931,694.14
AMOUNT IN THE TREASURY.		
Coin	$88,732,716.44	$98,741,260.72
Currency	17,441,332.66	16,853,529.04
Total	$106,174,049.10	$115,594,789.76
Debt less cash in the Treasury	$2,556,205,658.08	$2,544,336,904.38

By comparing this with the statement of February 1, it is shown that the debt bearing coin interest has increased $4,000; the debt bearing currency interest has increased $1,650,000; the matured debt not presented for payment has decreased $488,473; and the debt bearing no interest has decreased $2,613,540 04—making the decrease in the total debt since February 1, 1869, $1,448,013 04. The amount of coin in the Treasury during the same period has increased $10,008,544 28, and the amount of currency has decreased $587,803 62—leaving the amount of debt less cash in the Treasury March 1, $11,868,753 70 less than on February 1.

☞ The Portland Company's works at Portland, Me., are building two locomotives and twenty-four iron cars for the Panama Railroad; one locomotive for the Grand Trunk Railroad, and six passenger cars; completing a contract for 105 cars for the European and North American Railroad, and building one locomotive for that road.

Journal of Railroad Law.

RAILROADS—INJURY TO SERVANT EMPLOYED AS BRAKEMAN BY TRAIN RUNNING OFF TRACK—RULE OF DAMAGES—ORDINARY HAZARDS OF EMPLOYMENT.

The facts of the late case of the Ohio and Miss. R. R. Co. *vs.* Hammersley (28 Ind., 371,) are fully set forth in the following able opinion of

RAY, J.—This was an action by the appellee to recover for the death of his son, a minor, caused by the negligence of the appellant.

Among other defenses, the appellant answered that the deceased was in the employ of the railroad company, and that his duties were to furnish water to the other servants employed on a construction train, and that in violation of the known rule of said appellant, he took a position upon the engine drawing said train, and that by reason of the position so occupied the injury resulted, and without the fault of the appellant.

On the trial, the appellant offered a witness to prove that the deceased, on the day following the injury, stated that he knew he was acting in violation of orders, in riding on the engine at the time he was injured, and that if he had not been thus acting contrary to appellant's regulations he would not have been hurt. It was sought to introduce this as an admission by the boy. The Court excluded the evidence. This, it seems to us, was correct. The suit was brought by the father for loss of service and for expense incurred by reason of the injury. This cause of action the boy could not admit away, nor could he, without regard to the question of minority, have released the company from any liability incurred by it to the father. Had he lived, he would have been a competent witness to prove the facts, but his previous admissions could only have been given in evidence to impeach his testimony.

Had the action been prosecuted by the son, the statement would have been properly introduced as an admission against himself.

Under the most favorable view of the evidence given on the trial, the following facts were established: The deceased was employed to go upon a construction train, or train for the repair of the track, and furnish the hands employed on the train with water, at the points where the train was stopped, and the hands disembarked for labor. The boy had also been employed, with the knowledge of his father, who was engaged on the construction train, and without his objection, as the father states "frequently as fireman, sometimes as brakeman, and sometimes he helped to water the engine." The accident was caused by the engine and a number of the cars running off the track at a point where the rails were being elevated at a curve on the line of the road, and this resulted from the negligence of the person in charge of the section hands, in not sending out a signal flag. There was a finding of the appellee, and over a motion for a new trial. Judgment was rendered upon the verdict.

We know of no rule of law by which this recovery can be sustained. The rule *respondeat superior* can only be applied in an action sounding in tort, and not where the liability arises out of contract. Where a servant, engaged in his proper employment, and acting within the scope of his authority, *injures a stranger*, the master is responsible for the act, being done by his agent, is held to be his act. But this liability does not grow out of contract. The form of the action at common law is trespass on the case. But when the relation of master and servants exists, the duties and liabilities resulting are to be determined from the contract of employment. Thus, it must be implied that one in accepting a situation surrounded by known dangers, exacts compensation for the hazard he incurs, and he cannot, unless by express contract, hold his employer as an insurer against dangers known alike to both servant and master, and against which the employed can perhaps more fully protect himself than he could be protected by the master. When, therefore, one accepts a situation in which he must of necessity be exposed to injury by any want of care on the part of a fellow servant, he must be held to have made his contract in view of such hazard, and unless he by express stipulation, makes the master the insurer against such injury, he cannot recover by virtue of his contract, and we know of no well considered case which sustains a recovery in an action sounding in tort. The servant, indeed, has the right to expect that the master will select prudent and careful fellow workmen, and any failure to do this may render the master liable for injuries resulting from such failure; for such neglect would be a breach of the implied terms of the employment, and a fraud upon the servant, for it would increase the ordinary dangers of the situation, against which alone he is supposed to have compensated himself by his contract. As to all injuries, therefore, resulting to the servant from the ordinary hazards incident to his employment, the master is not liable. As to injuries resulting from any other cause, the servant stands towards the master as toward a stranger.

The entire current of authority, and indeed all the cases, if we except the single one of Chamberlain *vs.* The Milwaukee and Mississippi Railroad Co., have established the doctrine that, as a general rule, a master is not liable to his servant for an injury sustained by the negligence of a fellow servant. The only conflict among the authorities has arisen upon the application of this general rule to special cases. The exception, as it has been sometimes called, as now stated by the authorities, is that the master will be liable, unless the servant receiving the injury, and the one by whose negligence it was caused, are both engaged under the same master in promoting one common object. The authority for this distinction is admitted in the Wisconsin case, but that it rests upon any sound principle is denied. If all the servants of one master were his slaves, or in other words, his servants for any and all purposes, we do not see on what principle the distinction could be sustained. But in all the cases which are to be treated as authority, either by the evident consideration given to them by the Court in which they were rendered, or by the respect in which they are held from the reputation of the Court pronouncing the opinion, the servant has been such only as to his employment for a special object, and where another servant has been employed for a purpose entirely other and different, it may be well said that they are not fellow servants of one master. Each is but a servant for the purpose for which he is employed, and as to any other duties or dangers, not resulting from such employment, he is not a servant, and, there-

fore, for injuries sustained may hold the master responsible, upon the same ground that he would any stranger. Under the authorities, it is very clear that in the case under consideration the appellant is not liable.

In a very recent case in the Exchequer Chamber, in which the facts upon which the question of law arose are sufficiently stated in the opinion, Erle, C. J., says:

"The plaintiff was employed by the railway company to do carpenter work, and he was so employed on the line of railway, and the wrongdoers were the porters, also in the employment of the company, who, in shifting a steam engine on a turn table, close to the shed on which the plaintiff was working, managed the business so negligently that the engine struck against the ladder which partly supported the plaintiffs scaffolding, and threw the plaintiff violently to the ground. The plaintiff and the porters were engaged in one common employment, and were doing work for the common object of their masters, viz., fitting the line for traffic. On a suggestion put by my brother Pigott, Mr. Macnamara was driven to an answer, which (if it did not admit that it was the same thing,) showed that he had difficulty in establishing any distinction whether the plaintiff was working close by, or whether he was employed on the turn table. I think it can make no difference, and the rule which exempts the master from liability to a servant for injury caused by the negligence of a fellow servant applies. The principle on which this rule was established, as applicable to the present case, is very clearly put by Blackburn, J., in the judgment, to which Mellor, J., agreed, in the Court below. 'There are many cases where the immediate object on which the one servant is employed is very dissimilar from that on which the other is employed, and yet the risk of injury from the negligence of the one is so much a natural and necessary consequence of the employment which the other accepts, that it must be included in the risks which are to be considered in his wages. I think that whenever the employment is such as necessarily to bring the person accepting it into contract with the traffic of a line of a railway, risk of injury from the carelessness of those managing that traffic is one of the risks necessarily and naturally incident to such an employment, and within the rule. The cases on this subject are extremely numerous, and have been closely examined, both here and in the Court below, and I could not make the matter clearer by going through them. It is sufficient to say that I entirely agree with the judgment of the Court below, that the facts of the case bring it within the rule exempting the master from liability.'" Morgan *vs.* the Vale of Neath Railway Co., Law Rep., 12 B., 149.

So in a still later case in England, where the plaintiff was employed by a railway company as a laborer, to assist in loading what is called a "pick-up train" with materials left by platelayers and others upon the line. One of the terms of his engagement was, that he should be carried by the train from Birmingham, where he resided, and whence the train started, to the spot at which his work for the day was done, and be brought back to Birmingham at the end of each day. As he was returning to Birmingham, after his day's work was done, the train in which the plaintiff was, through the negligence of the guard who had charge of it, came into collision with another train, and the plaintiff was injured. Held, that inasmuch as the plaintiff was being carried, not as a passenger, but in the course of his contract of service, there was nothing to take the case out of the ordinary rule which exempts a master from responsibility for an injury to a servant through the negligence of a fellow servant, when both are acting in pursuance of a common employment.

The judgment is reversed, with costs, and the cause remanded for a new trial.

From the St. Louis Republican, Feb. 10.

Iron Mountain Railroad.

It is remarked that this road brings into this city more car loads of freight than any road terminating here on either side of the river. It is, however, of a low price class of freight, mostly, and the cars built for the transportation of ore are sent back empty. The exports of merchandise from the city over the road are gradually increasing.

The President has been trying the experiment of a reduction in passenger fares. The reduction was over twenty per cent., but so far the result has been a falling off in the aggregate receipts from passengers. The fare between Carondelet and St. Louis was reduced January 1, to ten cents, or about one cent and three quarters per mile. This is very low. The number of passengers increased in January about 8,000, but the aggregate receipts of the passenger traffic between the two places are but slightly affected. Considering the extra accommodations, the frequent trains and high speed that passengers require, this branch of business, in itself, except as a necessary incident to freight, is regarded as unprofitable.

No express companies or fast freight lines are permitted on this road. The President thinks the railroad company can do all this business itself, without the intervention of outsiders; and if there is any profit in special freights, or in sleeping cars or anything else connected with its legitimate business of transportation, the owners of the road intend to have it, and not give it to people who have no interest in the road.

The Southern division of this road has been opened to business and the trains are running about forty miles. Corn is the principal freight yet offered, of which there are some ten car loads per day taken down to the company's landing at Lucas Bend.

Merchandise is beginning to find its way over this line into the interior. It reaches the wharfboat at the company's landing by steamers. The cars running on this division of the road were built at Jeffersonville, Indiana, and are said to be of the best quality.

The new iron used upon this road, amounting to 11,500 tons, is of the T pattern, with fish-joints, and weighs fifty-six pounds to the yard. About half of it was made at Johnstown, Pennsylvania, and the other half in England. The American iron is all delivered. Four thousand tons of English rails are now arriving. This latter was made at the Dowlas Works, by Guest & Co., according to specifications sent out, and under constant inspection and test there. It has been subjected to a test of a ton's weight falling ten feet upon each bar lying on bearings four feet apart, and is considered the best iron rail that can be made in England. The price paid for it on board ship was six pounds ten shillings. A considerable number of rails failed to stand this test, and were rejected and rerolled. These rails are brought in English steam propellers, from England to New Orleans for a freight charge of eighteen shillings per ton. It is a little singular that the Captain of one of the vessels was fined five hundred dollars by the United States authorities for coming into port without a manifest of his cargo.

The number of locomotives now on this road is thirty-two, and the number of cars 480. The new locomotives were built by the Grant Works, Patterson, New Jersey, and the freight cars by the Ohio Falls Car Company, by the Union Car Works of this city, and by the company. Many more locomotives are ordered and to be ordered, and the company's shops at Carondelet are busy remodelling old cars and building more new ones. This company, for some months past, have been expending about three hundred thousand dollars per month, in its various departments, and now it is so near the end that, probably the amount of one such sum or less will complete the graduation and masonry of the entire line. The new work so far has cost over three millions.

It is said by a gentleman, who has made geology his study for years, that this road penetrates the richest mineral region in America. The company expect that their rolling stock will be taxed to the utmost in bringing out the ores of iron, of lead, of zinc, of nickel, the barytes, porphyry and building stone; the pig lead and pig iron and pig zinc; the timber and lumber and stock and other produce with which this interesting region abounds. The most approved method of unloading these ores rapidly and cheaply has been introduced.

Several new towns are springing up along the line of the road, and new buildings and mills are rising. Among the most prominent of the towns, so far, are Morley, in Scott county, and De Loosus in St. Francois county.

The semi-annual interest on the company's first mortgage bonds was paid at their agency in New York on the 1st instant. The price of the bonds is 86. The interest 7 per cent. Over three millions of them have been sold. The total issue is not to exceed four millions, or less than $18,000 per mile. The earnings of the road, on local traffic, on the first ninety miles of the road are over $7,000 per mile. Transportation expenses, supplies, contractors' work, rails and rolling stock have been promptly paid for monthly, so that there is no floating debt. It is expected that the road will be opened through in June next, and that its earnings will be rapidly and largely increased.

This road will, no doubt, be of the greatest benefit to the commerce of this city, and ample accommodations ought to be extended to it by the public authorities; and the city ought to "prepare and make smooth the highways" which lead to and from its various depots at this terminus.

☞ The land sales of the Hannibal and St. Joseph Railroad Company during the past year amounted to $1,758,607 47. The company originally owned 601,329 acres of land, and have now remaining unsold only 198,000 acres showing the aggregate sales to amount to 403,327 acres. Most of this land has been sold to actual settlers since the close of the war.

☞ An engineering party is now in the field surveying the route of the Mississippi River Railroad to Troy. Sufficient stock has already been subscribed to build a road through Shelby and Tipton Counties. As soon as the engineers designate the location, the work will be immediately commenced.

Great Western Railway of Canada.

The earnings and expenses of this road for the months of October, November and December 1867 and 1868, were as follows:

October:	1867.	1868.
Gross earnings	$395,246 23	$391,396 40
Working expenses including renewals	156,454 76	164,139 85
Net earnings	$238,791 47	$227,256 55

This shows a decrease in earnings of $3,849 83; with an increase in expenses of $7,685 09—making the decrease in net earnings, $11,534 92.

November:	1867.	1868.
Gross earnings	$316,548 06	$306,067 08
Work'g expenses including renewals	142,649 13	162,449 07
Net earnings	$173,898 92	$143,618 01

This shows a decrease in earnings of $10,480 98; with an increase in expenses of $19,799 74—making the decrease in net earnings, $30,280 92.

December:	1867.	1868.
Gross earnings	$310,771 47	$337,884 84
Work'g expenses, including renewals	160,520 63	178,373 24
Net earnings	$150,250 84	$159,511 10

This shows an increase in earnings of $27,112 57; with an increase in expenses of $17,852 61—making the increase in net earnings, $9,260 26.

For the five months ending December 31, 1868, the earnings and expenses have been as follows:

	1867.	1868.
Gross earnings	$1,676,690 24	$1,721,057 19
Expenses	773,449 51	822,113 60
Net earnings	$903,240 73	$898,943 59

This shows an increase in earnings of $44,366 95; with an increase in expenses of $48,664 09—making the decrease in net earnings $4,297 14. Per centage of expenses: in 1867, 46.13; in 1868, 47.77.

From Herapath's Railway Journal.

Railway Economy.—Permanent Way.

About the same time that the fish joint came into use, the attention of engineers was directed to another question which seriously affected the cost of maintenance. It was found that the wooden sleepers which had by this time almost entirely taken the place of the stone blocks, were beginning to decay, and in many instances at a much earlier stage than was originally anticipated. This was caused in a great measure by the use of green timber, a large quantity of which was made into sleepers, the demand being so great that properly seasoned timber could not be obtained in sufficient quantity, and thus this portion of the permanent way, which was estimated to last for twelve or fifteen years, required to be renewed in perhaps one-third or one-fourth that time. This reason of the very general premature decay of the sleepers does not, at the time, appear to have been sufficiently appreciated, notwithstanding there were plenty of instances of sleepers originally made of good well-seasoned timber, having been at work for upwards of ten and twelve years without having been subjected to any preservative process, and which were still in good condition, but the conclusion seems to have been arrived at somewhat hastily that the life of wooden sleepers have been greatly over-estimated, and that a more durable material must be substituted if the cost of maintenance was to be kept down, and this resulted in a very general movement towards the use of iron in place of wood; thus a reversion to a system having the disadvantage of rigidity to an equal degree with the original stone sleepers threatened the railway interest, which was thus placed between a "Scylla and Charybdis"—rigidity accompanied with destruction to rails and rolling stock on the one hand, or constant renewal of rotten sleepers on the other.

The advocates of the iron system propounded arguments in its favor, which, to say the least, were very alluring—Why, said they, should we send to the Baltic for timber sleepers just to put in the ground and rot in a few years, while we have abundance of iron in the country which, if properly applied, will do the work as well or better, and is at the same time practically indestructible? The result was that iron permanent way became almost a passion among the young England section of the engineering profession, and many are the forms in which it was presented to the public according to the peculiar ideas of the respective inventors.

It would occupy too much space to give an account of all the schemes that were propounded. Many of them were still-born and never got beyond the sheet of paper upon which they were designed, others advanced another stage and were tried on a short length of line and soon abandoned: while others possessing greater merits came more or less into use. None, however, of these have maintained their ground in this country, although we believe in some tropical climates they have proved advantageous.

Of these latter plans we may mention Mr. W. H. Barlow's saddleback rail and inverted trough cast-iron sleepers. Mr. P. W. Barlow's cast-iron plate sleepers in two halves, Mr. Greaves' spheroidal, or as they are commonly called pot sleepers, Mr. Samuel's trough sleepers lined with wood cushions, Mr. DeBergue's plate sleepers with foot rail, and Mr. J. Macdonnell longitudinal wrought iron hollow bearer supporting a bridge rail with a thin packing of wood interposed between them, and Mr. Adam's T rail.

Of all these Mr. Barlow's saddleback rail certainly appeared the most promising, for it had one great merit which always tells with practical men, viz: extreme simplicity. Instead of the usual components, rails, chairs, sleepers, keys, and pins, this rail contained all these within itself. It was a kind of bridge rail with an extended base of about 10in. wide of a curved sloping form like a saddle (hence its name), which formed its own sleeper and rested directly on the ballast, it was thus of a tolerably strong form as a girder, and being supported its entire length was well adapted to sustain the weight it had to carry with little or no deflection, but this apparent merit proved its great defect in practice, for it formed such a rigid road that its table was rapidly worn and laminated, this was probably also in part due to the difficulty in manufacturing rails of this form as sound as ordinary rails. However, it was laid down on some hundreds of miles in this country and it was also largely adopted in France. The cast-iron sleepers of both Mr. P. W. Barlow and Mr. W. H. Barlow were adopted to a considerable extent on various lines. The first consisted of ribbed plates with carrying half-chairs or cheeks, which gripped the rail between them and were held together by screw bolts passing under the rail. The other was composed of an inverted trough with ordinary chairs cast on it, into which the rail was fastened by wooden keys. Both of these plans appeared to succeed for a time and were less rigid than the saddleback rail, but the loosening of the bolts and the breaking of the sleepers, together with other causes, ultimately led to their abandonment.

Mr. Greaves' cast-iron spheroidal sleepers have probably obtained a greater amount of permanent success than any of the plans in which cast-iron was employed, which was due to their simple and strong form as well as to a new system of packing the ballast under them. This was effected by a hole in the top, through which the ballast was rammed in and consolidated in the hollow of the sleeper. A considerable length of line has been laid in India with these sleepers, and they were adopted on many foreign lines as well as on some lines in this country.

In Mr. De Bergue's system, the sleeper consisted of a ribbed cast-iron plate, upon which a foot rail was secured by clip bolts. It formed a very simple and cheap permanent way, but it was not suited to heavy traffic; it has not, therefore, been much used in this country, but it has been extensively adopted abroad, and for light traffic we believe answers exceedingly well.

Mr. Samuel's trough sleeper was laid down on the Eastern Counties railway, where it appeared to stand well. It consisted of a trough with wing plates to rest on the ballast, strengthened by cross-ribs underneath; the rail of the double-headed form was embedded into two blocks of wood which were jammed into the trough, and thus fixed it securely, and at the same time formed a cushion to neutralize the rigidity of the iron sleeper.

The same object was sought to be effected in Mr. Macdonnell's wrought-iron longitudinal sleeper, in which a packing of wood was interposed between it and the rail; this plan was in other respects very similar to one of the modifications of Mr. Barlow's rail. It was in use on the Bristol and Exeter line, and appeared at the time to answer well.

The T shaped rail of Mr. Adams was designed, like Mr. Barlow's, to make a direct continuous bearing on the ballast, and it was anticipated that it would offer greater facilities for packing from the bearing flanges resting upon the upper surface of the ballast; but if this was an advantage in one way, it was more than counteracted in another, for the constant vibration, loosening the finer particles of the ballast, they become washed away in wet weather, or blown away in dry, until in many parts of the line the ballast immediately under the bearing surface became reduced to a mere shingle.

Such were the more prominent systems of iron permanent way which were brought forward about the years 1849 to 1854, with the exception of Mr. Greaves' spheroidal sleeper, which dated so far back as 1846, although we believe it did not come much into use until some years after, when a more general impulse was given to the application of iron, as if by common consent. The iron system was thus put fairly on its trial. It had every chance given it of success, it was tested in a great variety of forms, its advocates became for the time strong partizans, ready to excuse its failures and overrate its advantages, not from interested motives, but from a firm conviction that it was the right thing, and ought to and would ultimately succeed. These convictions we are bound now to say were fallacious, and this confidence misplaced, for experience, that sure guide and practical teacher, has condemned it at least for the heavy traffic carried in this country, for of the hundreds of miles of iron road originally laid down, we believe scarcely a single mile now exists on any of the great main lines. Perhaps the system would have had a better chance had the decay of the wooden sleepers been irremediable, but this was not the case, for although seasoned timber could not be obtained in sufficient quantity, various processes were discovered of arresting decay and rendering these green sleepers more durable. Chemical investigation having been brought to bear upon the subject, it was shown that the decay was owing to the sap, which remained in the green wood fermenting, and in the process destroying the fibres, and artificial means were proposed and tried to neutralize this action. One of the earliest was that known as Kyanizing, which consisted in impregnating the sleepers with corrosive sublimate. This effected the object, but at the same time it had such a deleterious action on the iron portions of the permanent way brought in contact with it as to necessitate its abandonment. The system of creosoting was then tried and found to possess all the preservative qualities needed without the deleterious effect of the Kyanizing process, and it consequently became very generally adopted. If then by this or any similar process the life of the sleepers could be extended to anything like the original term estimated it became a simple question of finance, whether the difference saved in the capital invested in ordinary sleeper road over

the iron road, put out at interest, would provide a sum sufficient to renew the wood sleepers as they decayed; this view of the case was propounded by one of the members of the Institution of Civil Engineers, at a warm discussion on the subject of iron permanent way which took place twelve years ago, but the advocates of the iron system were then so elated with the partial success of the iron systems, that no heed was taken of it. The first cost of a good iron way was estimated at £2,197 per mile, whereas the cost of an ordinary sleeper road of equal capabilities was but £1.645 per mile, leaving a difference in first cost of £552, and it was shown that if this sum were put out at compound interest, at the end of twelve years, by which time the wooden sleepers would have to be renewed, the additional sum of £488 would have accumulated, which with the value of the old sleepers, would be ample to replace them all, as well as the keys and trenails, without touching the £552 originally invested, and this might be carried on *ad infinitum*. Such an argument ought to have been convincing, at least with regard to economy, and as economy was the chief thing aimed at by the introduction of iron, it clearly indicated that no advantage was gained at all, for the wood road was admitted to be superior in other respects. Experience has confirmed this view of the case, and it is only to be regretted that it was not appreciated before the large outlay on iron roads was made, and the expense thereby saved.

United States Supreme Court.

The case of the Chicago, Rock Island and Pacific Railroad Company and others, appellants, *vs.* Mark Howard, and other appellees, an appeal from the United States Circuit Court for Iowa, was decided in the United States Supreme Court, on the 8th, the decree of the Circuit Court being affirmed.

The suit involves a fund amounting with accrued interest, to about $650,000, being a part of the purchase money for which the Mississippi and Missouri Railroad was sold to the Rock Island and Pacific Railroad Company, and which was agreed and was intended to be distributed among the stockholders of the Mississippi and Missouri Company. The suit was brought by holders of the bonds of the cities of Davenport, Muscatine and Iowa City, and of the Counties of Scott, Muscatine and Johnson, which bonds were guaranteed by the Mississippi and Missouri Company, who claimed, as creditors of the railroad company that the fund ought to be applied to the payment of their bonds. This claim was sustained by the judgment of the Circuit Court, from which appeal was taken on the part of stockholders in the railroad company. The bondholders will probably realize from sixty to seventy-five per cent., of the whole amount due them.

☞ The Jackson, Fort Wayne and Cincinnati, and the Fort Wayne and Saginaw Railroad Companies have been consolidated.

Louisiana and Choctaw Railroad.

This is a new enterprise, designed to form a junction with the Vicksburg, Shreveport and Texas Railroad at Trenton, Louisiana. The line runs thence through Homer, Louisiana, Magnolia and Washington Arkansas, to a point in the Choctaw Nation on Red River, above the raft. The route passes through the most fertile regions of Louisiana, Arkansas and the Nation traversing Columbia, Lafayette, Little River and Sevier Counties in Arkansas.

☞ The Lehigh Valley Railroad Company has purchased the mines of the Locust Mountain Coal and Iron Co., the Coal Ridge Co. and (in part) of the Treverton Co., with the view of securing the coal trade of the entire Shamokin coal region to the Lehigh Valley Railroad, and in order to facilitate their grand scheme of carrying the coal trade direct to New York city.

☞ The following gentlemen have been elected directors of the Pennsylvania Railroad Company for the ensuing year: J. Edgar Thomson, Josiah Bacon, Wistar Morris, George Black, of Pittsburg; Samuel T. Bodine, Jos. B. Myers, Edward C. Knight, Washington Butcher, John M. Kennedy, John Rice.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company have under consideration the expediency of mounting the through cars of their road upon wooden wheels. The favorite pattern consists of an iron hub, teak, disc and steel tire. This road has had in use such wheels for a long time.

☞ Notwithstanding the depth of snow the work upon the Woodstock Railroad has been carried on with vigor by A. W. Sims, Esq., the partner who has charge of the work and who has had some 350 men employed through the winter and is determined to have the grading finished and ready for the rails next October.

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2d.	4	5 feet.	18 ×20	42×40½	131	10 feet 2×1¾	42 in.	45,700 lbs.	Outside.
3d.	4	5 ft. 6	15 ×20	44×38	150	11 feet ×1¾	44 in.	52,600 lbs.	Inside.
4th.	4	5 feet.	15 ×24	41×37	140	11 feet 2×2	43 in.	57,000 lbs.	Outside.
5th.	4	5 feet.	13½×22	40×38	103	11 feet ×2	40 in.	43,400 lbs.	Outside.

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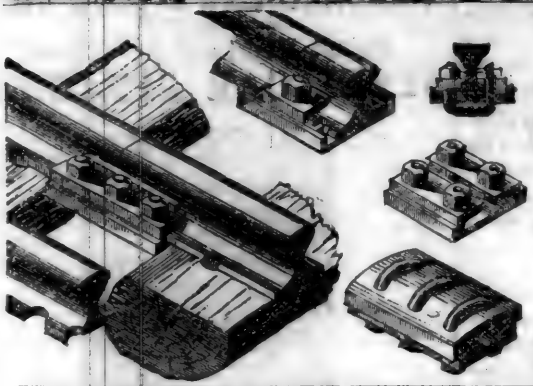
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TESTIMONIAL.
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We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

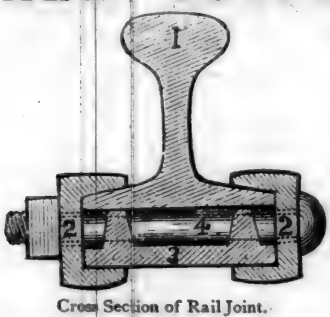
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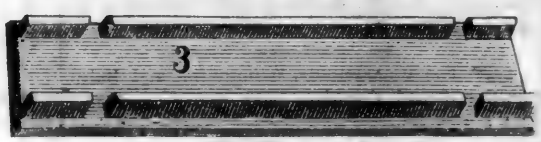
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Cross Section of Rail Joint.



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The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plat (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts (*4.* In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

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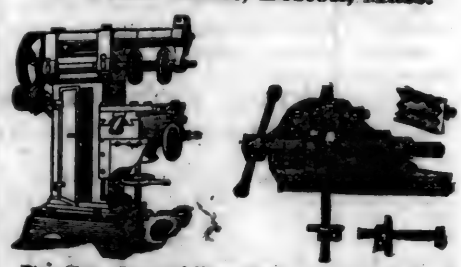
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STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 11.] SATURDAY, MARCH 13, 1869. [WHOLE No. 1,717, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 13, 1869.

The Sampson Scale Company.

Platform Scales were originated about 40 years ago. They were not essentially improved upon in principle till within a few years. In 1858, Mr. Elanthan Sampson, of Troy, N. Y., received a patent for his invention of an improved Scale; he since originated additional inventions improving it, patented in 1859 and 1862. They were admitted by all to be of great value, and received a Silver Medal and Diploma from the N. E. State Agricultural Society, New Haven, September 1, 1868; the same from the New Jersey State Agricultural Society at Waverly, October, 1868; and 1st premium medals and diplomas from the N. Y. State Agricultural Society's Fair every year from 1859 to 1868, inclusive. Lack of skilled management, in the company to whom Mr. Sampson assigned his patents, prevented their being properly set before the public. Meanwhile, he received patents, in 1865, for additional inventions, including those now comprised in the Automatic Grain Weigher and the Platform Scale; and other patents, in 1866, for his Hay Scale, and his Weigh Lock Scale, for weighing loaded vessels. Mr. Alfred Clarke Hitchcock, Dec. 31st, 1866, became sole proprietor of all Mr. Sampson's inventions, and patents, patterns, machinery, fixtures, tools, etc., used by the company at the works, and all other property of the company except its stock, and manufactured or partly manufactured articles.

In 1867 the Sampson Scale Company was incorporated under the laws of the State of New York, and purchased all the patents, machinery, and other property from Mr. Hitchcock; and having a large capital, took energetic measures to place before the public the great practical merits of the inventions of Mr. Sampson, as comprised in the now celebrated "Sampson Combination," for Scales and Weighing Machines. The capital of the company is $1,000,000, and its *Trustees* are Horatio Allen, of the Novelty Iron Works, New York; Cornelius H. Delamater, of the Delamater Iron Works, New York; General D. C. McCallum, late U. S. Director of Military Railroads; Chauncey Vibbard, late General Superintendent New York Central Railroad; Alfred C. Hitchcock, Clarence S. Brown, of Brown, Brothers & Co., Bankers, and Wm. P. Trowbridge, Vice President of the Novelty Iron Works, New York.

The Office has been at 240 Broadway, N. Y., ever since January, 1868. The factory is at the Novelty Iron Works, New York, where the company manufacture Weigh-Lock, Railroad Track, Hay, Coal, Cattle, Cart, Furnace charging, Hopper, and Railroad Depot Scales, ranging in capacity for weighing from hundreds of tons to a half pound. The smaller Scales include the Rolling Mill, Warehouse, (both dormant and portable,) Union, Grocers', Counter, Apothecaries, etc., in fact all kinds of scale and Weighing Machines, for every conceivable purpose. The parts which compose the "Sampson Combination" are the foundation Standards, Bed Plates, Links, Yokes, Levers, Adjustments, and Connecting Rods. A uniform and nice adjustment of these parts is made, so that they will work easily, equally, and together. By this system the leverage is adjusted, to the minutest exactness, so that it is immaterial whether the load is weighed upon one lever, or upon all at once. In the Hay Scale, for instance, a lever and its associated parts are placed under each corner of the platform. The timbers, on which the flooring of the platform is laid, rest on the bed plates of the system of levers, yokes and links which form the Combination. These timbers are suspended by means of vertical links, which in turn hang upon the yokes, which are horizontal, and pass through the open space in the centre of the lever. A link hangs on each end of this yoke, the lower side of which has a bearing, resting on a pivot at the end of the short arm of the lever. The links receive all the wear, and tear caused by the movements of the platform, and also preserve the pivot edges from wear and tear. The levers are so short and rigid that they do not bend or spring—thus they are another of the many safeguards against irregularity.

The longest levers used in the Sampson Combination, for Railway Track Scales, are but 12½ inches in length, instead of more than as many feet, as in the old style. Their greatest length in Hay, Coal, and Cattle Scales, is but 9 inches, instead of from *nine to fifteen feet* as used in others, whose unnecessary, cumbrous length of levers admits of their springing, and causes continual inaccuracy in weighing. Again, in other Scales, the weight on the platform, and its oscillations, bear directly on the sensitive pivot edges, blunting and rendering them imperfect in action; but in these Scales, the easy moving of the simple and beautiful system of yokes and links, gives free action to the platform, and prevents all irregular or undue strain or friction of the various parts. All the points and bearings are of steel, thus insuring durability, sensitiveness to the least pressure, and the consequent nice accuracy which distinguishes these Scales from all others, and the perfectly harmonious action of all the parts.

Two connecting rods extend along the sides of the platform and connect the four levers, whose action is transmitted to the weighing beam, by a third connecting rod, so that they all work together, and a load is weighed with invariable correctness, on whatever part of the platform it may be placed; while in the old style Scales, unless the load is on the centre of the platform, the working apparatus is liable to continual inaccuracy, owing to the unreliable and unscientific system upon which they are constructed. In these Scales, too, the work of adjustment is long and laborious; while, in the Sampson Scales, the ad-

justment is performed in a few moments by the simple means of a nut and screw. The machinery, being simple, is the less liable to be deranged; and the compactness is such that all the parts of a six ton Scale can be packed for shipment in a box 1 foot square by 5 feet long. All the parts are light, and easily handled; and the Railroad Track Scales have this advantage over all others—that their sections can be easily duplicated and extended to any desired length, so as to weigh, at one poise, the longest train of cars, or any portion of it; and the Scale can be so constructed that two tracks can be laid upon it, and a train weighed on either track, with perfect accuracy. No amount of weight affects the position, condition, or precision of the pivot edges, and the necessary excavation of these Compact Scales is a mere trifle compared with that for the bulky and ponderous old styles, which, compared with these, are but as an old-fashioned windmill compared with a steam engine.

The Weigh Lock Scale is one of the most useful inventions of the age, each saving thousands of dollars by not requiring a house to suspend it; the Scale being suspended from projections built in the sides of the Lock. As an instance of the precision of the Sampson Combination, we have seen a Ten-Ton Scale moved by a 1 ounce weight. Light and heavy weights are weighed with equal accuracy. All the Scales made by the company are constructed in the most durable and finished manner, and the prices compare favorably with any in the market.

We have said thus much from our personal inspection of the Sampson Scales, the different styles of which have received the highest commendation, after thorough trial, from the most eminent, practical and scientific authorities in this country. Among them are the following: Franklin A. Stratton, U. S Civil Engineer, Washington; William Sellers & Co., Philadelphia; John Kearney, Supt. Penn. Coal Co.'s Yard, New York; various State Engineers, Canal Surveyors, and Commissioners of New York; Charles C. Morton, Manager, N. Y. Gas Works; Davidson & Co., Albany; W. P. Trowbridge, Vice President, Novelty Iron Works, New York; and various influential journals in New York, Philadelphia, Chicago, etc.

Delaware Railroad.

The earnings of this road for the past year have been as follows:

From passengers	$149,386 22
" freight and express	197,314 32
" mails and miscellaneous	7,569 51
	$354,270 05

Against this sum the lessees have charged the following sums:

Operating expenses	$292,328 41	
Interest and dividends	102,567 09	
		394,895 50
Showing a loss of		$40,625 45

The Sinking Fund for the redemption of State bonds loaned the Delaware Railroad now amounts at par to $80,409; last year it was $71,400 56—increased during the year, $9,008 44.

The road has been operated with remarkable freedom from accidents, has been kept in a highly efficient condition by the lessees, and they have met promptly the payments for interest and dividends. It is believed that another year will show a better net result than the past.

Connecticut River Railroad.

The earnings of this road for the years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$282,769 53	$274,363 14
" freight	305,929 42	314,725 14
" mails	6,133 47	5,990 23
" express	23,060 77	17,083 40
" rents, etc.	11,271 82	7,186 58
	$629,165 01	$619,348 69
Expenses, viz:		
Repairs of road	$111,284 76	$103,254 17
" bridges	5,348 07	7,363 01
" buildings	34,919 47	23,886 36
" tools, etc	5,369 78	2,477 40
" locomotives	12,996 59	25,045 68
" cars	65,142 86	36,259 45
Running trains	91,144 39	89,474 54
Station expenses	50,258 24	48,645 19
General expenses	11,684 19	13,540 70
Stationery, etc	7,212 35	5,570 44
Gratuities and damages	1,746 45	3,288 48
Removing snow	2,134 38	2,784 28
Water works	5,886 81	7,529 30
Miscellaneous	9,081 40	11,223 51
	$414,209 74	$380,342 61
Net earnings	$214,955 27	$239,006 08
Surplus per last report	181,581 53	192,055 18
Total	$396,536 80	$431,061 26
Against which are charged—		
Interest paid	$16,689 97	$15,921 55
Payment to Sinking Fund	8,000 00	8,000 00
Government taxes	45,791 65	45,047 37
Dividend January	66,000 00	68,000 00
" July	68,000 00	85,000 00
Surplus Nov. 30	192,055 18	209,092 34
Total, as above	$396,536 80	$431,061 26

Compared with the previous year the gross earnings of 1868, show a decrease of $9,816 82; with a decrease in expenses of $33,867 13—making the increase in net earnings, $24,046 81. The report says:

The aggregate receipts from passenger and freight transportation are substantially the same as for last year. Owing to the withdrawal of one of the express companies, the receipts from that source have fallen off about $6,000.

The expense account includes among its items the cost of a new locomotive for switching purposes, the construction of two new aqueducts for supplying water stations, an increase in the freight house accommodations at Willimansett and Northampton, the grading of additional station grounds at Springfield, Holyoke and Greenfield, and a thorough repair or reconstruction of the passenger houses at Chicopee, Chicopee Falls and Holyoke. The construction account has been debited with the cost of one new locomotive, the iron rails used in building two additional miles of side tracks, an iron bridge under a new track at Springfield, and several hundred feet in length of additional sheds for storing wood, the aggregate amount being $41,771 94.

The new station called Mt. Tom, established last year for the convenience of visitors to Mt. Tom and Mt. Holyoke, proves to be a great public convenience, the number of passengers forwarded and received during the year amounting to nearly seventeen thousand, and more than realizing our anticipations.

The construction of a foot walk on the side of the Connecticut River Bridge between Willimansett and Holyoke, seems to have been a judicious expenditure of money. The income from tolls pays the cost of attendance and a fair rate of interest on the amount expended.

The track was never in better condition than at present. In maintaining it and extending side tracks we have used 22,000 cross ties, 256 kegs of spikes, 760 tons of iron rails and 150 tons of steel rails, besides repairing 1,250 bars at the shops. No progress has been made during the year in the construction of the second track, but the facilities for doing business at the stations are constantly improving, and it is believed that with slight exceptions, they fully meet the public requirements.

The equipment of the road has not been neglected. Aside from current repairs, we have built and added one first class passenger car, one smoking and baggage car, two house freight cars and seven platform cars.

Under an arrangement entered into with the Vermont and Massachusetts Railroad Company, near the close of last year, we have furnished passenger cars and run most of the river line trains between South Vernon and Brattleboro'. The contract being for service only, and having no reference to the transportation department, the expenditures in this connection are merged in the regular operating expenses, and the compensation received for the service is passed to the credit of the same account.

The report of the Sinking Fund Commissioners states the value of the fund, Dec. 31, 1868, at $77,256 86. This fund has been accumulating since Sept. 1, 1861, by additions of interest and annual contributions of $8,000, and it is hoped that, before the maturity of our bonds, in 1878, it will amount to a sum sufficient to redeem the whole $250,000.

The company have 16 locomotives. Miles run with passenger trains, 155,406; with freight, etc., trains, 125,158—total, 280,564. Number of passengers carried, 691,133; do., carried one mile 8,230,250. Tons of freight carried, 227,764; do., carried one mile, 6,005,517. Earnings per mile of road, $11,685 82. Earnings per mile run, $2.41. Net earnings per mile run 85.2 cents. Percentage of expenses to earnings, 59.5 per cent.

BALANCE SHEET, Nov. 30, 1868.

Cost of road and equipment		$1,978,742 81
Materials		117,127 44
Paymaster		14,557 93
Suspense account		290 41
Ferry stock and real estate		17,419 70
Post office department		1,747 57
Bills receivable		6,036 84
Balances due from individuals and corporations		21,823 85
Balances due from station agents		79,096 80
Investments		26,100 00
Cash		50,282 87
Commissioners of the Sinking Fund		77,179 67
		$2,390,354 89
Capital stock, 17,000 shares	$1,700,000 00	
Mortgage bonds, due Sept. 1, 1878	250,000 00	
Sinking fund	77,179 67	
Notes payable	40,000 00	
Expense bills payable	41,817 06	
Unpaid dividends	16 00	
National tax	1,165 93	
Balances due individuals and corporations	71,083 89	
Surplus earnings	129,095 23	
Profit and loss	79,997 11	
	$2,390,354 89	

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, J. H. Butler, Henry W. Clapp, Roland Mather, S. M. Waite.

Clerk and Treasurer.—SETH HUNT.

Auditor.—ELIPHALET WILLIAMS.

Superintendent.—W. B. BRINSMADE.

☞ A new railroad route is projected from Kennebunkport, through Alfred and Springvale to Milton, there to connect with the Great Falls and Conway Railroad.

Maryland Central Railroad.

A meeting of the corporators of this road was held in Baltimore on the 4th inst. Wm. B. Norris Esq., in the chair, and Wm. Stirling, Esq., Secretary. Messrs. Robert Lehr and Thomas Symington were appointed corporators, *vice* Edward Rider and Wm. B. Duvall, deceased. E. Stanley Rogers, Esq., was appointed Treasurer of the Company. A resolution was adopted directing George Crocker, civil engineer, to commence grading the road near Priestford Bridge, in Hartford county, on the line surveyed by J. M. Hood, under the general director of Mr. Thomas Symington, of Hartford county.

The road is intended to run from Baltimore through the Long Green Valley, and *via* Belair to the Susquehanna, which it will cross at the mouth of Deer Creek. It will connect with the Baltimore and Philadelphia Central Railroad, and also with the Columbia Road, thus affording direct and speedy communication with a rich and fertile region of Maryland, and also with the Pennsylvania coal mines.

Vermont and Massachusetts Railroad.

The earnings of this road for the year ending November 30, 1867 and 1868, were:

	1867.	1868.
From passengers	$151,962 72	$178,497 36
From freight	248,162 99	269,005 40
From Cheshire R. R. Co., for joint use of road from Fitchburg to Ashburnham, etc	89,000 00	43,000 00
From U. S. mails	6,000 00	6,000 00
From expresses	8,761 83	9,400 00
From rents	6,114 05	5,589 72
From tolls—Northfield Branch	889 50	932 68
From miscellaneous	532 72	672 06
	$461,423 81	$508,097 17
Expenses, viz:		
Repairs of road	$65,474 06	$69,554 74
" buildings	22,303 18	10,651 26
" locomotives	45,901 74	43,434 04
" cars	46,782 71	43,150 23
" bridges	9,085 61	5,455 63
" tools	3,910 62	1,060 88
Passenger department	23,721 53	41,514 86
Freight department	38,288 42	40,447 70
Switchmen, watchmen & flagmen	7,001 06	8,223 91
Fuel	32,452 22	37,829 36
Oil and waste	4,212 22	3,907 93
Renewals of iron	51,444 44	35,411 06
Rent to Connecticut River R. R. Co.	1,500 00	1,500 00
Loss and damage	3,498 23	1,890 58
Taxes and insurance	5,755 55	5,563 25
Salaries	8,175 00	8,841 66
United States tax	3,762 18	4,297 97
State tax	20,837 70	15,753 19
Rent of Troy and Greenfield Railroad	.....	15,000 00
All other expenses	9,722 66	15,528 70
	$398,829 18	$409,016 90
Earnings less expenses	$62,594 68	$99,080 27
Interest account	28,480 81	29,956 24
Balance	$34,114 87	$69,124 03

The earnings of the Vermont and Massachusetts Railroad were $475,040 91; and of the Troy and Greenfield Railroad $33,056 26—total, as above, $508,097 17.

The indebtedness of the company, as will appear by reference to the annexed statement, is $553,263 50; and the assets, (exclusive of fuel, oil, old rails and stock materials on hand,) $125,651 80—showing a balance of indebtedness of $427,611 70. The report says:

On the first day of January, 1868, we took possession, under the lease from the Commonwealth, of the railroad from Greenfield to Shelburne Falls and have operated the same since. On the 17th day of August, we commenced running a passenger train over the remainder of the Troy and Greenfield Railroad, east of Hoosac Mountain, and between Shelburne Falls and the Hoosac Tunnel, but the road being unfinished we did not take complete possession until November 16th. This road is leased until the tunnel is completed, at an annual rent of $20,000 for the section between Greenfield and Shelburne Falls, and $10,000 for the remainder. The running of the road is wholly under the management of our corporation, and we have furnished all the rolling stock.

Mr. Barnes, the experienced owner of the White Mountain staging, established a line of stages over the Hoosac Mountain, between our depot at the tunnel, and the depot of the Troy and Boston Railroad in North Adams. This line commenced running August 17th, and has been continued regularly since, with fair patronage, and will be continued winter and summer.

There was some delay in completing the railroad from Shelburne Falls to the tunnel, so that we lost the benefit of most of the summer travel, but enough was accomplished to prove that this new through line, which we have struggled so long to establish, will be exceedingly attractive and convenient to the public.

The income of the new road has fallen short of the rent and expenses, as we expected, but the business has steadily increased and will doubtless soon be remunerative.

At a special meeting of the stockholders, held at Boston, September 19th, the following votes were passed:—Voted, that the Directors of the Vermont and Massachusetts Railroad Company, are hereby authorized to accept a lease, or transfer for a limited time or perpetually, from the Turner's Falls Branch Railroad Company to this Corporation of all their property, right and franchise, under Acts of the Commonwealth of Massachusetts of 1866, ch. 41, and Acts of 1868, ch. 33, on such terms and under such arrangements as they may see fit to make.

Voted, that in case such transfer is made, the directors are hereby authorized and instructed to locate and build a railroad under the same as soon as they shall be of opinion that the public interest and convenience require it.

Voted, that for the purpose of locating and constructing such railroad the directors are hereby authorized to use the income of this corporation, or to borrow money therefor, or both.

We have caused surveys to be made of different routes for the new road, and are making arrangements to take the charter of the Turner's Falls Branch, and build the road under this vote, whenever the best location shall be determined on.

We have renewed our contract with the Cheshire Railroad on satisfactory terms, to continue until terminated by notice from either party, in one year from the 1st of day August, following the giving of such notice.

Our income and also our expenses have been large the past year. All the rolling stock and furniture and fixtures, required for the whole road between Greenfield and the tunnel, are owned by this corporation, and the larger portion has been purchased during this year, and charged to current expenses.

Our business is generally satisfactory, and promises a steady increase.

We hope to give all local accommodation required, and, in addition, an interesting and convenient through line for passengers between Boston and Troy until the tunnel is completed. When that great work is accomplished, we shall have a new railroad route from Boston to the West, which will develop the various resources of the northern part of the State, give an ample return to the capital invested in the line, and be generally regarded as a great public benefit.

The accompanying tables will show the financial condition of the company, and will hardly need explanation. While we are making large expenditures in keeping up our road and rolling stock to the requirements of our business, it will be seen that we are diminishing our bonded debt (the only debt we have), by regular annual payments into the sinking fund.

The question of liability on the old scrip, alluded to in previous reports, is now before the Court in Vermont, but has not yet been decided.

Out of the net earnings we have made a dividend of $2 per share, paid our annual sinking fund instalment of $7,000, and have a small surplus which we retain for the future wants of the road.

Treasurer's Trial Balance.

Construction of Main Road	$2,992,284 28	
" Greenfield Branch	248,495 08	
Equipment, engines and cars	225,650 20	
		$3,466,429 51
Oil and waste	550 40	
Fuel	18,717 50	
Stock materials	38,000 00	
Balance due from agents, connecting roads, for carrying mails, &c	4,936 42	
Loans on interest	61,500 00	
Cash	10,458 49	
Sinking fund	21,000 00	
Vermont & Massachusetts Railroad bonds ($29,000)	27,756 89	
		$3,649,349 21
Capital stock, (28,600 shares,)	$2,860,000 00	
Mort. b'ds, redeemable July 1, 1883	550,000 00	
Mort. b'ds, redeemable July 1, 1865	200 00	
Bond certificates	145 00	
Dividends unpaid	2,918 50	
Balance of road income to Nov. 30, 1868	236,085 71	
		$3,649,349 21

President.—Daniel S. Richardson.

Directors.—Daniel S. Richardson, William H. Hill, James A. Dupee, Francis Goodhue, George F. Gay.

Treasurer.—Franklin N. Poor.

Superintendent.—Otis T. Ruggles.

Manchester and Parkton Railroad.

The minimum amount of capital stock required by the charter of this road having been subscribed, a majortty of the commissioners and stockholders met at Berkleysville, Md., on the 6th inst., and organized by the election of the following board of directors: Jacob Shamberger, E. K. Wright, Daniel Beckley and H. A. Burgoyne, of Baltimore county, and Geoge Everhart, Henry Falkenstein and George Shower, of Carroll county. E. K. Wright was elected president, Lewis C. Myerly, secretary, and Dr. J. Shower, treasurer.

Certifying Checks.

The following is the text of the act passed by Congress in reference to Certifying checks by National banks:

Be it enacted, &c., that it shall be unlawful for any officer, clerk or agent of any National bank, to certify to any check drawn upon said bank, unless the person or company drawing the said check shall have on deposit in the said bank, at the time such check is certified, an amount of money equal to the amount specified in such check; and any check so certified by duly authorized officers, shall be a good and valid objection against such bank; and any officer, clerk or agent of any National bank violating the provisions of this act, shall subject such bank to the liability and proceedings on the part of the Comptroller, as provided for in section fifty of the National banking law, approved June 3d, 1864, passed the House of Representatives Feb. 13, 1869.

Abolition of Transit Duties in New Jersey.

The following act entitled "an Act Relative to Transit Duties," has been passed unanimously by both branches of the New Jersey Legislature, and approved by the Governor:

1. *Be it enacted by the Senate and General Assembly of the State of New Jersey*, That from and after the passage of this act all transit duties, whether on passengers or freight, shall be and they are hereby abolished.

2. *And be it further enacted*, That all companies heretofore paying duties to the State shall hereafter pay each year, in quarterly payments as heretofore, to the Treasurer of this State, a tax of one-half of one per centum upon the costs of their respective works, including all their property of every description not otherwise taxed, until the Legislature shall, by general law, impose a uniform State tax, equally applicable to all railroad and canal corporations of this State, and said companies shall then pay such uniform tax; and until such general law be passed, no company heretofore paying transit duties as aforesaid shall, in any year hereafter, pay a less sum as tax to the State than that paid by it for taxes and duties of all kinds for the year 1868, and said amounts shall be paid by them in equal quarterly payments, and no other tax or impost shall be levied or assessed upon said companies.

3. *And be it enacted*, That this act shall not apply to any corporation having a contract with this State in reference to taxation, unless, within three months from the passage hereof, this act and its provisions be accepted by the Board of Directors of such corporation in place of said contract, and a certificate of such acceptance, under the corporate seal of such corporation, be filed in the office of the Secretary of State, which cetificate, or a duly certified copy thereof, shall be plenary evidence of such acceptance, and until the filing as aforesaid of such acceptance, such corporation shall pay as now required by law.

4. *And be it enacted*, That this act shall take effect immediately.

East Tennessee and Virginia Railroad.

The earnings of this road for the years ending June 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$214 755 22	$218,616 06
" freight	237,755 00	264,006 42
" express	22,514 97	18,636 06
" mail	13,070 00	16,316 56
" other sources	13,602 00	20,115 94
	$501,697 19	$537,691 04

The expenses in 1867-'68, were:

Conducting transportation	$72,585 10	
Repairs of roadway	118,806 20	
Maintenance of cars	69,046 01	
Motive power	80,707 19	
Wood	32,693 85	
Salaries of officers	10,035 00	
Miscellaneous	20,108 51	
		403,981 86
Leaving a balance of		$133,709 18

Included in the above expenditures are the following items which have been charged to extraordinary expenses, viz: building and repairs to depots, $3,000; cross ties, $11,000; labor on track, $15,000; repairs of bridges and trestles, $3,000; building and repairs to passenger cars, $35,000; repairs to locomotives, $13,000—total, $80,000. Deducting this amount, will leave the ordinary operating expenses, $323,981 86, and the actual net earnings over operating expenses, $213,709 18. In 1867 the earnings were $501,697, and the total expenditure, $418,114—leaving a balance of $83,584. In that year the extraordinary expenses amounted to $134,200. Deducting this amount, will leave the ordinary expenses, $283,914, and the net earnings, $217,783.

The equipment of the road consists of 20 locomotives, 10 first class and 4 second class passenger, 5 baggage, 152 box and 56 flat cars. Miles run by locomotives with passenger trains, 141,940; with freight trains, 166,485; with other trains, 41,953—total, 350,378. Local passengers carried, 63,240; through passengers, 19,153—total, 82,393, an increase over the previous year 7,313. Through freight carried east, 18,016 tons; do., west, 25,891; way freight carried east, 9,896 tons; do., west, 15,853 tons; express freight, 1,630 tons—total, 71,288 tons, an increase over the previous year of 15,118 tons. The report says:

The condensed balance sheet and the statements of the funded and floating debts and the assets of the company furnished by the Treasurer, will enable you to understand fully the condition of the company's affairs. We would suggest that you carefully examine and compare the statements and tables accompanying this report, with the similar statements and tables in the former annual reports, and you will have a more definite knowledge of the workings and operations of the road, and a clearer idea of the company's affairs than can possibly be derived from any other source. You will learn that in addition to the ordinary and extraordinary expenses of the road, the interest on State aid, the amount paid the United States Government and the interest due on the company's debts, &c., all of which have been promptly paid, also bonds of the company and coupons of company's bonds have been paid and lifted during the year as follows:

First mortgage bonds	$7,000
Second mortgage bonds	8,500
Coupons of indorsed bonds	15,720
Coupons of first mortgage bonds	1,860
Coupons of second mortgage bonds	2,130
Coupons of income bonds	330

Within the last three years a large quantity of chairs, spikes and new iron has been used upon the road, every bridge and trestle on the line has been rebuilt or thoroughly repaired, about ten miles of the track has been properly ballasted with rock and gravel, six new depot buildings have been erected, and the other depot buildings have all been repaired, and over 183,000 good new cross ties have been put into the road. These facts, taken in connection with the large increase of new passenger, baggage and freight cars, the improved condition of the locomotives and rolling stock generally, and our increased facilities for doing business, has made our road equal in every respect to any road in the South. It is true that all this work has been accomplished by the company at a heavy expense, owing in a great measure to the high prices of labor and supplies, but we feel that for all this we have been amply compensated by the regular and safe running of trains, thus avoiding detention of passengers and freights as well as all accidents resulting in the loss of life and the destruction of property.

The importance of the road as a link in the great passenger and freight line connecting the Northern and Eastern cities with the cities and towns of the South and Southwest, is no longer a question of doubt but is now a fixed fact; and that it possesses many and great advantages over rival and opposing lines is evident by the general satisfaction given to both passengers and shippers. In the last Annual Report we stated our views with regard to our consolidated freight line—our approval of the experiment and our solicitude for a more perfect organization of the scheme. We see no reason why we should change our views with regard to this project, but on the contrary we would urge a cordial co-operation and a concert of action on the part of all the roads in interest, that we may realize and profit to the fullest extent by whatever advantages we do possess.

During the year 46,981 cross ties have been purchased, and 40,000 laid in the track. The road bed and superstructure is now in good condition. The principal expenditure for the current year will be for new iron. At the lowest estimate it will require 800 tons of new iron to make good the deterioration which has plainly shown itself during the past year.

The completion of the Selma, Rome and Dalton Railroad, now finished to Rome, will be of great advantage to this road, both in passengers and freight.

CONDENSED BALANCE SHEET, June 30th, 1868.

Cost of road		$3,133,200 87
Equipment of road after the war		237,583 68
Real estate		12,573 60
Land damage		1,965 43
Interest account		39,996 75
Dividends on guaranteed stock paid		9,311 25
Coupons		21,112 00
Bank of Tennessee		243,170 00
S. W. Hatchett, Comptroller		137,230 00
John R. Henry, Treasurer of Tenn.		155,814 17
Judgments		18,441 65
Adams Express Co		10,945 27
Law expenses		1,796 88
Sinking fund		13,308 98
Post office department		3,267 50
Machine shop		9,653 93
360 bonds of Tennessee		360,000 00
Bills receivable	$4,364 00	
Due from stockholders	6,547 40	
Due from railroads	30,352 18	
Due from individual ac'ts	111,652 35	
Wood on hand	14,515 85	
Currency	26,798 92	
		194,230 70
Due from agents		14,994 40
Total		$4,617,097 16
Capital—stock		$629,000 00
Stock bonds		8,900 00
Guaranteed stock		24,900 00
		$657,800 00
State of Tennessee	$2,199,000 00	
Bonds indorsed by State	178,000 00	
First mortgage bonds	36 000 00	
Second mortgage b'ds	10,500 00	
Income bonds	6,000 00	
		2,429,500 00
United States		201,047 32
U. S. 5 per cent. tax returned from dividends and interest		653 64
Bills payable		170,186 20
Profit and loss		948,020 29
Credit to investment of Confederate funds		23,640 47
Materials and supplies	$10,090 28	
Pay rolls	26,573 40	
Due to railroads	24,671 74	
To credit of agents	63 60	
To credit of individuals	129,850 22	
		191,249 24
Total		$4,617,097 16

President.—THOMAS H. CALLAWAY.

Directors.—Joseph Jaques, A. G. Jackson, C. M. McGhee, John R. Branner, William Galbraith, Joseph H. Earnest, P. Dickinson, J. M. Burnett, Thomas H. Callaway, W. C. Kyle, George W. Nelson, John White, George W. Telford, William R. Sevier, Joseph R. Anderson.

Superintendent.—R. C. JACKSON.

Treasurer.—JAMES G. MITCHELL.

Gen'l Freight & Ticket Agent.—JAMES R. OGDEN.

☞ The first iron for the Montgomery and Selma Railroad has been received at Montgomery, coming over the Montgomery and West Point road. When the link between Montgomery and Selma is completed there will be a continuous and nearly straight railroad line from Savannah to Vicksburg, and it will soon be extended to Shreveport.

Elkton and the Kent Railroad.

A correspondent writes to the Cecil *Democrat* urging the continuation of the Kent County Railroad to Elkton, which, he says, can be done at no appreciable cost. The *Democrat* adds that "assurances have already been given by competent and responsible parties connected with the Philadelphia, Wilmington and Baltimore Railroad, that if a road should be built as far as Warwick, said parties will guarantee its construction to Elkton."

The Centreville *Observer* says that should this be done, railroad communication with Baltimore will be easy and cheap for citizens of Queen Anne's County.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings and expenses of this company for the year 1868, including the earnings and expenses of the C., C. & C. R. R. and the Bellefontaine Railway, from January 1st, to May 14th, 1868, (the date of consolidation,) have been as follows:

Earnings:

From passengers	$849,283 58
" freight	1,843,129 82
" express	115,114 86
" mails	61,918 00
" rents	48,901 57
" Berea Branch	8,886 79
" interest and dividends	11,943 69
" miscellaneous sources	15,065 33
" *division of earnings with L.M. & C. & X. R. R. to Nov. 30th	8,369 98
	$2,962,613 62

* (Settlement for December not yet made with L. M. & C. & X. R. R.)

Expenses:

Passenger expenses	$244,902 19	
Freight expenses	413,222 45	
General expenses	61,876 81	
Repairs of locomotives	200,607 81	
" pass. cars	46,797 35	
" freight cars	105,828 27	
" track	455,656 66	
" buildings	26,198 53	
" fences	8,251 57	
" bridges	24,264 16	
Oil, tallow and waste	35,881 77	
Fuel	295,479 90	
Damages to stock	6,790 38	
Losses and damages to freight	9,811 09	
Gratuities and personal damages	13,083 97	
Repairs and expenses of telegraph	22,056 83	
Balance paid on acc't of car service	5,297 91	
Work'g expenses, (66.7 per ct. of earnings)	$1,976,002 65	
State & national taxes	152,161 94	
Interest on bonds	94,935 13	
Total expenses, (75 p.c. of earnings)		$2,223,099 72
Net earnings		$739,513 90
Out of which dividends have been paid—		
Aug. 1st, 1868, 3½ p. c.	$365,400 00	
Feb. 1st, 1869, 3½ p. c.	365,844 50	
		731,244 50
Leaving a surplus of		$8,269 40
Add surplus transferred from C., C. & C. R. R.	$156,048 83	
Add surplus transferred from Bellefontaine Railway	78,283 97	
		234,332 80
Surplus January 1st, 1869		$242,602 20

Abstract of Ledger Balances, Jan. 1, 1869.

Assets.

Construction account		$11,936,146 80
Materials on hand:		
For repairs of track	$163,885 00	
For repairs of cars and engines	158,398 19	
Fuel, oil and waste	133,031 30	
		455,314 49
Cash and cash assets:		
Cash in hands of treas'r.	$386,255 64	
Cash in hands of paymaster	15,784 83	
Due from agents	21,035 47	
Due from other Cos.	105,365 74	
Due from Post Office Department	11,014 81	
		539,456 49
Other assets:		
Scioto and Hocking Valley Railroad Bonds	$2,000 00	
Real estate for use of road and depots	30,691 61	
Wood lands	46,701 04	
Pendleton Stone Quarry	4,915 46	
Bills receivable	18,646 31	
Insurance scrip	475 00	
		103,429 42
		$13,034,346 70

Liabilities.

Capital stock	$11,620,000	
Less amount owned and held by the company	1,159,100	
		$10,460,900 00
C., C. & C. R.R. mort. bonds, ($25,000 falling due each year)		400,000 00
Bellefontaine and Indiana R. R. 1st mort. bonds	$791,000	
Less amount owned and held by the company	51,000	
		740,000 00
Bellefontaine and Indiana Railroad 2d mort. bonds		16,000 00
Bellefontaine and Indiana Railroad income bonds		87,000 00
Bellefontaine and Indiana Railroad bonds, past due		2,000 00
Indianapolis, Pittsburg and Cleveland Railroad 1st mort. bonds		379,000 00
Indianapolis, Pittsburg & Cleveland R. R. 2d mort. bonds	$347,000	
Less amount owned and held by the company	6,000	
		341,000 00
Dividend No. 2, payable Feb. 1, 1869		365,844 50
Surplus earnings		242,602 20
		$13,034,346 70

Geo. H. Russell, *Treasurer.*

Cleveland, O., Feb. 17th, 1869.

☞ The charter for the Vicksburg and Memphis Railroad, most liberal in its provisions, has been enacted by the Legislature of Tennessee. The company will soon be organized, and measures adopted to induce the co-operation of land owners along the Mississippi who would make a railroad subserve the purpose of a levee.

☞ Since the opening of the stock books of the Gallatin and Murfreesboro Railroad, in Lebanon, Tenn., a great many subscriptions have been made. The friends of the road are confident that $100,000 in private subscriptions will be raised in Wilson County.

☞ The Louisville, New Albany and Chicago Railroad, 288 miles in length, costing $7,000,000, with a bonded debt of $4,000,000, is to be sold at public auction in April by order of the bondholders.

Michigan Central Railroad.

The condition of this company at the close of the first six months of its present financial year, November 30, 1868, is exhibited in the following:

Income Account.

By balance of income account, per Treasurer's report June 1, 1868		$582,243 95
Receipts of road from June 1, 1868, to December 1, 1868		2,382,395 95
Total		$2,964,639 90
To dividend paid July 1, 1868, 5 per cent. in cash		$426,435 00
U. S. Gov. tax on dividends and surplus	$26,430 08	
U. S. Gov. tax on rec'pts	25,691 44	
		52,121 52
Annual payments towards sinking funds		84,500 00
Operating account from June 1, to Dec. 1, 1868	$1,383,715 88	
Interest and exchange	308,879 18	
		1,692,595 06
Balance to new account		708,988 32
Total, as above		$2,964,639 90

The foregoing account shows the net receipts of the road for six months ending December 1st, after deducting operating, interest, and exchange accounts, but excluding the amount paid to the sinking funds, to be $637,579 37. After deducting the amount paid to sinking funds, the balance is $553,179 37. Adding the balance to credit of this account, June 1st, $582,243 95 less the July dividend, $426,435, the amount to credit of income account is $708,988 32.

The gross earnings show an increase over those of the corresponding six months of 1867, of $43,898 97, and the operating expenses, exclusive of Government tax and sinking fund payments, a decrease of $95,593 16, while the Government taxes have increased $11,389 79—giving net increased earnings for the six months of 1868 of $128,102 35.

The sum invested in the sinking funds amounts to $1,310,832 32.

The company is free from floating debt.

Illinois Central Railroad.

The statement of this Company for the month ending February 28, 1869, is as follows:

Land Department.

Acres Construction Lands Sold	8,451.59	for	$82,782 16
Acres Int. Fund Lands sold	160.00	for	2,424 40
Acres Free Lands sold	1,379.48	for	19,747 68
Total sales during month of February, 1869	9,991.07	for	$104,954 19
To which add Town Lot Sales			453 00
Total of all	9,991.07	for	$105,407 19
Cash collected in February			$217,868 43

Traffic Department.

Receipts from Freight		$283,826 00
do. Passengers		113,161 30
do. Mails		6,358 83
do. Rent of Road		4,000 00
do. Other Sources		90,000 00
Total Receipts in February, 1869		$496,845 63
Total Receipts in February, 1868		$188,088 74
Estimated earnings in the month of February, on the D. & S. C. R. R., not included above		$61,937 75
Corresponding month of 1868		$43,184 87

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,151,982	A. & O.	Oct. '68 4
Do. Washington Br.....100	1,660,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000	J. & J.	Jan.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Jan.'69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan.'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,900		
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....100	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J.A J.O.	Jan. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 2½
Brooklyn City & Newt'n..100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 66	721,926	J. & J.	Jan.'69 2½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa.....50	1,150,080		
Catawissa, pref.....50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,110		Jan.'69 4
Central of Georgia.....100	4,666,300	J. & J.	Jan.'69 5
Central of New Jersey....100	13,768,000	J.A J&O	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000		Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	3,886,643	M. & S.	Mar.'69 5
" " pref...100	2,425,576	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy ..50	12,500,000	M. & S.	M. '69 18
Chicago, Iowa & Nebras*.100	2,600,000		Jan.'69 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,585,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 3a
Cincinnati City Passenger....		J'n &J'ly	Jan.'68 2
" Street.....		J. & J.	Jan.'68 2½
Cincinnati and Zanesville. 50	1,676,845		
Citizens' Passenger (Phil.) 50	192,760	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta....100	3,760,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg.... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'69 4½
Concord 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City.100	1,678,641	Annual.	Jan.'69 4
Do. do. pref.100	1,967,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan.'69 4
Eastern (N. H.).....100	492,500	J. & J.	Jan.'69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100	2,369,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,538,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,446		
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '68 3
Flint and Holly.....100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Mar.'69 —
Green and Coates St (Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,880		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000		
" pref.....100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Oct. '68 4
Huntingdon & B'd Top .. 50	494,390		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J &O	Jan.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....			Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A J&O	Jan.'69 2½
Lehigh Luzerne..... 50	344,850	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	96,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,969,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Mar.'69 4
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	3,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	586,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehl.*. 50	323,375	J. & J.	Jan.'69 2
Millville and Glassboro' ...100	406,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081		
" " " 1st pref 100	3,214,350	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,863	J. & J	J'n'69 14s
" " " pref.....100	3,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,066,544		
Naugatuck.....100	1,436,600	F. & A.	F'b.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,588		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates..100	22,329,600		
New York and Harlem.... 50	5,265,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
N'ag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Feb. '69 2
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	2,067,400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester ...100	2,388,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 7
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	8614,515		
Panama.....100	7,000,000	J.A J&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,990,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Oct. '68 5
Phila. and Trenton*..... 1 0	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby.. 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	575500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041.800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	878,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	287,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,923		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref.100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	Nov'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan.'69 5
Wilm. and Weldon.....100	1,468,776		
Winchester and Potomac....		J. & J.	Jan. '69 3
Warren.....100	1,547,650		3½
Worcester and Nashua ... 75	1 622,500	J. & J.	Jan'69 4½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	3,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	23,460,000	J. & J.	Jan. '69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'68 4
Fulton Coal.....		J. & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '68 5
Roaring Brook Coal.....	200,000		Dec'69 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	860,641	5,167,371
1868	404,467	393,251	408,847	386,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	389,074	4,544,134
1869	339,762	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,093	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	586,403	599,549	442,275	377,053	4,388,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	808,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,688	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	658,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,198	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,384	1,001,892	13,443,765
1869	871,218	827,254	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,786	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
1869	681,656	558,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,528	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	306,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	446,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,806	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	416,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,966	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	236,452	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	338,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,863	1,075,773	1,227,286	1,093,731	934,536	1,101,093	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	208,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	256,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	584,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,900	590,557	586,484	507,451	537,381	608,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,009	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,858	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	160,971	2,218,462
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,879	120,505	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,243	349,117	436,065	854,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	436,766	351,759	333,490	3,809,353
1868	278,712	265,793	263,259	292,285	280,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
1869	284,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	62,147	68,180	59,862	75,677	92,715	61,770	37,830	669,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,026
1867	39,078	27,667	36,392	40,710	57,552	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,706	39,198	49,231	70,162	77,339	59,702	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	113
" " " ..... coupon		5	" "	1874	115½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	125
" " " ..... coupon		5	" "	1871	108
Loan of Feb. 8, 1861 ..... registered	12,415,000	6	" "	1881	115½
" " " ..... coupon		6	" "	1881	116
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " ..... yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,246,400	6	Jan. & July.	1881	115½
" " " ..... coupon		6	" "	1881	116
Loan of Feb. 25, 1862 (5-20s) ... registered	1,092,687,350	6	May & Nov.	1882	113½
" " " (5-20s) ..... coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	112
" " " (5-20s) ..... coupon		6	" "	1884	114
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	112½
" " " (5-20s) ..... coupon		6	" "	1885	116½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	111½
" " " (5-20s) ..... coupon		6	" "	1886	112½
" " 3d series (5-20s) ... registered		6	" "	1887	113
" " " (5-20s) ..... coupon		6	" "	1887	112½
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	5	Mar. & Sept.	1904	104½
" " " (10-40s) ..... coupon		5	" "	1904	105½
Pacific R. R. Bonds ..... (currency)	53,937,000	6	Jan. & July.	'95-'97	101½
Treas'y Notes (7-30s) June 30, '64 : 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	6,166,464	---	presentation.	------	----
Gold Certificates of Deposit	28,775,560	---	presentation.	------	----
Compound Interest Notes 1864 '65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	57,140 000	---	------	------	----
Fractional currency	26,781,547	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	65
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	648,000	5	Jan. & July.	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ..coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank).. "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	125½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free) ..	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var.	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'73-'74	93
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	82
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'88	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100
" — " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	100
" —War Loan Bonds ..... "	945,200	6	" "	1870	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,329,936	5	" "	1866	98½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	636,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,882,983	6	Feb. & Aug.	'88-'89	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	73
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	70
" — " " (New) ..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '63	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,332,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	95½
" — " " (S. & T. W. Can.) sterl.	1,017,623	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,406,507	5	" "	1889	----
" — " " (R. R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	96
" — " " (B. & O. R.R.) sterl.	3,277,398	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,816	5	" "	1890	----
" — " " Ohio. & Ohio Can.).	2,000,000	6		1870	95½
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	95½
" — " " (Bounty)	501,000	6	"	abt.'74	100
" — " " (Ohes. & Ohio Can.).	30,000	6	"	1895	----
" — " " (Balt. & Susq. R.R.).	439,583	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1871	----

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'72-'76	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'73	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	128½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	126
" —Union Fund Loan	800,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	898,000	6	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	350,000	6	Jan. & July.	'71-'73	120
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,115,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1900	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'92	107½
" — " " " (stg.)	554,120	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1876	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'72-'82	97
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1890	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'68-'83	99
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'84	99
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'86-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	105
" — " " 1864	798,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,589,000	7	Jan. & July.	1877	109
" — " " " ..registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	1877	----
" — " " "	500,000	6	" "	please.	----
" — " " "	300,000	6	" "	1868	----
" —Canal Fund Bonds	3,060,000	6	" "	1878	100½
" — " "	6,000,000	6	J. A. J. & O.	1871	100
" — " "	2,250,000	6	" "	1873	102½
" — " "	1,400,000	6	" "	1874	101½
" —General Fund Bonds	909 607	6	" "	'75-'77	102
" — " "	442,960	5	Jan. & July.	please.	----
" — " "	900,000	5	May & Nov.	1869	----
" — " "	300,000	6	Jan. & July.	1876	99½
" —Canal Fund Bonds	1,163,000	6	" "	1878	----
" — " "	167,000	5	J. A. J. & O.	1900	----
" — " "	4,500 000	5	" "	1871	----
North Carolina—State Bonds ..... coupon	366,000	6	" "	1874	93
" — " " ..... "	3,334,000	6	Various.	'68-'78	64
" — " " (new) ..... "	650,000	6	Jan. & July.	'81-'90	----
Ohio—State Bonds (Union Loan)	280,366	6	April & Oct.	'90-'91	----
" — " "	2,183,532	6	Jan. & July.	1900	59½
" — " "	1,000,000	6	Jan. & July.	1868	100
" — " "	4,095,200	6	" "	1870	100
" — " "	2,400,000	6	" "	1878	101
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	" "	1881	101½
Pennsylvania—State Bonds ..... coupon	4,993,000	6	Jan. & July.	1886	102
" — " " ..... registered	5,083,052	6	Jan. & July.	1875	----
" —Inclined Plane Bonds	600,000	5	Various.	'77-'82	92½
" —State Bonds, 1st series	92,850	6	April & Oct	'68-'70	100
" — " 2d series	99,490	6	Jan. & July.	1870	----
" — " 3d series	720,962	5	" "	1877	----
" — " 1st series	4,907,150	5	" "	1882	----
" — " 2d series	7,909,520	5	" "	1892	----
" — " 3d series	9,270,017	6	" "	1877	103½
" —Military Loan Bonds	3,000,000	6	" "	1882	105½
Rhode Island—State War Bonds of 1861	468,500	6	" "	1892	107
" — " " " 1862	1,196,000	6	Feb. & Aug.	1871	100½
" — " " " 1863	289,000	6	April & Oct.	1871	100
" — " " " 1863	776,000	6	Mar. & Sept.	1882	100
" — " " " 1864	917,000	6	April & Oct.	1883	100
South Carolina—Free Loan Bonds	798,898	6	Jan. & July.	1884	100
" —State Bonds (various)	3,275,000	6	J. A. J. & O.	'68-'70	----
" — " " (new)	1,210,808	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,949,430	6	" "	1887	----
" — " "	259,167	6	April & Oct.	1868	60½
" — " "	1,706,000	6½	" "	Var.	----
" —Railroad, &c., Loan Bonds	14,006,000	6	" "	1868	----
" — " endorsement	2,207,000	6	Jan. & July	30 yrs.	67
" —New Bonds	6,000,000	6	" "	Var.	----
Vermont—State War Bonds	1,567,500	6	" "	1883	----
Virginia—State Bonds (sterling)	1,955,000	6	June & Dec.	'71-'78	65½
" — " " (sterling new)	466,250	6	Jan. & July.	long.	100½
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,469,598	6	" "	long.	----
" — " ..... loan on	10,900,000	6	" "	long.	51
" — " (new) ..... registered	1,379,500	6	" "	long.	54
" — " (") ..... coupon	489,200	6	" "	1870	66
" — " (")	29,200	6	" "	1886	----
Wisconsin—State Bond	406,100	6	" "	1890	----
			Jan. & July	'71-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1837	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	90
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92½
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	99
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	84
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	62½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,362	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	388,040	6	" "	" "	1870	97
Loan for $875,000	675,000	6	" "	" "	1875	92
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	94
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						....
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	96
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	81½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109½
National Loan	16,000,000	6	" "	" "	1895	101½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	834,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						....
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	444,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	
Trust Mortgage, convertible	150,000	8	" "	" "	1883	111
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						....
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	
Chicago, Iowa and Nebraska:						....
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	897,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						....
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	93
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	94
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1848	89½
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	580,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1896	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,104,489	6	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	128,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1883	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	85½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816 000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	99
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	89
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1883	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,087,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	56½
5th Mortgage	928,500	7	June & Dec.	" "	1888	45½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	97½
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	86
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	103½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	Apru & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1860	....
1st Mortgage	1,954,000	7	" "	" "	1869	100
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	118
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$123,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	*80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1885	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	88½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	112
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	300,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	2,582,000	8	.....	" "	18—	102
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	91
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	36
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1891	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	98
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'78–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1873	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	87
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1866	2,900,000	6	June & Dec.	" "	1887	120
New York and Flushing:						91
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,707,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						....
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						....
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						....
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						....
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	83½
North Pennsylvania:						
1st Mortgage	2,658,349	6	Jan. & July.	Philadelphia.	1880	99
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	—— & ——	"	18—	90½
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	187	98
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	300,000	6	" "	"	1896	88

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	83½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	84½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	76½
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'75	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	97
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-49 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	238,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	$75,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amou	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1875	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	70
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1899	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	72½
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Loganspert & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Loganspert:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	98½
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	101½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38½
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	103½
Vermont and Massachusetts:						
1st Mortgage	550,900	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
2d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	71½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,987,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	89½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	85½
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	90½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,969	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	466,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	89
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	67
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	56
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Baggage.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ... New York.	4,976,083	439,846	660,825		1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	28.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	63,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶ . N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	—	....	—	248	130	32	3,549	Baltimore and Ohio ¶ ..... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	121
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* .. Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	150
Nov. 30, 1867	28.9	—	....	—	4	4	2	85	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	486,675	160,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	25½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	138½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	898,661	42,096,258	12,886,086	1,565,462	435,780	10	100	138½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	137
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. . Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb .... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie .. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	123
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co. . New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	24
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,800	1,500,000	663,554	936,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	111
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	30½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina ... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	154
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	82
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	1.84½
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern ..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	18s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,891,025	1,087,176	..	100	68½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,884,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,706	138.8	804,876	.....	.....	2,639,547	983,418	10	50	105½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	89½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	105½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	—	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	47
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	76
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	89
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,710	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	132½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	180,000	—	9,628	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	—	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	116½
Dec. 31	1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	—	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,602,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	108½
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	34,660	—	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	394,550	—	.....	.....	392,550	—	.....	—	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,064	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	—	.....	.....	—	1,162,545	.....	—	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	—	—	(Leased	to Northe	rn Central	l.)	165,000	5	50	62
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,648	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	....
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,880	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	....	....	....	....	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	13.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	108.0	—	60.0	12	18	8	—	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructe	d by the	e Provin	cial Gov	ernment	.)	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,366,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	8.0	—	—	—	—	—	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	—	—	—	—	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	—	—	—	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,007	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	—	—	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,208,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,83	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	554	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	857,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,747	12,965,380	19,922,754	1,716,270	516,270	—	100	110
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,097,334	539,117	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	—	122.4	373,152	12,126,037	.....	706,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,606	50,062	2,000,000	287,000	137,525	39,791	119.8	268,008	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,022	5,111,800	1,815,851	8	100	139
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,745	.....	—	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,000	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	141
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,740	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	38½
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jan. 31, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	208,000	*	300,000	.....	400,000	150,000	—	—	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,518	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	545	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,900,000	3,139,000	220,825	788,959	228.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicago	and Alton.	)	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	965,250	—	.....	.....	165,250	800,000	.....	—	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	—	—	—	—	—	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec 31, 1867	31.0	—	...	34.0	2	2	1	28	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,858	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0					Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0					Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	(Opene	d Jan. 1, 1	868, & ope	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,025	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	.....	.....	r. by L. C	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	88,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—					Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—					Little Miami.....Ohio.	3,775,757	*	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	106.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	50	86½
Oct. 31, 1867	28.3	3.0	24.6	—					Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	—	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	168	Long Island.....¶.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	45
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	66.0	—	6.1	—					Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108.594	282,520	4,538	186,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1868	185.0	163.2	38.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	843.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—					Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summit	t Branch.)	.....	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	236,832	.....	.....	668,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—					McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	.....	.....
Oct. 31, 1867	12.3	19.0	38.8	—					Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—					Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	131
Mar. 31, 1867	19.0	—	....	—					Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	—	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	66.0	22.4	—	52	21	13	550	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	626	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,080	5,312,725	2,868,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—					Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	—	.....	(Leased	to Louisv	ille and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—					Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	36	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,860	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358.549	2,865,817	738,436	799,793	10,646,200	9,088,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	97
Dec. 31, 1867	6.6	—	....	—					Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—					Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	—	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	78	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,206.146	35.282,221	96,178,049	5,683,608	2,017,923	—	100	66½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	8	50	110
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	.....	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,988	.....	—	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	16,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	18	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	38,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	88
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	645	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600,' 55	*	92,000	406,087	1,157,736	3,464,050	817,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	478,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil.,W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	129
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern...Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	882 944	93.894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,985	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
ept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,465	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	160½
Sept. 30, 1867	—	5.0	....	34.8					N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	182.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	137
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	144
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	276,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—					Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47.231	—	100	80
May 31, 1865	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62.264	4,000,000	443,000	147,135	782,835	223.0	350,960	.....	.....	537,940	269,167	6½	100	....

Feb. 29, 1868	26.5	—	....	—					*Northeast and Southwest Alabama*.....Ala.																				
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	893,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																				
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,415	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5a	50	68
Dec. 31, 1867	94.3	3.0	....	—	18	20	8	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	20,008,050	94,836,528	3,690,868	917,016	8	50	95½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
ept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,866	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,953	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(O	wned by	Provincial	Government.)			145.0				(9 mos.)	155,098		22,699	—		
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,032	5,009,432	26,654,145	898,981	301,742	3	100	68
Dec. 31, 1867	340.0	—	—	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6*3	122,225	340.0				4,459,319	1,063,529	—	100	33½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	76
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	15	450	Old Colony and Newport..Massachusetts.	6,014,824	666,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	94½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,358		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—					Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	3	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	8,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	335
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0					Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,166	4,476,860	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	115½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	69	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	50½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	267,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	139
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	91½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418	.....	1,099,120	200,000			33.3				863,705	254,288	10	100	124
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	102½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	180.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	118½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	82
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,689	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	118
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.9	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	30	Reading and Columbia.....Pennsylvania.	1,806,413	206,488	71,477	25,144	605,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	98
Sept. 30, 1867	140.5	1.5	16.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9*2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	76.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.0					Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	33½
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*.Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	88
Dec. 31, 1866	80.2	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	64.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶....Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	—	St. Louis, Jacksonville and Chicago...Ill.					1,500,000											100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*			2,020,000				80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328				180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,900	487			(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000		—	50	50
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696				1,269,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684			100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0							100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	601,200	*			636,200	65,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9					*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)						100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				220,000	560,000				(Leased to Portland and Kennebec.)			36,000			100	....
Dec. 31, 1867	16.0	—	....	—					South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	100.0	20.1	—	43	30	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	436,388	5,819,275	3,767,944	658,801	935,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	16	South Shore.....Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,600	22,920	85,509	27,888	—	100	18½
Dec. 31, 1867	84.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0							100	....
Sept. 30, 1867	123.0	8.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,366,000	1,708,900	683,047	22,766	132.5	200,058	1,861,849	5,329,232	350,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	48.6	3	3	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0			(6½ mos.)	118,970	6,751	—	100	....
Dec. 31 1867	68.0		....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.																	
Dec. 31, 1867	20.0		....	—				—	Springfield and Columbus.....Ohio.	346,000				196,000	150,000			68.0						—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000		660,000	200,000	95,000										
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*			1,983,141	6,739,000			13.0	56,004	2,626,176		(Leased to Cinc., Dayton and Eastern.)		—	100	....
Nov. 30, 1867	21.9	—	1.1	—				—	Stockbridge and Pittsfield.....Mass.	448,700		2,700		448,700				201.0		12,861,340		268,894	112,915	10	100	....
Nov. 30, 1867	13.2	—	....	—				—	Stony Brook.....Massachusetts.	267,383				267,300								1,275,161	91,332	—	100	....
Dec. 31, 1867	—	—	—	22.0				—	Sullivan and Erie.....Pennsylvania.										(Leased to Housatonic.)							
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York. N.Y.	3,182,489	*	243,679	124,136	1,814,130	1,721,514	35,906	478,754	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	165.0				—	Tennessee and Pacific ¶.....Tennessee.															—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576,400	250,000	35,000		73.0							100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	30.6	124,206			1,075,514	431,183	14	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western. O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,070	491,513	111.0	297,509	3,801,993		262,569	111,618	8	50	90
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249			607,111	1,550,000	443,171		522.0	1,259,485			574,463	187,005	—	100	....
Sept. 30, 1867	6.0	—	6.0	—				—	Troy and Greenbush.....New York.	294,908				274,400				55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	67
Nov. 30, 1867	27.0	—	....	15.7				—	Troy and Greenfield ¶.....Massachusetts.	2,086,640					680,000				(Leased to Hudson River.)							
Sept. 30 1867	2.1	—	2.1	—				—	Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Operated by Vt & Mass., & T. & B.)			509,582	188,393	—	100	....
Oct. 31, 1867	20.4	—	....	—				—	Tyrone and Clearfield.....Pennsylvania.	525,000									(Owned by railroads centring in Troy.)			19,208	7	100	46
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000									(Leased to Pennsylvania.)			32,000	—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				5,000,000	17,600,000											—	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*			1,000,000	3,200,000											—	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*			5,000,000	11,392,000											—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2			12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*			831,300								1,625,156				—	100	....
May 31, 1867	47.0	18.5	....	—				—	Vermont and Canada .....Vermont.	2,500,000				693,712				34.9	33,168	1,682,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	12.0								
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,169	Vermont Central.....Vermont.	8,402,055	*			5,000,000	5,500,000			77.3	199,126	3,837,794	3,281,428	461,424	62,595	8	100	101
May 31, 1867	23.7	—	....	—	4			—	Vermont Valley .....Vermont.	1,221,886	*			516,164	793,200			184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	1½	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872		(Leased to Rutland.)						—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0						—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*		174,231	3,497,791	2,393,382			205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1867	18.3	—	....	—				—	Warren.....New Jersey.	2,000,000	*	59,050		1,547,650	511,400			213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—				—	Warwick Valley .....New York.	172,577				98,650	85,000	600		18.3				764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget. D. C. & Va.			(In hands of receiver.)						10.3	(Operated by Erie.)			458,606	155,926	7	100	87½
Dec. 31, 1867	23.0	—	....	—				—	Washington County.....Maryland.									7.0				51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000		684,036	962,600	133,906		23 0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945		8,725,100	5,764,520	561,323	2,902,363	35.4	167,562					—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)			4,972,000			173.4	1,840,291	43,036,674	84,534,424	375,680	165,260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*			1,942,000				138.0	700,504			4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000				750,000	1,200,000			43.0				1,273,191	588,729	—	—	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.						2,318,000			45.0				42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—				—	Western Pennsylvania.....Pennsylvania.	2,876,329		49,660		822,450	1,283,600	630,919		84.5				116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union....Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)			580,588	4,917,350	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000			37.5				775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0				—	Whitehall and Plattsburg ¶...New York.			(Under construction.)										278,639	119,287	—	100	60
Mar. 31, 1868	20.8	—	....	—				—	White Mountains.....New Hampshire.	200,000				200,000											100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford. N.C.	5,572,702	*	554,080	39,269	1,195,660	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0				224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234		181.0				463,289	201,389	—	100	....
Nov 30, 1867	15.5	—	....	—				—	Wilton.....New Hampshire.	233,000				213,000								583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee	950,000	*								(Leased to Nashua and Lowell.)					—	100	....
Dec. 31, 1867	32.0	—	....	—				—	Winchester and Potomac.....Virginia	600,000	*				1,160,782			38.0					13,845	6½	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626		1,522,500	300,000	203,333								—	100	....
Dec. 31, 1867	13.0	—	....	—				—	Wrightsville, York and Gettysburg. Penn	293,230				317,050	52,000	69,006	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	127
															24,180				(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				—	—	—	4	50	90½
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	—	—	—	—	—	—	—	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	584	Delaware and Raritan Canal. New Jersey.	4,381,251	*	—	—	2,521,300	(See Cam. & Amb. R.R.)			65.5	—	—	—	871,672	543,157	10	100	129
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	—	64,000	—	1,300,985	—	161.0	—	—	—	120,583	14,758	16	100	.....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,967,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	—	—	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	—	247,603	8	50	59
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	—	2,751,765	—	—	—	178.0	—	—	—	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	—	—	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,619,461	*	—	—	2,002,746	2,611,310	159,506	—	45.0	—	—	—	1,099,013	.....	6	50	24½
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	—	—	87.6	—	—	—	155,872	42,170	—	50	24½
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	—	123.0	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	—	800,000	600,000	—	—	64.0	—	—	—	211,929	61.218	—	50	....
																						132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. vait in single trk.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	----	39½
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	----	64⅝
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	----	109
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,538	—	----	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	----	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	----	25½
30 Nov.'67	—	—	—	—	—	Margin'al Freight	91,543	94,200	—	—	—	—	—	----	—
30 Nov.'67	3.09	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	----	66
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	----	70
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	----	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,800	—	13,500	368	loss.	—	----	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	----	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	----	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	----	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	----	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	----	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	808,870	200,000	24,000	117,842	368,851	13,015	6	----	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	----	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	----	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	----	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	----	—
						NEW YORK.									
30 Sep.'67	7.37	—	37	6	6	Albany	139,414	98,000	40,000	----	71,861	15,873	—	100	----
30 Sep.'67	22.00	—	—	53	—	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	----
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	----
30 Sep.'67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	----
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	----
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	------	1,131129	195,907	12	100	----
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	----
30 Sep.'67	.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	------	15,085	6,352	—	100	----
30 Sep.'67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	----
30 Sep.'67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	----
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	8½	100	----
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	64,827	531,915	16,285	—	100	----
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	----
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	89,310	5	100	----
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	----
30 Sep.'67	10.24	—	—	44	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	----
30 Sep.'67	5.50	—	—	—	—	Gran'st. & Newtown (W'g	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	----
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	----
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,390	100,000	3,900	—	—	—	100	----
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,600	68,603	4,576	—	100	----
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,800	1 520	—	100	----
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	----
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	----
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	----
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	----
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69	458,948	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	----
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	----
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	----
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,595	1,176	5	100	----
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,458.404	1,170,000	1.230000	50 000	1,184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44.150	19,000	11 233	12,446	2,140	—	100	----
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,174	196,500	1,200	75,179	14,707	—	100	----
30 Sep.'67	4.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,229	—	100	----
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	----
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	-----	----	----	----	----
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	----	----
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	------	------	------	------	------	------	----	----	----
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	----
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	------	------	----	----	----
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56 300	7,700	144.006	59,180	24	50	----
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	------	4,971	428	2	25	----
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,26;	99,635	50,000	11,664	15,786	loss.	—	50	----
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	------	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	842,270	112,245	450,000	20,000	284,574	63,582	26½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	------	------	114,204	15,978	12½	50	27
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	------	170,439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9 750	2,248	9,777	loss.	—	25	----
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	------	59,500	57,718	880	49,980	loss.	—	50	----
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	------	------	4,600	2,382	—	100	----
31 Oct.'67	7.08	----	277	45	3	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,014	53,014	10	50	47
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	------	38,371	9.452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,593	285,307	------	------	9 882	23,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,455	110,000	35,600	24,916	138,501	22,495	10	50	----
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	----
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	------	40,729	6,725	2	50	----
31 Oct.'67	3.98	—	—	—	—	Schuylkill River (Phila.)	47.462	50,000	------	------	------	------	----	50	----
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	437,936	339,007	114,200	68,085	408 156	105,448	18½	50	45
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	------	------	09,627	11.284	4½	50	18½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	------	------	131,728	22 160	31½	50	68½
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	------	------	208,584	84 648	—	50	47
31 Oct.'67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400,000	00,000	------	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	875,000	100,000	------	281,058	59,792	10	50	61½
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	------	5,500	12,119	7,423	—	50	----
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,000	5,000	1,127	3,565	1,319	—	25	----
						MARYLAND.									
31 Dec.'62	21.00	----	340	50	—	Baltimore City	700,000	670,000	------	31,549	239,052	21,968	—	—	17½
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	------	------	------	------	----	----	----
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	------	------	------	------	----	----	----
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69 837	50,000	------	------	------	------	----	----	----

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1584	----
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1538	----
Brook yn and Rockaway 1st Mortgage	35,000	7	J. & J.	------	----
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	----
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	----
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	----
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	80
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	----
Citizens' Pittsburg]: 1st Mortgage	56,300	7	J. & J.	1870	----
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	----
Delaware County: 1st Mortgage	6,500	7	------	------	----
Dorchester: Real Estate Mortgage	5,000	6	------	------	----
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	------	----
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	------	----
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	----
Real Estate	124,500	7	J. & J.	------	----
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	------	------	----
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	----
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	96
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	------	----
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	----
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1873	----
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	------	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	------	------	----
Middlesex: 1st Mortgage	38,000	--	------	------	--
Malden & Melrose bonds	46,971	--	------	------	----
Real Estate	6,000	--	------	------	----
Ninth Avenue: 1st Mortgage	112,000	7	------	------	----
North Philadelphia: 1st Mortgage	100,000	7	------	1869	----
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	----
" O. & Newark	100,000	7	J. & J.	1880	----
2d Mortgage "	100,000	7	J. & J.	1883	----
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	98
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	----
Pittsb, Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	----
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	----
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J	1871	----
Quincy. Plain bonds	58,400	--	M. & S.	1898	----
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	------	----
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	----
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1900	105
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	----
Real Estate bonds	480,000	--	------	------	----
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	----
Utica and Waterville: 1st Mortgage	100,000	7	------	------	----
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	------	----
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1877	----
West Philadelphia: 1st Mortgage	60,000	7	J. & J	1880	----

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	66½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	71
Chicago and Alton, pref.	2,425,400	7	10	154
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.),* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	450,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	78
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	110
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23½
" " 2d pref.	4,051,744	6	...	8¾
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and L. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,906,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	...	7	76
St. Louis, Alton and T. H. pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,596	6	6	37½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	37
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	37½
Mariposa Mining, pref.	5,774,400	7	7	34½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	40 — @ 43 —	
Pig, American, No. 1 (good to best)		40 — @ 42 —	
Pig, American, No. 2		38 — @ 40 —	
Pig, American, Forge		37 — @ 38 —	
Bar, Refined, English and American		90 — @ 95 —	
Bar, Swedes, assorted sizes	(gold)	82 50 @ 87 50	
		Store Prices.	
Bar, Swedes, ordinary sizes		— — @145 —	
Bar, English and American, Refined		— — @ 90 —	
Bar, English and American, Common		85 — @ 87 50	
Scroll		125 — @160 —	
Ovals and Half-round		122 50 @150 —	
Band		125 — @ — —	
Horse Shoe		125 — @ — —	
Rods, ⅜@3-16 inch		100 — @160 —	
Hoop		135 — @185 —	
Nail Rod	per lb.	— 8½@ — 10	
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13	
Sheet, Single D. and T. Common		— 5½@ — 7	
Rails, English	(gold) per ton.	55 — @ 56 —	
Rails, American		74 — @ 76 —	
Anvils, Eagle	per lb.	— 9½@ — —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— — @ — 40
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 26 @ — 26½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— 33½@ — 33½
Straits	(gold)	— — @ — 33½
English	(gold)	— — @ — 31

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 75 @ 8 87½	11 75 @ 12 25
I. C. Coke	6 87½@ 7 50	9 25 @ 11 50
Coke Terne	6 12½@ 6 25	8 25 @ 8 50
Charcoal Terne	8 — @ 8 50	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — 19 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 33 @ — —
Refined, Standard White (in ship'g order)	— 33½@ — 34
Refined, prime White (in shipping order)	— 35 @ — —
Refined, S. W. (in merchantable order)	— — @ — 33
Naptha, Refined, (60 @ 63 gravity)	— — @ — 8½
Residuum	per bbl. — — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending March 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Atlantic M. S. S. Co.	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	125½	125½	....	....
Canton Co.	59	59	59	59½	61	61½
Central of N. Jersey	111	111½	111	111	111	111
Chicago & Alton	....	156½	....	....	....	154
" pref.	....	156½	....	....	....	164
" 1 M.	101½	....	....	....	101	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	93	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	81½	81¾	....	....	....	82¼
" pref.	89¾	89½	89½	....	91½	....
" 1st M.	....	....	91	91	91	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	92¾	....	....	....	94	94
Chic., Rock Isl. & Pac.	....	125	127½	....	128½	
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	94½	....	94½	94½	94½
Clev., Col., C. and Ind.	68¾	68¾	....	68¾	68¾	68½
Clev. and Pittsburg	89½	....	89½	89½	....	....
" 2 M.	92	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	75	....	....	....	74½	74½
" Con.	....	....	....	....	....	....
Clev. and Toledo	105	105	104½	....	....	....
" S. F. 7s	99½	99½	99¾	....	....	....
Col., Chi., & Ind. C.	....	....	46	46	46	46
" 1 M.	84¾	84¾	84½	85	85	85¾
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	129	....	....	....	....	128¾
Del., Lack. & Western	116¾	....	117	117	117	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	92	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	89	....	....	....
" 4 M. 7s, 1880	....	....	86½	86½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	79	....	....	....	78¾	....
Hudson River	136½	....	....	....	138½	141
" 1 M. 7s, 1869	....	....	....	....	....	100
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	141	141
" bonds	118	....	....	....	....	....
Lake Shore (C., P. & A.)	105	....	....	105	....	....
Marietta & Cin. 1st pref.	24	....	23½	....	....	....
" 2d pref.	....	....	8½	....	....	....
Michigan Central	118	118	118	118	118	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	95¾	95½	97½	96	97½	96¾
" 1 M. S. F.	....	....	96½	97	97	....
" 2 M.	....	93½	94	94	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	64½	64¼	64¾	65½	66¾	66¾
" pref.	76	76¾	76¾	....	78½	79
" 1st mort.	....	....	....	90½	....	90½
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	102	....	....
" 7 3-10s con.	91½	91	....	....	....	....
Missouri 6s	88	89¾	90	89¾	89	89½
" H. & St. J. 1es.	88	90	....	....	....	....
Morris and Essex	88	....	....	88	....	88
" 1st mort.	98	....	....	....	....	....
" 2d mort.	90	....	....	89¾	89¾	89¾
N. Jersey R. R. & T. Co.	....	....	....	....	....	....
New York Central	158½	158¾	....	160½	160½	....
" 7s, S. F. 1876	100½	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S. F. 1883	91½	....	....	92	....	....
" 6s, S. F. 1887	....	....	....	....	90	....
N. York and Harlem	135	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	102
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s	63½	....	62½	....	64	64
" new	58½	58½	58	58½	60	59½
Ohio and Miss.	33	32½	33¾	33½	....	....
" pref.	....	....	....	75	75	....
" 1st M.	94	....	....	....	....	....
Pacific Mail S. S. Co.	100½	....	99½	99½	100½	100½
Panama	....	....	....	335	....	335
Phila. and Reading	91	91	....	91½	....	91½
Pitts., Ft. W. & Chicago	117½	116¾	....	118½	118½	118½
" 1 M.	....	102½	....	....	....	102½
" 2 M.	97½	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	24	....	....	24½	25	25
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	66	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	82
" Income bds.	....	....	....	....	....	....
Tennessee 6s	67½	67½	....	....	....	67
" new	65½	65½	66	66	66½	65½
Tol., Wab. & Western	66½	....	65½	66	67	67
" pref.	....	....	....	....	....	76
" 1 M. ex.	91	90	90½	91	....	91
" 2 M.	84½	....	....	....	....	....
" Equipment	....	....	....	77½	77	....
Virginia 6s, ex-coupon	56½	....	57½	57	57½	57½
" new	60	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending March 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	106	105	105¼	105⅝	105⅝	
U. S. 5s, 10-40s, reg.	104	104¼	....	....	103⅝	104¼
U. S. 6s, 1881, reg.	115¼	....	114⅝	115¼	....	
U. S. 6s, 1881, coup.	115⅝	116¼	....	116¼	116	
U. S. 6s, '81, O.W.L. y.	....	....	....	....	....	....
U. S. 6s, 1881, ... y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	113	113¼	113	....	113	
U. S. 6s, 5-20s, c. 1862.	118	119	118¼	118⅝	118⅝	118¼
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	114⅛	115	114⅛	114¼	114⅝	114¼
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	115⅜	116¼	....	116¼	116¼	116¼
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	112⅝	113¼	112⅝	112¼	112⅝	112⅝
U. S. 6s, 5-20s, reg. '67.	....	113	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	113⅛	113¼	113	112¼	113	112⅝
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..	112⅝	113	112⅝	112¼	....	....
U. S. 6s, Pac.R.R.issue	101⅛	102	102	....	101⅛	102

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 9.

	W. 3.	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	33¼	....
Camden and Amboy	124	124	123⅝	....	123⅝	123
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	91	....	92	....	....
.. 6s, 1883	....	86	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '80	93	....	....	....	....	92½
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	39	....	....	....	....
.. 7s	....	89½	....	....	....	....
Lehigh Navigation	....	29⅜	29⅜	29⅜	....	29⅜
.. 6s, 1884	....	83¼	....	....	....	83¼
.. Gold L.	....	89⅞	90⅛	90⅛	89⅝	89⅝
.. R. R. L.	....	85	85	85	....	85
Lehigh Valley R. R.	....	56	55⅝	55⅞	56	56
.. 6s new	....	....	....	95	....	95
Little Schuylkill R.R.	....	43½	....	....	....	43½
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	55
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	65
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	34
.. 6s, 1880	....	89	....	89	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	48¼	48¼	....	....
Pennsylvania R. R.	58	57¼	57¼	57	57	57¼
.. 1st M.	....	98¼	98¼	....	....	....
.. 2d M.	....	....	97	....	....	....
Penn. State, 6s, 1st series	104¼	....	104¼	103⅝	....	103⅝
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	107	107	....	....	107	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s	....	....	97½	....	....	....
.. new	101	101	101	....	101	101
Philad., Germ. & Nor.	60½	....	....	....	....	....
Phila. & Reading	45⅛	45⅛	45¼	45¼	45¼	45⅜
.. 7s, 1893	105½	....	....	....	....	....
Philadelphia and Erie	25⅛	....	25	25	25	25⅛
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	18¼
.. 6s, 1882	....	....	67	67	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	56	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	10	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	11⅛	11⅛	....	11⅛	....	12
Chestnut & Wal.	46½	....	....	....	....	....
Green & Coates	38	....	....	....	....	38
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 9.

	W. 3.	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9
Baltimore City 6s, 1875	....	95	95	....	95	....
.. 1886	....	....	....	....	93	....
.. 1890	....	94	94¼	93	....	93
.. 1893	....	....	....	....	....	....
Balt and Ohio	119½	....	....	120	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	92
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	....	....	88¼	....	88¼
.. 2d M.	....	....	70½	....	....	70½
Northern Central	....	....	48¼	....	....	48⅜
.. bonds, 1885	....	....	....	....	85¼	....
.. .. 1900	....	....	....	....	....	85½
N. W. Va. 1st mort.	....	93½	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	17¼

Boston Stock Exchange.

Actual Sales Prices for the week ending March 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Boston and Albany	150	150½	....	....	150	
Boston and Lowell	....	139	....	....	138½	
Boston and Maine	138½	138⅝	....	....	138⅝	
Boston and Providence	....	136⅝	....	....	137	
Boston, Hartford & Erie	26	25¾	25¼	25⅝	25¼	25¼
.. 7s, new	....	....	....	62½	62½	....
Cheshire, pref.	....	71	....	71	....	....
Concord	....	....	....	....	....	76
Connecticut River	....	....	152¾	....	....	....
Eastern	....	114¾	115	....	114¾	114¾
Fitchburg	....	136¾	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118⅜	....	118¼	118¼	....	118¼
Northern, N. H.	....	....	....	112	112	....
Ogdens. & Lake Champ	68¼	....	....	68	....	....
.. pref.	107	....	....	....	106¾	....
Old Colony & Newport.	93	94	94¼	94¼	94¼	94¼
Ph., Wil. & Baltimore..	52½	....	52	....	52	51⅞
Portl'd, Saco & Ports.	115	....	....	....	....	....
Vermont & Canada	....	....	....	....	101	....
Vermont & Mass.	....	....	62¾	....	62	60
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	64¾
Cambridge ..	....	....	....	....	103	103
Metropolitan ..	....	....	....	....	....	66
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	15	....	....	....
Franklin ..	23	21¾	21¾	21¼	21¼	24¼
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	7¾	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	14¼	....	....	14	13¾	13¾
Pittsburg ..	28	....	....	....	....	21
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Feb. 12.	Feb. 19.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	67 — 72	67 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	67 — 72	67 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	37½ — 48½	37½ — 38½
Detroit and Milwaukee 1st mort. 7s.	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	24¾ — 25½	24¾ — 25
Do. sterig. 6 p. c. convertible bonds	70 — 72	70 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	94 — 94½	96½— 97½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	106 —108	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	87 — 89
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, March 13, 1869.

Stock Exchange and Money Market.

Money has been working rather favorably for the borrowing interests, since our last. The supply of capital has been comparatively liberal, while there has been a less urgent inquiry from all sources for accommodation. The city banks have been losing on their specie, deposit and legal tender averages, and have made a less satisfactory exhibit in their last weekly statement, which showed a further decrease of $2,611,738 of deposits, $1,689,685 of legal tender notes, and $1,345,969 of specie. The whole line of deposits at bank is now $25,132,643 below the corresponding week last season, the difference in specie deposits being less than a million and a half, while the loss in currency deposits is about twenty-three and a half millions, including a difference of $7,871,675 in greenbucks and greenback 3 per cent. certificates. The relative strength of the movement, however, in respect to the lawful money basis to deposits and circulation, is not important as these figures might seem to indicate—31⅝ per cent. now, to 32⅛ per cent. on the 7th March last year. The U. S. Sub-Treasury made heavy disbursements, during the week, largely in excess of its receipts, thus reducing its cash reserve on Tuesday of this week to 83¼ millions as against nearly 88 millions the preceding Tuesday. Private lenders have been making free advances to the Government houses at 6@7 per cent.; and to the Stock firms at generally the legal rate of 7 per cent. on call. There has been a better inquiry for choice to good mercantile paper at from 7@9 per cent. per annum, on a somewhat lighter offering of really marketable grades. More confidence has been noted in financial and commercial circles, since the inauguration of the new National administration, which gives promise of more harmonious and more acceptable action on the pressing issues of the times, particularly in the financial and industrial lines. Pending the permanent organization of the Cabinet of President Grant, however, conservative movements have been noted in the Fund, Stock, Gold, and Merchandise markets. Our Washington dispatches enabled us to anticipate, in our last, the showing of the monthly Treasury statement as to the cash reserves of the department, which on the 1st inst., embraced $98 741,261 of coin, and $16,853,529 of currency, or a total of $115,594,790. Included in the coin balance were $28,775,560 to the credit of private depositors. At the close of January the coin reserve was 88¾ millions, and the currency balance 17½ millions. The coin and currency balances of the United States Sub-Treasury at this port on the 1st of March, were $88,540,000.

It has been noted, as an assuring circumstance, that quarter day with the National banks can no longer be a source of grave periodical disturbance and embarrassment to the business interests of the country. Under the "Act Regulating the Reports of National Banking Associations," which was one of the last measures enacted by the Fortieth Congress, and approved by the President, the Comptroller of the currency is empowered to call for not less than five general, as also for special statements of the business of the National banking institutions, at the close of business on any *past* day which he may designate. The enforcement of this law will preclude all manipulations of the money market in the interest of the banks desirous of making a strong exhibit; will prevent all "doctoring" of statements for special purposes, and will protect the financial and commercial public from the hardships of sudden contraction, such as has been the usual preliminary to former quarter day returns to the Currency Bureau, under the old provisions of the banking act.

The specie reserve of the city banks is now $19,486,634, against $20,714,233 same time last year. The city bank deposits are now $182,604,437, against $207,737,080 week ending March 7, 1868 The legal tender reserve amounts to $49,145,869, against $57,017,044 same time last year. The circulation now stands at $34,275,885, against $24,153,957 same time last year. The loans are now $262,089,883, against $269,156,636 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $121,191,355 a day, against a daily average of $105,563,204 the preceding week, and $117,998,508 the week ending with Feb. 17, 1869. The current week's exchanges average about $110,384,000 a day. The city banks, last week, reported a further loss of $1,345,969 of

specie, $2,611,738 on deposits, and $1,689,685 of legal tender notes. They increased their loans, $717,986; and their circulation, $27,904.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,315,462, average amount of specie $524,770, average amount of deposits $1,209,436.

National Bank notes to the amount of $129,610 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $313,055,776, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $13,150,693, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,905,083. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,622,900; and for the public deposits, $33,116,350—making a total of $375,539,250. The Treasury Department last week redeemed and destroyed $369,185 of worn and mutilated fractional currency, and issued $411,462 of new. The outstanding amount of fractional currency on the 1st of March, 1869, was $36,781,548, against $35,511,127, on Feb. 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with March 6, were $8,221,692, including $3,257,013 from customs duties; payments, $6,604,387, including $2,483,846 of coin interest; balance at the close of the week, $86,924,288, against $88,541,593, at the close of the preceding week, showing a decrease of $1,617,305. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $799,494, including $318,000 from customs; payments, $946,515 including $176,000 of coin interest. On Tuesday, receipts, $726,000 including $338,000 from customs and, payments $4,217,841 including $108,643 of coin interest. The balance at the close of business on Tuesday stood at $83,286,391, against $87,930,325 a week previous; and $90,889,560, on Feb. 17, 1869. The aggregate receipts of the office in February were $31,657,457, including $12,179,726 from customs, aggregate payments, $26,789,619, including $1,923,545 of coin interest.

The outstanding amount of coin certificates on the 1st of March, 1869, was $28,775,560, against $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $417,200, and retired $3,154,113 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during February, reached $1,634,240.

The income of the Government has been on a comparatively satisfactory scale, since our last, in both forms of customs and excises. The excises, last week, yielded about 4¼ millions; customs at the port of New York, $3,257,013, and at the outports about $1,100,000 (in coin) more, making the grand total income for the week equal to about $10,023,042 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 100 millions, according to the latest Washington advices.

The gold speculation has been active and excited again, this week. The price has been unusually variable and sensitive, the range having been from 130@132⅛, and the closing quotation on Wednesday 131¾. The general tendency of the market has been toward even lower figures, in harmony with the increasing measure of confidence in business circles, and with the improved political prospect. The delays in the formation of the Cabinet of President Grant, on a permanent working basis, have been the chief source of aid to the speculative interests. The export call for coin has been light. The customs demand has been up to a full average, even for the Spring season. The Sub Treasury received during the week $3,261,816 in gold for customs, and paid out $2,483,846 gold interest on the United States 10-40 Loan. The banks lost $1,345,969 on their gold deposits. They now hold a specie reserve of 19½ millions, as against 20¾ millions same time in 1868. The specie exports, last week, were only about half a million dollars. Thus far in the current week, the shipments have been confined to $39,000 on Tuesday.

The Gold Exchange Bank clearances on Wednesday, were $106,558,000, and the resulting balances $1,638,576 in coin, and $2,277,204 in currency.

The customs demand for Gold last week, averaged $542,835 a day; thus far, this week, it has averaged $328,000 a day, or equal to a weekly aggregate of $1,968,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $75,812, and since Jan. $2,097,452 against $542,587 same time in 1868. The receipts from California, last week, were $385,366. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $83,987,493, against $76,141,248 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Feb., 1869, $715,753, against $880,074 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $15,767,874, against $23,096,863 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $7,714,355. The exports of specie, from this port, last week, were $507,843, against $1,543,290 same week last year; total, since July 1, 1868, $28,692,304, against $40,106,020 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,483,846; since July 1, 1868, $65,642,192, against $53,519,606 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Feb. 12, 1869, were $4,784,186, against $4,789,669 same time in 1868.

Foreign Exchange opened more firmly, on a moderate demand for prime bills, but closed tamely and heavily, with an increasing supply of both bankers' and merchants' drafts available. Bankers' prime sixty day bills on London closed on Wednesday at 108⅝@109, and on Paris to 5.21¼@5.17½; sight bills on London to 109@109⅜, and on Paris to 5.16⅞c.@5.15. The offering of produce bills has been again quite moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,865,839, against $2,574,845 same week last year; total, since July 1, 1868, $111,633,425, against $124,748,882 same time in preceding fiscal year of 1867–'68.

The dealings in the Public Funds have been on a less extensive scale, since our last. The offerings of bonds have been moderate. The home and export demand has been checked, temporarily it is confidently believed, by the unexpected Cabinet derangements. But there has been no pressure to sell, even on speculative account, as it has been felt throughout the week that with the formal organization of the executive branch of the National administration, and the prompt and harmonious action, which is assured, of the National Legislature, the public credit will be greatly strengthened in the home and foreign markets, and higher prices will be realized on all the funded obligations. Values have been comparatively well supported, during the week, despite the diminished activity in the market.

U. S. sixes of 1881 closed here on Wednesday at 115¾@116¼; U. S. Five-twenties of 1862, 118¼@118½; U. S. Five twenties of 1864 at 113⅞@114; U. S. Five-twenties of 1865 at 112⅜@112⅝; U. S. Five-twenties of 1865, consolidated, 116¼@116½; U. S. Five-twenties of 1867, 112⅝@112¾; U. S. Five-twenties of 1868, 112½@112⅝; U. S. Ten-forties at 105@105¼; U. S. Six per cent. currency bonds, 101⅞@102.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 24.	Mar. 3.	Mar. 10.
Consols	93	93	92⅞
U. S. 5-20's of 1862	79¼	81½	82⅛
Erie	24¼	24¾	24¼
Ill. Central	97¼	97	97

A more active speculative inquiry has been noted for railway and miscellaneous share property, chiefly toward the close, and prices have shown much more firmness and buoyancy. The National Stock Exchange, an independent business centre, has completed its organization, and formally commenced operations on Thursday, the 11th inst. This makes the third Stock Exchange now open for business in this city. The regular and the Open Boards of Brokers, however, continue (and are likely so to do,) to control the bulk of the dealings in share values.

A restricted business has been transacted in produce, since our last, though in most instances, prices have been quoted easier, especially for Flour, Wheat, Pork, Petroleum and Naval Stores. Middling upland cotton closed heavily on Wednesday at 29@29¼ cts. per lb. The stock of cotton now here is estimated at about 112,500 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,731,000 bales, against 1,725,000 bales same time in 1867–'8; exports, same time 881,000 bales, against 1,071,000 bales same time in 1867–'8; stock on hand at latest dates, 395,000 bales, against 331,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 2,385 pkgs., against 2,201 pkgs., same time last year. From Boston, 2,981 pkgs., against 2,276 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been

in fair demand and firm at from 11@17½c., per lb.; week's receipts, 5,188. Milch cows at from $40@$110, each, receipts, 76. Veal calves at from 9½@13½c. per lb.; receipts, 338. Sheep and lambs at from 6@9½c., per lb.; receipts, 24,218. Swine at from 10¾@11⅜c. per lb.,; receipts, 7,-121. There has been less activity in foreign merchandise, groceries have been quoted less firm, particularly Sugars, which have receded sharply from the high figures made on the recent speculative movement. The total imports of foreign dry goods, last week, were $3,507,848, and the total amount marketed $3,587,868. The value of foreign merchandise imported last week, was $3,-507,848—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,255,441, against $4,753,533 same week last year; total since July 1, 1868, $170,-856,403, against $154,888,678 in 1867-'8. The freight market has shown less firmness, the supply of room having been more liberal. The engagements have consequently been on an enlarged scale. For Liverpool we quote flour at 1s. 3d.@ 1s. 4½d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 2½d. by sail, and 3d.@3¼d. by steamer, per bushel; cotton at $\frac{3}{32}$@⅛d. by sail, and ⅛d. by steamer, per lb.; and heavy goods 12s. 6d.@20s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 329.

The New York exports, exclusive of specie, for the week ending Mar. 9, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$2,574,845	$2,865,839
Prev. reported.....	29,892,329	26,035,420
Since January 1.....	$32,467.174	$28,901,259

The imports for the week ending March 6, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,024,344	$3,507,848
Gen. merchandise.....	2,729,189	3,747,593
Total for the week.....	$4,753,533	$7,255,441
Previously reported....	33,437,021	41,358,863
Since January 1.....	$38,190,554	$48,614,304

The balance in the Sub-Treasury on Wednesday was $86,832,283 08.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 73; do., Levee bonds, 70⅜; Georgia 6s, 82; Alabama 8s, 96; do., 5s, 65; N. Y. State 7s, Bounty Loan reg., 109; Michigan 6s, 1878, 97; Jersey City W. L., 95; Brooklyn 6s, W. L., 95½; Great Western 1st mort., 7s, 1888, 86; St. Louis and Iron Mt. R. R., 85; Am. Dock and Imp. Co. 7s, 95; New Jersey Central new bonds, 97; Dubuque and Sioux City R. R., 108¼; do., 1st mort., 90; Long Island R. R., 45; Hannibal and St. Joseph R. R., 110; do., pref., 110; Adams' Exp. Co., 62; Am. Mer. Union Exp., 43; Wells-Fargo Exp., 30; Merchants' Union Exp., 17; Mariposa Mining Co., 15¾; do., pref., 34¼; do., Tr. 10s, ctfs., 67; do., bonds, 86; Western Union Telegraph, 87½; Boston Water Power Co., 18¾; Central Coal, 62½; Buchanan Farm oil, 0.61; Consolidated Gregory Gold, 2.70; Central Petroleum, 0.75; Corydon, 0.10; Grass Valley, 0.62; Gunnell Gold, 0.50; Montana Gold, 0.38; Pit Hole Creek petroleum, 1.30; Quartz Hill Gold, 0.78; Smith and Parmalee, 1.50; Wallkill Lead, 0.20.

Philadelphia.—St. Louis W. L., 102¾; Penna. State coupon 5s, 92½; West Jersey R. R. 6s, 89½; Phila. and Erie 7s, 80½; Morris Canal scrip, 68½; West Phila. R. R., 61½; Oil Creek and Allegheny River R. R., 38; Clinton Coal, ½; Big Mt., 5½; Fulton, 5; N. Y. and Middle Coal Fields, 4½; Niagara oil, 1; Corn Planter, ½; Feeder Dam, ⅜. The latest quotations are: City 6s, 97@98; do., free of tax, 100⅞@101; State 5s, reg., 98@100; do., coupon, 92½@93; do., 6s, W. L., 101@101; do., 1st series, 103½@104½; do., 2d series, 105@105½; do., 3d series, 106@ 107; Reading, 45⅞@46; do., 7s, 1893, 105@ 105¾; do., 6s, 1880, 88@90; Camden and Amboy, 122¾@123¼; do., mort. 6s, 1889, 93@94; do., 1883, 85@87; Penn. R. R., 57¼@57⅜; do., 1st mort., 98½@99½; do., 2d mort., 96¾@98; Little Schuylkill R. R., 43½@43½; Morris Canal, 27@29; do., pref., 64@66; do., bonds, 80@90; Wyoming Valley Canal, 28@35; do., 6s, 77@85; Susquehanna Canal, 12@14; do., 6s, 56@56½; Sch. Nav., 9½@10; do., pref., 18¼@18½; do., 6s, 1882, 66¾@68; Delaware Div. Canal, 48@50; do., bonds, 80@90; Elmira and Williamsport, 30 @31; do., pref., 38@40; do., 7s, 1873, 89@91; do., 5s, 60@65; Lehigh Coal and Navigation, 29½@29¾; do., 6s, 1884, 83@84; do., R. R., Loan, 85@85; do., Gold Loan, 89¾@89⅞; North Pennsylvania, 33⅞@34⅛; do., 6s, 88½@ 89½; do., Chattle 10s, 109½@—; Philadelphia and Erie, 25@25¼; do., 6s, 86⅛@86¾; Minehill, 55@55¼; Catawissa, 10@—; do., pref., 38¼@33½; Lehigh Valley, 56@56¼; do., 6s, new, 93¾@93¼; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 41@44; West Philadelphia, 60@62; Spruce and Pine, 26½@26¾; Green and Coates, 38@39; Chestnut and Walnut, 46@46½; Thirteenth and Fifteenth, 17@ 17¾; Girard College, 28@30; Tenth and Eleventh, 70@75; Union, 40@43; Hestonville, 11⅞@12.

Boston.—Rutland and Burlington 2d mort., 7s, 60; Vermont Central 1st mort., 7s, consol., 77¾; do., 2d mort., 38½; Vermont and Massachusetts R. R. 6s, 92¼; Union Pacific R. R. 6s, 98½; Cedar Rapids and Missouri R. R. 7s, 94; Western R. R. 6s, 1875, 98; Eastern R. R. 6s, 1874@1885, 95; Central Pacific 7s, 1883, 109⅜; do., 1884, 111¼; Old Colony and Newport 6s, 1877, 102; do., 6s, 1876, 94¾; Boston, Concord and Montreal 7s, 99; Pacific (Mo.) R. R. 6s, gold, 97½; Cheshire R. R. 6s, 92; Conn. and Pass. Rivers R. R., 89; Indianapolis and Cincinnati R. R., 19¼; Summit Branch, 22½; Sandusky, Cincinnati and Cleveland R. R., 7s, 70; Worcester and Nashua R. R., 127; Stonington R. R., 80; Norwich and Worcester R. R., 105½; Rutland R. R., 33½; Boston and Chelsea horse R. R., 39⅞; Taunton Branch R. R., 113¼; Cape Cod R. R, 67; Boston Water Power, 17⅞; Cary Imp. Co., 8; East Boston Co., 10; Ophir (N. S.) gold, 45c.; Short Mt. Coal, 12½; Vermont 6s, 99⅞; Maine 6s, 1871, 99¾; New Hampshire 6s, 1872, 99⅞; Massachusetts 5s, 1894, gold, 109⅝; do., 5s, 1883, 109¼; do., 6s, 1880, 109¼; 1872, 120; do., 6s, 5-20s, currency, 101¼; Chicago 7s, 98; Cook Co., Ills., 7s, 96½; Cambridge 6s, 1887, 99¼; Boston 5s, 1878@1884, gold, 107; do., 1871, 115½; Charlestown 6s, 1874, 100; Salem 6s, 1893, W. L., 100; Bangor 6s, 1894, 92¾; Hallowell 6s, 1870, 99¾; Gardiner 6s, 1870, 99¾; Lynn 5s, 1882, 87¾; do., 6s, 1887, 99; Allouez Mining Co., 5¾; Concord, 3; French Creek, 10c.; Hancock, 5½; Madison, 87½c.; Native, 62½c.; North Cliff, 87½c.; Petherick, 90c.; Rockland, 2; St. Clair, 1; South Side, 60c.; Star, 50c.

Baltimore.—Maryland Defense Loan, 100; Virginia 6s, old, reg., 50½; do., 1866, reg., 55; Memphis City 6s, 51⅛; Richmond and Danville bonds, 73; Central Ohio R. R., 32; do., 1st mort., 81¾; Western Maryland 1st mort., guar., 90; do., 2d mort., guar., 85½; do., 2d mort., pref., 41; Bartlett Zinc 5; Bare Hill Mining, 0.15. The latest quotations are: Balt. and Ohio, 120½@ 121; do., 6s, 1875, 92¾@—; do., 1880, 93@ 93; do., 1885, 94@94; Northern Central, 48@48¼; do., bonds, 1885, 83¾@85; do., 1900, 85½@85¾; Parkersburg Branch, 24¼@24½; N. W. Va. 1st mort., 93@93¼; do., 2d mort., 90@92; do., 3d mort., 1873, 89@89; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 88⅛@88¼; do., 2d mort., 70½@70½; Central Ohio, 32@33; do., 1st mort., 81¾@82; Western Md. 6s, 1890, 60@ 75; do., guar., 85½@90; do., 2d mort., guar., 85 @90; Richmond and Danville bonds, 72½@73½; Baltimore 6s, 1875, 95@95; do., 1886, 94@95; do., 1890, 93¼@93¾; do., 1893, 97@—; do., 5s, 1838-'70, 75@75; City Passenger R.R., 17⅝@ 17¾; George's Creek Coal, 65@67¼; Santa Clara, 1.50@3.00; Atlantic Coal, 3 00@3.30.

☞ THE FIRST MORTGAGE BONDS of the ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY, pay both the Principal and Seven per Cent. Interest—1st Feb. and 1st Aug.—in GOLD COIN, Free of Government Tax.

A limited amount only of these Bonds may be had at par and accrued interest in currency, of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street.

Copper Falls Mining Co.

The operations of this company for the year 1868 show the following result: Amount of mineral produced 1,589,301 lbs., yielding at 69.258 per cent. in Ingot Copper. 1,100,718 lbs. sold at an average of 24⅛ cents—229,724 02. The total cost, other than extraordinary expenses for new machinery requisite for the future working of the mine, additions to real estate, &c., is $182,509 83. showing a profit of $47,214 19 for the year. The statement of assets and liabilities shows a surplus of available assets of $26,198 24, after charging $28,944 57 for new machinery, $9,943 06 additions to real estate, and $12,691 37 charged for depreciation machinery, &c., without including any of the cost of machinery, real estate and plant of the mine.

Franklin Mining Co.

The report of this company shows a profit for the year of about $32,000, upward of $30,000 of which has been expended upon the stamp mill. The average price of the sales of copper for the year past has been 23¾ cents per lb. The balance of assets over liabilities is $58,085 79. The Directors say: "With liabilities reduced from $107,628 40 at the commencement of last year, to $67,514 74 at its close, with copper at a price which insures a profit, and with the strict economy in every department of the business, we hope, within a reasonable time, to have again the satisfaction of finding ourselves in a position to pay regular dividends."

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for two months from January 1st:

	1868.	1869.
Ashes, bbls.	512	1,555
Breadstuffs—		
Wheat flour, bbls.	337.557	312,268
Cornmeal, bbls.	98,761	73,247
Wheat, bush.	275,766	846,864
Rye, bush	21,374	3,349
Oats, bush.	218,809	240,631
Barley, bush.	90,737	68,531
Peas, bush	2,800	7,775
Corn, bush	2,364,067	953,414
Cotton, bales	204,770	196,041
Naval Stores—		
Crude turp., bbls.	1,717	2,961
Spirits turp., bbls	4,638	8,945
Rosin, bbls	46,361	85,143
Tar, bbls.	3,180	6,819
Pitch, bbls	588	316
Provisions—		
Pork, pkgs	27,023	30,835
Beef, bbls.	13,410	35,134
Cutmeats, pkgs	39,887	35,186
Butter, pkgs.	75,971	87,632
Cheese, pkgs	40,103	15,726
Lard, tcs. and bbls.	45,430	23,413
Do., kegs	4,772	767
Whiskey, bbls.	8,831	24,737
Petroleum, pkgs	74,907	105,841

Exports from New York to foreign ports of certain leading articles of domestic produce for two months from January 1st:

	1868.	1869.
Ashes, Pots, bbls	824	586
Do., Pearls, bbls.	8	22
Beeswax, lbs	115,320	29,270
Breadstuffs—		
Wheat flour, bbls.	118,057	174,580
Rye flour, bbls.	624	433
Cornmeal, bbls.	30,740	27,634
Wheat, bush.	388,813	1,462,919
Rye, bush	46,895	.....
Oats, bush.	15,544	28,731
Barley, bush.	.....	.....
Peas, bush	7,427	11,697
Corn, bush	1,616,762	648,638
Candles, bxs.	11,761	8,230
Coal, tons	9,671	11,610
Cotton, bales	103,515	49,267
Hay, bales	9,152	3,890
Hops, bales.	112	7,953
Naval Stores—		
Crude turp., bbls	.....	330
Spirits turp., bbls	2,787	405
Rosin, bbls	33,956	44,143
Tar, bbls	1,493	575
Pitch, bbls	688	655
Oils—whale, galls	110,171	.....
Do., sperm, galls	96,086	75,421
Do., lard, galls	70,747	3,841
Do., linseed, galls	1,698	1,153
Provisions—		
Pork, bbls.	16,487	10,172
Beef, bbls.	3,060	4,197
Do., tcs	19,663	16,360
Cutmeats, lbs	15,652,235	12,091,835
Butter, lbs.	219,709	131,402
Cheese, lbs	3,662,151	1,691,996
Lard, lbs.	13,366,753	6,258,390
Rice, tcs	54	249
Do., bbls	2,889	285
Tallow, lbs	3,880,378	2,081,283
Tobacco, crude, pkgs.	13,216	12,912
Do., manf., lbs	1,054,272	531,050
Whalebone, lbs	92,799	90,796
Petroleum, galls	6,912,170	7,011,070

☞ The Island City *Times* says it is proposed to consolidate the Green Bay and Lake Pepin, the Portage and Ripon and the Doty Island and Waupaca roads making a common starting point at Doty Island.

Journal of Railroad Law.

COMMON CARRIERS—INCLOSURES—DAMAGES—NEGLIGENCE.

The facts in the late case of the Hannibal and St. Joseph R. R. Co., *vs.* Kenney (41 Mo., 271) will sufficiently appear in the following opinion by—

HOLMES, J. The plaintiff sues for damages done to the railroad and a running train in consequence of the defendant's mules getting upon the track. It is alleged that the plaintiff was the owner of the railroad, and was running a passenger express train on the road, at night, in the county of Caldwell, when a large number of mules belonging to the defendant, unlawfully and by reason of the defendant's negligence, entered and were upon the track at a point where it was not the duty of the plaintiff to erect and maintain fences, and that without any negligence on the part of the plaintiff the train came in contact with the mules, causing damage to the locomotive, train, and road, to the amount of $20,000, for which judgment is asked. The case is presented here on demurrer to the petition for the reason that it does not state facts sufficient to constitute a cause of action. It is urged in support of the demurrer, that the petition does not state any facts nor charge any acts of omission or commission on the part of the defendant, which in law amount to negligence for which the defendant is responsible in damages, and that it appears to be assumed that it was the duty of the defendant to keep his mules in his own enclosure, and that in default thereof he would be responsible for any damage which they might do by going upon the enclosed land of others.

We cannot sustain this view of the matter. The fact is stated that the defendant's mules had got upon the track unlawfully and by reason of the negligence of the defendant; it is not merely that the mules had strayed upon the track without his fault or knowledge. It is not necessarily assumed that the defendant was bound to keep the mules in his own enclosure; but it is positively averred that they were on the track by reason of his negligence. The trespass of the mules may be his own trespass as well, and he is certainly responsible for his own negligence if the negligence averred can be proved. The existence of negligence is a matter of fact, and must be proved like any other fact. The question what circumstances would amount to proof of negligence, or would show negligence, would more properly arise when the evidence should be produced. Lee *vs.* Cox, 16 Mo. 166. It is settled law in this State, that the owner of animals is by our law under no obligation to fence them in; that is, in not confining them, he is in no fault, nor is he guilty of negligence. Gorman *vs.* Pacific R. R. 26 Mo., 441. But it was said in this case that "although the owner of animals is not bound to fence them in, yet there may arise a state of circumstances showing that he was guilty of such willfulness or negligence in regard to his animals as would prevent a recovery of damages for their destruction;" and for the same reason we think he might be liable to the company for the damage done by them. The allegations show a good cause of action. By what evidence the plaintiff will undertake to sustain them we, of course, cannot say, nor is it necessary that he should set forth his evidence in the petition. It may happen that no other evidence can be produced than the mere omission to enclose his cattle, and that negligence can be proved on the part of the plaintiff; and if the negligence of both parties were only the remote, and neither the proximate cause of the damage, it might present a case of unavoidable accident, or simple misadventure, for which none can be held responsible. Kimbacker *vs.* Clev., C. & C. R. R. Co. 3 Ohio, 172. But no opinion need be given on such questions until they arise upon the trial of the cause. The subject has been considered by this court in several cases, and need be no further discussed at this time. Gorman *vs.* Pacific R. R., 26 Mo., 441, Clark's Adm'x *vs.* Han. & St. Jo. R. R. Co., 36 Mo. 202.

We are of opinion that the petition states a good cause of action, and that the demurrer should have been overruled.

Judgment reversed and the cause remanded.

From Herapath's Railway Journal.

Railway Economy.—Permanent Way.

We stated in a previous article that the term broad gauge became almost synonymous with a bridge rail and longitudinal sleeper road in contradistinction to the narrow gauge, which consisted of a double-headed rail held in chairs, supported on cross sleepers, and this holds good generally in England; but some modifications, or combinations, of the two systems, were introduced in Ireland which are deserving of notice.

On the Great Southern and Western, and Dublin and Drogheda Railways, the permanent way, introduced by Sir John Macniel, was composed of a deep bridge rail of 92 lbs. per yard, supported on cross sleepers 2 ft. 6 in. apart, to which it was secured by fang bolts. The sleepers were all rectangular in section, those at the joint being 12 in. by 6 in., and the intermediate ones 9 in. by 5 in. This road, therefore, was a combination of the two systems, the broad gauge rail strengthened sufficiently to enable it to bear the weights when supported on the narrow gauge substructure. A more simple type of permanent way can hardly be conceived; it has all the advantages of the cross sleeper system without the chairs and keys. The chief disadvantage urged against it was that the rail could not be turned when its top table had become worn out, but experience has proved that neither can the double-headed rail, so that they were both equal in this respect, and undoubtedly, getting rid of the chairs is a great advantage.

On the Midland Great Western railway another modification was introduced by Mr. Hemans. It consisted of a foot, or Vignoles rail, 76 lbs. per yard, supported on longitudinal sleepers with cross transomes underneath. Here, then, was the broad gauge substructure with a different kind of rail.

It was the examination of these two and the Great Western systems which led Mr. Dockray in 1848 to recommend to the directors of the London and North Western Railway a plan of permanent way designed by him, and partaking of the peculiarities of these three. At that time the permanent way of the southern division of the line was rapidly wearing out from the increasing traffic, greater speed of the express trains and weight of engines, and it became necessary to take some decided steps to render the permanent way capable of enduring the increased work thus brought upon it; accordingly an experimental length of line, as proposed by Mr. Dockray, was laid down. It consisted of a heavy bridge rail, 100 lbs. per yard, with a base 7½ in. wide, which rested on a longitudinal sleeper of the same width as the rail, and 5½ in. deep, this was supported by cross-sleepers placed 3 ft. apart, the rail being laid down by long fang bolts passing through both. This should have made a good permanent way, but it nevertheless was not adopted beyond the

experimental length, and that has since given place to the double-headed rail and cross sleepers; this might perhaps be owing to the difficulty of packing a road composed of the longitudinal and cross sleeper system combined, and perhaps also from its greater first cost as compared with the other, which it exceeded by about £700 per double mile. It was a remarkable instance of the application of the longitudinal system to the narrow gauge.

Another system which has been much patronized of late, more particularly for light traffic, is that composed of a foot rail resting on cross sleepers to which it is held down by dog spikes. It was partially adopted on the London, Chatham, and Dover, but has, we believe, been abandoned, but it may be found working well on many branch lines. It has the great merit of simplicity, the chief defect being the difficulty of maintaining the gauge, as the dog spikes usually employed have not sufficient hold of the sleeper to resist the side thrust against the rails, particularly on curves. This system has been introduced by Mr. Fowler on the Metropolitan Railway, and we are bound to say that it has been carried out in a very efficient manner. The rails are of Bessemer steel about 80 lbs. to the yard, are 4½ in. deep, and have a base 6 in. wide; these rest on rectangular cross sleepers placed as close together as the requisite spaces for packing will allow, and form the nearest approach possible to a close planked road; the rails are held down to the sleepers by bolts and fang nuts, the nuts being made purposely of cast in preference to wrought-iron, this is done to obviate the difficulty always experienced in screwing up or unscrewing the bolts on account of the oxidation which always takes place when the screw thread is buried in the ballast, as it is found that the rust of the cast-iron is not nearly so strong or adhesive as that of wrought, but crumbles into powder when the bolt is moved. The joints are secured by means of fishing-plates bolted together with ⅞ in. bolts. Altogether we regard this permanent way as an improvement in the right direction, and if it continues to stand the never-ceasing heavy traffic which it has to carry, as well as it appears to have done up to the present time, it will do much towards abolishing chairs which, now it is generally accepted that the double headed rail cannot be reversed with advantage, become useless appendages. On this point, however, we should remark that there is one experiment now under trial on the Great Northern Railway with a view to prevent the indenting of the under side of the rail. A new kind of chair was introduced some few years ago with a wider base than ordinary, and having a wood packing let into a recess under the rail for it to rest upon instead of resting directly on the chair. This would, of course, preserve the rail so long as the packing stood, and it appears to us that its success will hinge entirely on this point, and the difficulty of getting a sufficient bearing surface to distribute the weight sufficiently to prevent the wood being crushed.

Another system of permanent way which has been for some time under trial on the South Eastern Railway appears to possess great merit as regards both efficiency and economy, and is likely to become a formidable competitor with the chair system. This plan is, we believe, the invention of Mr. Meakin, but the practical form it has assumed on the South Eastern is due to the able engineer of the line, Mr. Ashcroft. The rail consists of a single and rather massive head attached to a light web with a small foot made of steel; this is gripped between two continuous angle plates of iron, which afford a direct support to the under sides of the table and nip the foot, thus forming a kind of continuous fish-joint, the rails breaking joint with the angle plates, and the whole being held together by screw bolts and nuts about 18 inches apart. The steel head weighs about 45 lbs. per yard, the angle plates 63 lbs., making together 108 lbs. per yard, the cost of which, including bolts, is £10 10s. per ton; the rail rests directly on a longitudinal plank 10 in. by 4 in., and this again on the usual complement of cross sleepers, the rail being held down by fang bolts. We have in this system again a combination of the longitudinal and cross sleeper systems with a rail of altogether a novel construction. The great feature is no doubt the rail itself, as if further experience corroborates the result, of its working up to the present time, which we believe has proved very satisfactory, it will show an advantage over a rail entirely of steel in admitting of a renewal of the head at half the cost of a new rail, while the first cost is not more than a steel rail of equal strength, and which when worn out would have to be thrown away entirely. This plan also saves the cost of the fishing plates for the joints, and it promises, we think, the advantage of greater security than a simple steel rail, as should from any unforeseen circumstance a fracture of the rail occur, the angle plates would hold it firmly together. We shall watch with interest the further trial of this plan. It could hardly be submitted to a more severe test than it is on the sharp curve running from the main line into the Cannon-street terminus, with the incessant heavy traffic over it, where it has now been laid down for upwards of a year.

From the Arkansas Standard.

Cairo and Fulton Railroad.

The deep interest we feel in the construction of this road, and the great benefit that would accrue to this section of the state especially, and to the country generally, from its early completion must be our apology for so pertinaciously pressing the attention of the public to the subject. The dilatoriness with which those in charge of the enterprise move in its construction, excites in our mind grave apprehensions of either incompetency of the officers, or a collusion on their part with the officers of other contemplated roads, to delay action until it forfeits its charter, and thus remove it out of the way of those roads, with whose interests it conflicts. This road was chartered over fifteen years ago, and by the terms of its charter, it is to be forfeited, unless twenty miles of the road be built within sixteen years. That time will expire on the 28th of July next, and not one foot of the road in Arkansas is completed, nor so far as we know, is there a single hand engaged on the work at this time. If the time specified in the charter for the completion of a certain portion of the road should pass without its completion, the million and a half acres of land granted to it will be forfeited with its charter, and the Cairo and Fulton Railroad, in consequence of the lengthy period of gestation will be still born, affording another evidence of the truth of the adage, "procrastination is the thief of time."

Gen. Brayman, the president, before the election last fall, issued a circular, in which he made such flattering representations of the condition and affairs of the road, that the people were inspired with the hope that its early completion was a fixed fact, and that in two years at farthest the iron horse would be careering through this section, drawing in his train thousands and millions of freight. With this hope animating them, our people voted for state aid to railroads, with a unanimity we have never seen equaled anywhere. But since that time we have seen and heard but little about the road, and the fair promises then made begin to bear the aspect of an electioneering trick, as many suspected at the time they were. Now, the people would like to know whether all those fair promises were merely "Buncomb," or whether the road will actually be built, and Gen. Brayman is in duty bound to give them this information.

The immense land grants that have been made to this road, and the state aid it will receive as soon as the required conditions are complied with, it appears to us would enable Gen. Brayman to hypothecate the bonds on liberal terms, and push the road forward to an early completion. As we stated a week or two since, the people along the line are willing and anxious to afford all the aid in their power towards its construction, and as soon as the work is commenced with a fair prospect of completion they will come forward with a liberality that will show their high appreciation of its importance to the country, and at the same time give material aid to the enterprise. With the five million dollars that we learn Gen. Brayman says he can command, the land grants, the state aid, and the assistance the people will give, we see no valid excuse for delaying for even one day, active operations on the road.

Virginia State Debt.

A statement of the Virginia State debt has just been made public, from which it appears that—

The whole debt on which the State is paying four per cent. interest from Jan. 1, 1867, to July, 1868, is	$32,808,032 94
On this two per ct. interest, unpaid, stands to the credit of the creditor.	
Interest funded and to be funded..	7,671,600 09
On which no interest is being paid.	
Guaranteed debt	1,976,260 91
On which no interest is being paid.	
Total debt	$42,455,893 94

To which is to be added the outstanding two per cent. on the interest paying debt, which is unpaid and unfunded.

From the Arkansas Gazette.

Iron Mountain and Helena Railroad.

We have received a copy of the report of J. C. McCabe, Esq., Secretary, addressed to Gov. Clayton. It contains valuable information relative to the characteristics and resources of the State, and is well worth perusing. Mr. McCabe asserts that among the several railroads projected in Arkansas, none more deservedly claims the attention of the State authorities than the Iron Mountain and Helena Railroad. Traversing the heart of eastern Arkansas from the northeastern boundary of the State in a due direction to Helena, 140 miles, passing through or near the county seats of six large counties, and immediately affecting the business of at least seven other contiguous counties, it will subserve the interest of the people of Greene, Lawrence, Randolph, Craighead, Poinsett, Jackson, Woodruff, Cross, Crittenden, St. Francis, Phillips, Monroe and Mississippi Counties. It will secure at the northern boundary of the State immediate rail communication with St. Louis, and at the southern connect it with head of low water navigation on the Mississippi River at Helena; and by the extension of the road a few miles, with the system of railroads in the State of Mississippi *now*, in daily communication with New Orleans. Being an extension of the Iron Mountain and St. Louis Railroad, it will be the middle link between the latter city and New Orleans, thus drawing to our State the great bulk of the trade carried on between the grain and meat producing States of the northwest, of which St. Louis is the centre, and the cotton, rice, and sugar producing States on the Gulf of Mexico, whose business centre is New Orleans.

With the Iron Mountain and Helena Railroad

in operation, emigration would naturally tend toward the rich and fertile Valley of White River or the splendid cotton and corn lands found in the valley of the Arkansas. With St. Louis at the north and New Orleans at the south, both centres of foreign immigration, this railroad would present a facile outlet for their superabundant population, inducing the thousands of able-bodied laborers vainly seeking for employment in these overstocked cities to come to Arkansas and find in the cultivation of its millions of untilled acres, in the working of its mines, the navigation of its rivers, the felling of its forests, in its workshops, factories and foundries, an honest livelihood and manly independence, while at the same time they increased the revenue and promoted the prosperity of the State.

In point of public benefit to the State, of National importance, and of cheapness of construction, the Iron Mountain and Helena Railroad recommends itself most strongly to the fostering and encouraging hand of the State authorities. Its main assets, consisting of lands situated along the line of the road, highly fertile and eligibly situated for residence and cultivation, need only the supervening influence of friendly legislation to give them available vitality. Any appropriation of any part of the public domain to this enterprise would be a wise expenditure of the State resources, to be returned ere long in the permanent prosperity of the people, and the consequent enlargement of the revenue of the State. The building of this road will be a desideratum to eastern Arkansas, and must most happily affect every interest—political, social, agricultural, manufacturing and mineral—of the State. The officers of the Iron Mountain and Helena Railroad are: President, D. C. Cross; Secretary, J. C. McCabe; Treasurer, J. S. Horner.

Specie Movement at New York in 1869.

Received from foreign ports:

In January	$221,278
Do. February	1,882,755
	$2,104,033

Received from California:

In January	$1,810,536
Do. February	1,359,226
	3,169,762
Total supply	$5,273,795

Exported to foreign ports:

In January	$3,214,380
Do. February	3,232,083
	6,446,463
Loss since January	$1,172,668

Cumberland Valley Railroad.

A joint meeting of the two boards of directors of the Cumberland Valley and Pennsylvania Railroad Companies will be held in Philadelphia on the 17th inst., for the purpose of finally determining the plan of action on this subject. The Hagerstown *Mail* says it is already settled that the road will be extended from Hagerstown to Williamsport, and that all that now remains to be determined is the point of termination on the Potomac, intersecting with the Chesapeake and Ohio Canal. The impression is that the original survey of the Chief Engineer, Major Watts, with some variations of the line east of the creek, will be adopted, and that the terminus will be on the west bank of the Conococheague.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$1,642,336	$1,799,449
" cotton	1,180.236	1,554,577
" silk	1,401,494	1,803,309
" flax	756,294	996,405
Miscellaneous dry goods	694,447	703,821
Total entered for consump.	$5,675,807	$6,857,561

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool	$1,113,106	$928,133
" cotton	677,875	540,107
" silk	528,694	464,495
" flax	698,569	555,837
Miscellaneous dry goods	177,581	207,995
Total withdrawn from warehouse	$3,195,825	$2,696,567
Add entered for consump.	5,675,807	6,857,561
Tot. thrown on the market	$8,871,632	$9,554,128

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool	$1,182,347	$949,336
" cotton	493,194	423,881
" silk	572,123	426,499
" flax	353 885	440,590
Miscellaneous dry goods	297,414	103,326
Total entered for wareh'g	$2,898,963	$2,343,632
Total entered for consump.	5,675,807	6,857,561
Total entered at the port	$8,574,770	$9,201,193

The imports of foreign dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$2,217,174	$2,720,124
" cotton	1,825,869	2,865,389
" silk	2,413,344	3,271 123
" flax	1,252,998	1 855,571
Miscellaneous dry goods	1,126,474	1,212,187
Tot. entered for consump.	$8,835,859	$11,924,394

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$1,598,757	$1,527,750
" cotton	1,065,699	901,397
" silk	709,167	753,703
" flax	1,137,517	1,135,968
Miscellaneous dry goods	289,659	315,023
Total withdrawn from warehouse	$4,800,799	$4,633,841
Add entered for consump.	8,835,859	11,924,394
Total thrown on the market	$13,636,658	$16,558,235

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool	$1,924,862	$1,847,286
" cotton	967,414	899,553
" silk	857,746	913,671
" flax	675,101	1,062,308
Miscellaneous dry goods	433,147	214,996
Total entered warehouse	$4,858,270	$4,937,814
Add entered for consump.	8,835,859	11,924,394
Total entered at the port	$13,694,129	$16,862,208

☞ The Bedford (Ind.) *Independent* says that "the surveying party of the B., B. and T. H. R.R. route have reached Salt Creek and found a route quite practicable, but they propose surveying two other routes in order to find the best. So the question has been settled definitely, that we can reach Salt Creek without any difficulty."

New Bank Statement Law.

The following is a copy of the act passed at the last session of Congress, entitled "An Act Regulating the Reports of National Banking Associations:"

Be it enacted, &c., That in lieu of all reports required by section 34 of the National Currency act every association shall make to the Comptroller of the Currency *not less than five reports* during each and every year, according to the form which may be prescribed by him, verified by the oath or affirmation of the President or Cashier of such association and attested by the signatures of at least three of the directors, which report shall exhibit in detail and under appropriate heads the resources and liabilities of the association at the close of business on *any past day to be by him specified*, and shall transmit such report to the Comptroller within five days after the receipt of a request or requisition therefor from him; and the report of each association above required, in the same form in which it is made to the Comptroller, shall be published in a newspaper published in the place where such association is established, or if there be no newspaper in the place, then in the one published nearest thereto in the same county, at the expense of the association, and such proof of publication shall be furnished as may be required by the Comptroller. And the Comptroller shall have power to call for special reports from any particular association, whenever, in his judgment, the same shall be necessary, in order to a full and complete knowledge of its condition. Any association failing to make and transmit any such report, shall be subject to a penalty of $100 for each day after five days that such bank shall delay to make and transmit any report as aforesaid, and in case any association shall delay or refuse to pay the penalty herein imposed, when the same shall be assessed by the Comptroller of the Currency, the amount of such penalty may be retained by the Treasurer of the United States upon the order of the Comptroller of the Currency, out of the interest, as it may become due to the association, on the bonds deposited with him to secure circulation. And all sums of money collected for penalties under this section shall be paid into the Treasury of the United States.

SEC. 2. *And be it further enacted*, That, in addition to said reports, each National banking association shall report to the Comptroller of the Currency the amount of each dividend declared by said association, and the amount of net earnings in excess of said dividends; which report shall be made within ten days after the declaration of each dividend, and attested by the oath of the President or Cashier of said association; and a failure to comply with the provisions of this section shall subject such association to the penalties provided in the foregoing section.

☞ The Wrightsville *Star* says that the connection between the Pennsylvania and Northern Central Railroads has been made in Wrightsville, and hopes to see the cars very soon passing over the bridge. The change in the tracks is a decided improvement, and adds much to the convenience of both companies. The Northern Central will, during the coming summer, lay down new and heavier rails between Wrightsville and York, which is certainly demanded by the character of the freight that will hereafter pass over the road.

☞ The Hackensack Railroad, N. J. has been transferred to the Erie Railway Company, and will be immediately extended to Sufferns, furnishing a third track at that end of the road.

☞ The earnings of the European and North American Railway in February, 1869, were $9,701 19; in February, 1868, $8,581 23—increase, $1,119 96.

☞ The Platte Valley and Pacific Railroad Company was organized at Omaha on the 28th of January, by the election of the following board of directors: P. R. Sharpy, A. R. Gilmore, O. D. Richardson, E. Lowe, James C. Mitchell, J. B. Stutsman, and John A. Parker. President, John A. Parker; Vice-President, J. B. Stutsman; Treasurer, J. A. Jackson; Secretary, B. R. Pegram.

☞ The Hudson River Railroad Company has placed twelve of the Mansell wooden car wheels on their drawing-room car. These wheels cost treble the price of the ordinary cast iron wheels, but this is regarded as of little consequence compared with the advantages derived from their use. They ride smoothly, making conversation, reading and even writing, not only possible, but an easy task on the cars.

☞ The Rockford, Rock Island and St. Louis Railroad Company has just concluded a negotiation of two millions of dollars of their first mortgage bonds in Europe. The work on the road is progressing favorably, and the company have advanced the price of its bonds from 97½ to 100 and accrued interest.

☞ The extension of the Missouri Valley Railroad was completed on the 27th ult., to the western division of the Missouri road, forming another direct route from St. Louis to St. Joseph, thence to Omaha.

☞ The Montreal *Gazette* says it is the impression that section No. 1 of the Intercolonial Railway, awarded to Horsey & Co., will be put up again for tender.

☞ The Tallahassee, Pensacola and Georgia Railroad is advertised to be sold on the 20th of March. The sale is ordered by the trustees of the State Internal Improvement Fund.

THE WORKSHOP.

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Edited by Prof. W. Baumer, I. Schnorr and others, and published by E. Steiger, No. 22 & 24 Frankfort street, New York.

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1st.	4	5 feet.	14 ×20	38×37	127	10 feet 8×2	42 in.	50,100 lbs.	Inside.
2d.	4	5 feet.	13 ×20	42×40½	131	10 feet 2×1¾	42 in.	45,700 lbs.	Outside.
3d.	4	5 ft. 6	15 ×20	44×38	150	11 feet ×1¾	44 in.	52,600 lbs.	Inside.
4th.	4	5 feet.	15 ×24	41×37	140	11 feet 2×2	43 in.	57,000 lbs.	Outside.
5th.	4	5 feet.	13½×22	40×38	103	11 feet ×2	40 in.	43,400 lbs.	Outside.

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Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway give public notice that they are now prepared to receive TENDERS for THREE FURTHER SECTIONS of the line.

Section No. 5 will be in the Province of Quebec and will extend from forty miles east of Riviere du Loup, at the end of Contract No. 2, to the Sixty-Sixth Mile Post, near Rimouski, a distance of about twenty-six miles.

Section No. 6 will be in the Province of New Brunswick and will extend from the easterly end of Contract No. 3, opposite Dalhousie, to the west side of the Main Post road near the 48th Mile Post, easterly from Jacquet River, about twenty-one miles.

Section No. 7 will be in the Province of Nova Scotia and will extend from the southerly end of Contract No. 4, near River Phillip, to Station Fifty at Folly Lake, about twenty-four miles.

Plans and profiles with specifications and terms of contract will he exhibited at the office of the Board of Works, Toronto, and at the offices of the Commiseioners at Ottawa, Rimouski, Dalhousie, St. John, and Halifax, on and after the FIFTH day of MARCH, 1869, and SEALED TENDERS, addressed to the Commissioners of the Intercolonial Railway, and marked "Tender," will be received at their office in Ottawa up to SEVEN o'clock, P. M., on the TWENTY-NINTH day of MARCH, 1869.

Intercolonial Railway Office,
Ottawa, 11th February, 1869.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
W. F. COFFIN,
Commissioners.

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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

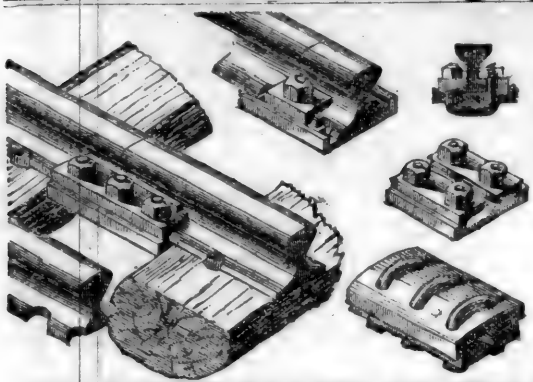
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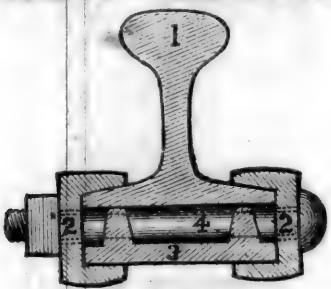
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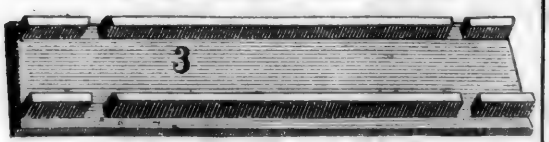
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Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts (*4.*) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly,* is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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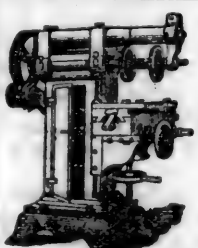
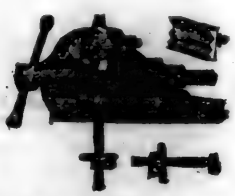
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SECOND QUARTO SERIES, VOL. XXV., No. 12.] SATURDAY, MARCH 20, 1869. [WHOLE No. 1,718, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 20, 1869.

The East River Bridge:

CONSULTATION OF THE BOARD OF ENGINEERS—ROEBLING'S PLAN INDORSED.

The Board of Consulting Engineers, consisting of Horatio Allen, W. J. McAlpine, J. Dutton Steele, Benjamin H. Latrobe, John Serrell, J. P. Kirkwood and J. W. Adams, have finished their conference, after having sat for three days, carefully examining the details of the plans and theories of Mr. Roebling. The result is a full confirmation of them in their application to the proposed East River Bridge. The first point on which they unanimously decided was, that there was nothing impossible in the building of a suspension bridge of so great a span as 1,660 feet though hitherto it had not been accomplished or attempted. The progress of suspension-bridge erection was traced, from the 600 feet bridge span of Europe to 850 feet in the old Niagara bridge. From this the span of 1,057 feet had been attained by Mr. Roebling in the Cincinnati bridge, and now the second Niagara bridge had been built by an English engineer, Mr. McAlpine being consulting engineer, with a span of 1,264 feet. Mr. Roebling's East River bridge project contemplates a span of 1,600 feet. The Board of Engineers were agreed that not only this great span of 1,600 feet, but even double as great a span, was perfectly feasible. The limit is simply the strength of the materials in proportion to their weight. The next and most important point upon which the Board consulted, was the foundations proposed for the towers on each side, from which towers the bridge was to be suspended. In this case there was no natural chasm to be crossed, but an artificial structure of 300 feet in height would be needed on each side of the river. The towers must be at least 1,600 feet apart. The engineering and mechanical world, whatever the uninformed public might suppose—found no difficulty in the span; but the erection of the towers on the brink of a deep and rapid river was a problem requiring careful study. On the Brooklyn side there was a substratum of bowlders which the current would not act upon or wash away. Here a firm foundation would readily be obtained. But on the New York side the foundation would have to be laid upon a quicksand—substantially the same sort of quicksand as was met with in excavating the Dry Dock, where not a stone was found in the whole excavation. But, though a quicksand, the borings on the New York side showed this substratum to be a sand compacted almost to the hardness of rock. The question most closely studied by the Board of Engineers has been. Might not the rapid current of the river, contracted, deepened or diverted by future projections and encroachments on the water space, wash against the foundation and undermine it by scouring out the quicksand? The borings showed that this quicksand was not a recent deposit, but the original decomposed rock, which had lain for numberless ages just where it is now. The changes in the river bed were carefully inquired into, old charts and new soundings compared, and the conclusion arrived at by the Board of Engineers on this point is, that while the contraction of the river bed by encroachments and shore projections has undoubtedly varied the current and increased its force, the effect upon the soil has been confined to the mid-channel, which has deepened in some places as much as eight or ten feet. But there is no indication of a tendency of the water to scour out the quicksand on the New York side of the bridge. To guard, however, against any possible result of this kind, Mr. Roebling was willing, if thought necessary, to dig as low as 107 feet below low-water mark, down to the solid rock, for a foundation for the New York tower. But the Board were unanimous in deeming this wholly unnecessary. They considered there was no danger of scour below the level of the present river bed. In all the centuries of its flow the river has scoured its channel only sixty feet in mid-channel. Hence, if the foundations of the tower were dug down to seventy feet, no future scour at this depth could ever be expected. But if, contrary to anticipation, such scour should ever occur, it would be perfectly prevented and arrested by piling up a rip-rap work of huge stones from the level of the foundation twenty or thirty feet up toward low-water mark, thus diverting the action of the water from the tower's foundation, without at all interfering with the depth of the water along the shore. Thus it was decided that a firm and unchanging bed for the foundation of the towers could be had.

The experiments made on the quicksand bed by Mr. McAlpine while excavating the Dry Dock, proved its bearing power to be ten tons per square foot. Mr. Roebling's plan of the New York tower proposes to rest upon this bed a weight of only four tons per square foot. The weight of each tower is to be 75,000 tons. To distribute this vast weight so that no part of the pressure on the base shall be over four tons per foot, Mr. Roebling proposes that the area of the foundation shall be 165 feet long by 100 feet broad. This area will be composed of huge timbers resting on the sand, and bearing the masonry work of the tower upon it. The timber will be 20 feet thick, and this vast mass of 20 feet by 165 by 100 will be securely bolted into one solid frame, so that the weight of the tower above can never deflect it in the slightest degree at any point. At this point came in a question, concerning which the outside public may be apt to feel more in doubt than a body of trained and practiced engineers. What is the durability of timber, when exposed to the action of salt water and of fresh water, wholly or partially? On this point the researches and the experience of the Board of Engineers adduced many interesting facts, which we have not space to record. Suffice it to say that there are two dangers to submerged timber—rotting, and

the ravages of the *teredo navalis*. The uniform judgment of the Board is that when sound timber is imbedded free from fluctuations of temperature, and at a depth below the action of the *teredo*, it is simply indestructible and everlasting. Instances were cited of timber thus lasting five hundred, one thousand, and even three thousand years, either below salt or fresh water. The timber must be selected with care, the tree felled while yet growing, before it has attained its full maturity and begun to decay; it must be submerged below the mud, to which depth the *teredo* never penetrates, and then its permanence can be assured. Piles were inspected, standing between low water mark and the mud, that had in eight years been perforated in every direction by the *teredo*, or worm, so as to be absolutely honeycombed and destroyed, and become mere shells. Examples of this may be seen in the Lyceum at the Navy Yard. But the effects of the worm were nowhere visible below the mud. By placing the timber bed for the tower foundation at the depth proposed, it would be safe from the worm as well as from the scour of the river undermining it. The Board therefore unanimously held that 300 feet high of a masonry structure could be safely and unyieldingly erected on such a timber foundation as proposed by Mr. Roebling; and that the superstructure thereon, if properly built, would easily bear the weight of the bridge and all the weight that could be put on the bridge. The next subject considered by the Board was whether the plan of the bridge proposed would be perfectly safe from danger of oscillation, or of damage from heavy gusts of wind. The material, steel wire, is extremely flexible; the result desired in the bridge is the exactly opposite quality of perfect rigidity. The great weight of the structure would tend to its rigidity. The plan of longitudinal trusses, and the system of stays, were examined in connection with the element of weight, and the various results calculated and compared. The conclusion arrived at was, that the proposed East River Bridge would be equal in rigidity to the Brittannia or the Victoria tubular bridges, or to the Niagara Bridge, which for seventeen years has exhibited an example of complete rigidity. In regard to the other danger, which in several instances has been fatal to suspension bridges, of a great tornado striking under the bridge, lifting it and letting it down again, the Board considered that the enormous weight of the East River Bridge would be a considerable guarantee against such a contingency; and that the system of trusses which bound the whole together like a solid mass, and compelled every part of the bridge to rise the moment that any other part rose, afforded perfect security. The power of the bridge to sustain the greatest weight that could be put on it, was another point upon which the Board made minute calculations. The greatest weight would be that of a dense crowd of human beings, attracted to the bridge in times of excitement or to visit some spectacle visible from the bridge. This weight of people would far exceed that of locomotives and trains either of freight or passengers; and the strength of the bridge would be far in excess of the maximum of weight that could ever be piled upon it, in any conceivable contingency.

The Board have reported their decision to the Bridge Company, which expresses their conviction that the structure as planned by Mr. Roebling is in every way feasible and judicious. The great work may therefore be expected to commence without much delay.

Chesapeake and Ohio Railroad.

The Covington *Times* says that the work on the first section of this road is going on bravely. The cut near the depot was to have been finished by the 15th inst., and the whole section will be ready for cross-ties and rails by the 1st of April. This is about thirty days earlier than it was thought possible to complete the job. If the other contractors along the route have made such rapid progress, there is no reason why the cars should not run through to the White Sulphur by the 1st of July next.

Atchison and Nebraska Railroad.

Major Fanning, Chief Engineer of the Atchison and Nebraska Railroad, has completed his examination of the Nemehaw Valley Railroad route from White Cloud, Kansas, to Lincoln, Neb. He reports it a very easy route, being a valley for nearly ninety miles, and only for a short distance would it be necessary to have a grade fifty-three feet to the mile. The country is settling rapidly, and the people on the line of the proposed route are anxious for its speedy construction.

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$355,599 92	$310,778 47
" freight	940,549 26	961,704 80
" mail	18,947 36	20,575 00
" other sources	909 96	1,904 12
	$1,316,006 50	$1,294,961 89
Expenses, viz:		
Salaries, etc.	$15,354 73	$15,430 33
Transportation	359,817 56	358,392 87
Machinery	174,705 99	167,672 03
Roadway	152,351 06	155,952 17
	$702,229 34	$697,447 40
Earnings less expenses	$613,777 16	$597,514 49
From which deduct—		
Interest—sterling	$114,305 64	$113,765 28
" domestic	132,840 03	119,405 79
Damages	10,621 96	4,395 44
Stock killed	2,395 55	2,412 58
	$260,163 18	$239,979 04
Net income	$353,613 98	$357,535 45

Compared with the previous year, the gross earnings of 1868 show a decrease of $21,041 61; with a decrease in operating expenses of $4,781 94—making the decrease of net earnings, $16,262 67. The net income, after payment of interest, damage, etc., shows an increase of $3,921 47.

The equipment of the road December 31, 1867 and 1868, is thus compared:

	1867.	1868.
Locomotives—effective	35	35
waiting repairs	8	8
Total	43	43
Passenger cars, first class	22	22
" 2d class	17	18
Box cars	263	284
Platform	76	70
Stock	4	6
Total	382	400
Number of miles run	609,871	756,431
Passengers carried	92,331	85,270
Tons moved	126,222	160,529

Showing an increase in mileage of 146,560, or 24 per cent.; and in tonnage moved of 34,307, or about 28 per cent.—with an increase in expenses of less than one-half of one per cent.

The results of the operations of the road for the year ending December 31, 1868, are as follows:

Gross income, as above		$1,294,961 89
Sales of old materials		7,845 43
Materials recovered from old stock and carried to supply of materials for general application		5,898 65
Decrease in supply of materials on hand		33,155 63
Total		$1,341,861 60
Current expenses, as above		$697,447 40
Sterling interest:		
Payable in London, in gold	100,647 24	
" Charleston, in currency	13,118 04	
Domestic interest	119,405 79	
Damages and stock killed	6,807 97	
Railroad iron purchased	$87,828 08	
Less old rails sold	34,911 96	
	52,916 12	
Restoring motive power	26,276 62	
Purchase of locomotive	2,500 00	
Cars built at company's shops	33,376 37	
Lands purchased	2,766 66	
Increase in commissary stores	174 85	
Adjustment of claims prior to June 19, 1865	47,868 45	
Decrease in balance of indebtedness	238,561 09	
Total		$1,341,861 60

The general expenditures for road purposes have been chiefly, if not exclusively, in the direction of new rails and cars, and have amounted to over $115,000. In neither case has it been found that we could have dispensed with a particle of what has been procured, and in the matter of rails the supply has been insufficient.

The General Superintendent, in his report, calls for 2,100 tons new rails, and recommends the construction of fifty cars at least. Whilst the Board may not be able to answer these requisitions to their full extent, they recognize as undeniably true the wants of the department in both cases, and will, to the best of their ability, satisfy them. The wear of the old rails during the past year has been much greater than they could have expected, and it is demonstrated, to their entire satisfaction, that, apart from the question of safety, paramount with them, it is a false economy to retain in the track an old rail worn beyond a certain degree. They have furnished one hundred and fifty tons, 56 lbs., new, to meet present pressing wants, and immediately after the meeting of stockholders, propose arrangements for a larger supply, which they are of opinion can be had without creating any embarrassment to our finances.

They are also quite of opinion that the stock of good box cars should not be less than three hundred, and have already authorized the construction of the number necessary to make up that total.

In pursuance of their purpose to extend accommodation to the traveling public, commensurably with their means, the Board has authorized the purchase of the latest and most improved pattern of reclining seats in use, which are intended for their night trains, and which, it is expected, will add greatly to the comfort and ease of those who patronize them. They are looked for by every steamship.

The Auditor's statements present in their usual full and perspicuous style the financial condition of the company, and it gives infinite pleasure to the Board to be able not only to say, but to know that condition to be greatly improved, and to be rapidly reaching a point of great satisfaction and comparative ease.

They had entertained confident expectations that the important negotiations entrusted in June

last to the Honorable C. M. Furman, could in this paper have been reported as successfully accomplished, and thus finally quieted your mind as to all apprehensions about your unadjusted foreign debt.

The earlier progress of the negotiation abundantly justified such expectations, but technical difficulties later in the year intervened to obstruct and retard our agents' progress, and prevent the consummation of our wishes. Later advices, however, from Mr. Furman not only reinvigorate our hopes, but from their very sanguine nature really leave little room for doubt on our part.

The character of the negotiation in charge of Mr. Furman is as follows: As the stockholders are aware from our last report, the plan of debt adjustment adopted in 1865–'66, namely, renewal of the $2,000,000 sterling debt and interest with State guarantee had been found impracticable from several causes, but chiefly because the holders of these bonds on this side declined to exchange for the new bonds offered.

We were thus quite inconveniently situated: with a bond debt past due, part exchanged, part in original shape. Both claiming to be, and undoubtedly entitled to be, regarded, as of equal obligation upon us. This condition it will be readily seen without verbose explanation completely enchained us in the payments of interest, in the view not only of the road's convenience but of simple justice to the foreign bondholders, who had exchanged and held the bonds of 1866. Hence the Board became impressed with the imperative necessity of providing without further delay some substitute, in the shape of a new plan of debt adjustment, which would be equally acceptable to holders abroad and free of objection to those at home.

After much earnest and anxious reflection they concluded to prepare and offer to all the bondholders referred to in this connection, the company's first mortgage sterling bond bearing five per cent. interest, exchangeable at the pleasure of the company, for similar bonds bearing seven per cent. currency interest; payable within twenty years; payments to commence at expiration of ten years from date, and to be continued semi-annually until the whole debt was paid. This method of arrangement had the full concurrence of your Board. It has much to recommend it to their favor and yours; it met with the prompt and cordial acceptance of the holders of the bonds on this side, (indeed it could not well have done otherwise; for whilst undoubtedly it has advantage for us, it has yet more for them,) and we dispatched our agent to London, in July last, without doubt then as now of ultimate success; yet prepared for a less ready acceptance from an older and more cautious people than we found here.

Amongst the interesting papers from the Auditors's Department, that in relation to the company's debt, is most deserving your attention. Its most noticeable feature is the heavy reduction as indicated in the year's balance of indebtedness when compared with that of last year, in figures, $238,561 09, and this, it must be remembered, is in addition to the large sum appropriated to items of general expenditure, rails and the like.

But considerable as this sum is, it inadequately expresses the real and actual reduction of the company's debt, for it must be borne in mind that the large figures which represent the Investment Fund, represent only the cost of the constituents of that fund, and as these constituents are chiefly valuable securities purchased much below par, and their face value their real value, not their price, so the difference between their cost price and face value enters fully and legitimately into the elements of debt reductions.

Bearing this in mind, the true reduction of debt this year would not fall short of $350,000.

The reductions and changes of the principal accounts, bonds payable and bills payable, and the explanation necessary to a thorough comprehension will be found amply set forth in the various papers prepared for the information of Stockholders by the Auditor. The following general view will doubtless satisfy most:

The domestic bond debt now (31st Dec., 1868,) stands at	$1,585,296 06
On the 31st Dec., 1867, it stood at	1,492,632 92
Increase in 1868	$92,663 14
This increase is the result of	
1st, issues of new bonds in part settlement of confederate claims	$42,500 00
Retiring past due bonds	24,000 00
Retiring past due coupons	2,500 00
Purchasing certain securities	45,500 00
New bonds issued	$114,500 00
Add to this balance of arrears of interest on past due bonds, charged up to 31st Dec., 1868	8,329 81
Making together	$122,829 81
2d, A reduction of the retired past due bonds above mentioned.	$24,000 00
Cash payments on account of bonds for land purchases	6,166 67
	30,166 67
Producing the result as above stated.	$92,663 14

Of the Investment Fund above referred to as eventually applicable to debt reductions, the following items are particularly so to bonds payable:

Securities at their face valuation	$211,000 00
" " market "	67,000 00
Total	$278,000 00
If the "Increase," as above stated, viz.	92,663 14
Be taken from the amount of these securities, the "Bond Debt" would show a reduction of	$185,336 86
The bills payable account, on the 31st December, 1867, stood at	$317,186 10
It now stands at	88,060 60
Showing a reduction during the past year of	$229,125 50
To this should be added the amount of an outstanding note, given in October, for the purchase of certain securities, they now forming a part of the assets of that class	27,355 83
Virtual reduction	$256,481 33
The balance of the account as above stated, viz	$88,060 60
After deducting the note just referred to, viz.	27,355 83
Leaving	$60,704 77

is composed of obligations given for the purchase of rails and other necessary supplies, and more accurately represent balance of bills payable.

The debt and property accounts of the company at the close of the last and preceding years were as follows:

	1867.	1868.
Capital stock	$5,819,275 00	$5,819,275 00
Sterling bonds	2,275,310 88	2,275,444 79
Domestic bonds	1,492,632 92	1,585,296 06
Certificates of indebtedness	13,067 50	13,257 50
Receivables	13,500 00	17,000 00
Change notes	1,412 50	1,412 50
Bills payable	317,186 10	88,060 60
Coupons, sterling	169,764 00	280,895 98
" domestic.	59,712 50	58,702 50
Pay rolls	17,551 89	
Transient creditors.	66,605 86	55,058 73
Net income	938,430 64	1,295,966 09
	$11,184,449 79	$11,490,869 75
Roadway, track, depots, etc	$6,472,914 45	$6,472,914 45
Lands	432,879 43	435,646 09
Cars	253,803 65	273,030 02
Locomotives	393,893 18	385,853 18
Machinery, etc.	84,940 88	71,196 60
Supply of materials.	106,218 39	73,057 76
Commissary stores.	317 55	492 40
Restoration of property	1,043,944 85	1,123,137 59
Adjustm'nt of claims	99,339 82	147,208 27
Loss of property	1,456,741 91	1,481,431 91
Cash	89,533 95	37,996 62
Bonds and bills receivable	28,667 95	26,130 93
Agents	76,185 08	91,194 44
Post office depart.	6,568 75	4,866 25
Salaries, exchange, etc		116,206 87
Railroad companies	20,344 85	20,344 85
Stock of other Co's.	404,062 50	396,562 50
Transient debtors	214,098 10	333,104 82
	$11,184,449 79	$11,490,869 75

President.—Wm. J. Magrath.

Directors.—William J. Magrath, George A. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, George W. Williams, Henry Gourdin, Francis J. Pelzer, C. M. Furman, B. H. Rice, H. H. DeLeon, James Rose, William A. Courtenay, James S. Gibbes, James P. Boyce.

Gen'l Superintendent.—H. T. Peake.

Auditor.—J. R. Emery.

Pennsylvania Railroad.

The stock distribution of 136,000 shares which the officers of the Pennsylvania Railroad Co. are authorized to make to shareholders, to the extent of 25 per cent. of their respective interests, as they stand registered on the books of the company on the 30th day of April next, is to be paid for in two instalments. Fifty per cent. at the time of subscribing, between the 15th of May and the 30th of June following, and fifty per cent. between the 15th of November and the 31st of December, 1869; or, if the subscribers prefer, the whole may be paid at the time of subscribing—each instalment so paid being entitled to a pro rata of the dividend that may be declared on full shares. Those holding less than four shares, and those holding more than a multiple of four shares are to be entitled to subscribe for an additional share. By this arrangement the time of paying subscriptions is extended over two dividend periods, which are expected to give back to the shareholders ten per cent., or two-fifths of the amount paid in While this will make it easy for the subscribers to pay their subscriptions, will make it still easier for the Company to pay its dividends.

Supreme Court of the United States.

Frederick Bronson, Executor of the last will and testament of Arthur Bronson, deceased, Plaintiff in Error, *vs.* Peter Rodes. In error to the Court of Appeals of the State of New York. Mr. Chief Justice Chase delivered the opinion of the Court.

This case comes before us upon a writ of error to the Supreme Court of New York.

The facts shown by the record may be briefly stated.

In December, 1851, one Christian Metz having borrowed of Frederick Bronson, executor of Arthur Bronson, fourteen hundred dollars, executed his bond for the repayment to Bronson of the principal sum borrowed on the 18th day o January, 1857, in gold and silver coin, lawful money of the United States, with interest, also in coin, until such repayment, at the yearly rate of seven per cent.

To secure these payments, according to the bond, at such place as Bronson might appoint, or

in default of such appointment, at the Merchants, Bank of New York, Metz executed a mortgage upon certain real property, which was afterwards conveyed to Rodes, who assumed to pay the mortgage debt, and did, in fact, pay the interest until and including the 1st day of January, 1864.

Subsequently, in January, 1865, there having been no demand of payment nor any appointment of a place of payment by Bronson, Rodes tendered to him United States notes to the amount of fifteen hundred and seven dollars, a sum nominally equal to the principal and interest due upon the bond and mortgage.

At that time one dollar in coin was equivalent in market value to two dollars and a quarter in United States notes.

This tender was refused, whereupon Rodes deposited the United States notes in the Merchants' Bank to the credit of Bronson, and filed his bill in equity praying that the mortgaged premises might be relieved from the lien of the mortgage, and that Bronson might be compelled to execute and deliver to him an acknowledgment of the full satisfaction and discharge of the mortgage debt.

The bill was dismissed by the Supreme Court sitting in Erie County; but, on appeal to the Supreme Court in general term, the decree of dismissal was reversed, and a decree was entered adjudging that the mortgage had been satisfied by the tender, and directing Bronson to satisfy the same of record; and this decree was affirmed by the Court of Appeals.

The question which we have to consider, therefore, is this:

Was Bronson bound by law to accept from Rodes United States notes equal in nominal amount to the sum due him as full performance and satisfaction of a contract which stipulated for the payment of that sum in gold and silver coin, lawful money of the United States?

It is not pretended that any real payment and satisfaction of an obligation to pay fifteen hundred and seven coined dollars can be made by the tender of paper money worth in the market only six hundred and seventy coined dollars. The question is, Does the law compel the acceptance of such a tender for such a debt?

It is the appropriate function of Courts of justice to enforce contracts according to the lawful intent and understanding of the parties.

We must, therefore, inquire what was the intent and understanding of Frederick Bronson and Christian Metz when they entered into the contract under consideration in December, 1851.

And this inquiry will be assisted by reference to the circumstances under which the contract was made.

Bronson was an executor, charged as a trustee with the administration of an estate. Metz was a borrower from the estate. It was the clear duty of the former to take security for the full repayment of the money loaned to the latter.

The currency of the country, at that time, consisted mainly of the circulating notes of State banks, convertible, under the laws of the States, into coin on demand. This convertibility, though far from perfect, together with the acts of Congress which required the use of coin for all receipts and disbursements of the National Government, ensured the presence of some coin in the general circulation; but the business of the people was transacted almost entirely through the medium of bank notes. The State banks had recently emerged from a condition of great depreciation and discredit, the effects of which were still widely felt, and the recurrence of a like condition was not unreasonably apprehended by many. This apprehension was, in fact, realized by the general suspension of coin payments, which took place in 1857, shortly after the bond of Metz became due.

It is not to be doubted, then, that it was to guard against the possibility of loss to the estate, through an attempt to force the acceptance of a fluctuating and perhaps irredeemable currency in payment, that the express stipulation for payment in gold and silver coin was put into the bond. There was no necessity in law for such a stipulation, for at that time no money, except of gold or silver, had been made a legal tender. The bond without any stipulation to that effect would have been legally payable only in coin. The terms of the contract must have been selected, therefore, to fix definitely the contract between the parties, and to guard against any possible claim that payment, in the ordinary currency, ought to be accepted.

The intent of the parties is, therefore, clear. Whatever might be the forms or the fluctuations of the note currency, this contract was not to be affected by them. It was to be paid, at all events, in coined lawful money.

We have just adverted to the fact that the legal obligation of payment in coin was perfect without express stipulation. It will be useful to consider somewhat further the precise import in law of the phrase "dollars payable in gold and silver coin, lawful money of the United States."

To form a correct judgment on this point, it will be necessary to look into the statutes regulating coinage. It would be instructive, doubtless, to review the history of coinage in the United States, and the succession of statutes by which the weight, purity, forms, and impressions of the gold and silver coins have been regulated; but it will be sufficient for our purpose if we examine three only, the acts of April 2, 1792, (1 U. S. St., 246,) of January 18, 1837, (5 U. S. St., 136,) and March 3, 1849, (9 U. S. St., 397.)

The act of 1792 established a mint for the purpose of a National coinage. It was the result of very careful and thorough investigations of the whole subject, in which Jefferson and Hamilton took the greatest parts; and its general principles have controlled all subsequent legislation. It provided that the gold of coinage, or standard gold, should consist of eleven parts fine and one part alloy, which alloy was to be of silver and copper in convenient proportions, not exceeding one-half silver; and that the silver of coinage should consist of fourteen hundred and eighty-five parts fine, and one hundred and seventy-nine parts of an alloy wholly of copper.

The same act established the dollar as the money unit, and required that it should contain four hundred and sixteen grains of standard silver. It provided further for the coinage of half dollars, quarter dollars, dimes and half dimes, also of standard silver, and weighing respectively a half, a quarter, a tenth, and a twentieth of the weight of the dollar. Provision was also made for a gold coinage, consisting of eagles, half eagles, and quarter eagles, containing, respectively, two hundred and ninety, one hundred and thirty-five, and sixty-seven and a half grains of standard gold, and being of the value, respectively, of ten dollars, five dollars, and two and a half dollars.

These coins were made a lawful tender in all payments according to their respective weights of silver or gold; if of full weight, at their declared values, and if of less, at proportional values. And this regulation as to tender remained in full force until 1837.

The rule prescribing the composition of alloy has never been changed; but the proportion of alloy to fine gold and silver, and the absolute weight of coins, have undergone some alteration, partly with a view to the better adjustment of the gold and silver circulations to each other, and partly for the convenience of commerce.

The only change of sufficient importance to require notice, was that made by the act of 1837. (5 U. S. St., 137.) That act directed that standard gold, and standard silver also, should thenceforth consist of nine parts pure and one part alloy; that the weight of standard gold in the eagle should be two hundred and fifty-eight grains, and in the half eagle and quarter eagle, respectively, one-half and one-quarter of that weight precisely; and that the weight of standard silver should be in the dollar four hundred twelve and a half grains, and in the half dollar, quarter dollar, dimes, and half dimes, exactly one-half, one-quarter, one-tenth, and one-twentieth of that weight.

The act of 1849 (9 U. S. St., 397,) authorized the coinage of gold double-eagles and gold dollars conformably in all respects to the established standards, and, therefore, of the weights respectively of five hundred and sixteen grains and twenty-five and eight-tenths of a grain.

The methods and machinery of coinage had been so improved before the act of 1837 was passed, that unavoidable deviations from the prescribed weight became almost inappreciable; and the most stringent regulations were enforced to secure the utmost attainable exactness, both in weight and purity of metal.

In single coins the greatest deviation tolerated in the gold coins was half a grain in the double-eagle, eagle, or half eagle, and a quarter of a grain in the quarter eagle or gold dollar; (19 U. S. St., 398,) and in the silver coins, a grain and a half in the dollar and half dollar, and a grain in the quarter dollar, and half a grain in the dime and half dime. (15 U. S. St., 137.)

In 1849 the limit of deviation in weighing large numbers of coins on delivery by the chief coiner to the Treasurer and by the Treasurer to depositors was still further narrowed.

With these and other precautions against the emission of any piece inferior in weight or purity to the prescribed standard, it was thought safe to make the gold and silver coins of the United States legal tender in all payments according to their nominal or declared values. This was done by the act of 1837. Some regulations as to the tender, for small loans, of coins of less weight and purity have been made; but no other provision than that made in 1837, making coined money a legal tender in all payments, now exists upon the statute books.

The design of all this minuteness and strictness in the regulation of coinage is easily seen. It indicates the intention of the Legislature to give a sure guaranty to the people that the coins made current in payments contain the precise weight of gold or silver of the precise degree of purity declared by the statute. It recognizes the fact, accepted by all men throughout the world, that value is inherent in the precious metals; that gold and silver are in themselves values, and being such, and being in other respects best adapted to the purpose, are the only proper measures of value; that these values are determined by weight and purity; and that form and impress are simply certificates of value, worthy of absolute reliance only because of the known integrity and good faith of the Government which gives them.

The propositions just stated are believed to be incontestable. If they are so in fact, the inquiry concerning the legal import of the phrase "dollars payable in gold and silver coin, lawful money of the United States," may be answered without much difficulty. Every such dollar is a piece of gold or silver, certified to be of a certain weight and purity, by the form and impress given to it at the mint of the United States, and therefore declared to be legal tender in payments. Any number of such dollars is the number of grains of standard gold or silver in one dollar multiplied by the given number.

Payment of money is delivery by the debtor to the creditor of the amount due. A contract to pay a certain number of dollars in gold or silver coins is, therefore, in legal import, nothing else than an agreement to deliver a certain weight of standard gold, to be ascertained by a count of coins, each of which is certified to contain a definite proportion of that weight. It is not distinguishable, as we think, in principle, from a contract to deliver an equal weight of bullion of equal fineness. It is distinguishable, in circumstance only by the fact that the sufficiency of the amount to be tendered in payment must be ascertained, in the case of bullion, by assay and the scales, while in the case of coin it may be ascertained by count.

We cannot suppose that it was intended by the provisions of the currency acts to enforce satisfaction of either contract by the tender of depreciated currency of any description equivalent only in nominal amount to the real value of the bullion

or of the coined dollars. Our conclusion, therefore, upon this part of the case is, that the bond under consideration was in legal import precisely what it was in the understanding of the parties, a valid obligation to be satisfied by a tender of actual payment according to its terms, and not by an offer of mere nominal payment. Its intent was that the debtor should deliver to the creditor a certain weight of gold and silver of a certain fineness, ascertainable by count of coins made legal tender by statute: and this intent was lawful.

Arguments and illustrations of much force and value in support of this conclusion might be drawn from the possible case of the repeal of the legal tender laws relating to coin, and the consequent reduction of coined money to the legal condition of bullion, and also from the actual condition of partial demonetization to which gold and silver money was reduced by the introduction into circulation of the United States notes and national bank currency; but we think it unnecessary to pursue this branch of the discussion further.

Nor do we think it necessary now to examine the question whether the clauses of the currency acts making the United States notes a legal tender are warranted by the Constitution.

But we will proceed to inquire whether upon the assumption that those clauses are so warranted, and upon the further assumption that engagements to pay coined dollars may be regarded as ordinary contracts to pay money rather than as contracts to deliver certain weights of standard gold, it can be maintained that a contract to pay coined money may be satisfied by a tender of United States notes.

Is this a performance of the contract within the true intent of the acts?

It must be observed that the laws for the coinage of gold and silver have never been repealed or modified. They remain on the statute book in full force. And the emission of gold and silver coins from the mint continues; the actual coinage during the last fiscal year having exceeded, according to the report of the director of the mint, nineteen millions of dollars.

Nor have those provisions of law which make these coins a legal tender in all payments been repealed or modified.

It follows that there were two descriptions of money in use at the time the tender under consideration was made, both authorized by law, and both made legal tender in payments. The statute denomination of both descriptions was dollars; but they were essentially unlike in nature. The coined dollar was, as we have said, a piece of gold or silver of a prescribed degree of purity, weighing a prescribed number of grains. The note dollar was a promise to pay a coined dollar; but it was not a promise to pay on demand nor at any fixed time, nor was it in fact, convertible into a coined dollar. It was impossible, in the nature of things, that these two dollars should be the actual equivalents of each other, nor was there anything in the currency acts purporting to make them such. How far they were, at that time, from being actual equivalents has been already stated.

If, then, no express provision to the contrary be found in the acts of Congress, it is a just if not a necessary inference, from the fact that both descriptions of money were issued by the same government, that contracts to pay in either were equally sanctioned by law. It is, indeed, difficult to see how any question can be made on this point. Doubt concerning it can only spring from that confusion of ideas which always attends the introduction of varying and uncertain measures of value into circulation as money.

The several statutes relating to money and legal tender must be construed together. Let it be supposed then that the statutes providing for the coinage of gold and silver dollars are found among the statutes of the same Congress which enacted the laws for the fabrication and issue of note dollars, and that the coinage and note acts, respectively, make coined dollars and note dollars legal tender in all payments, as they actually do. Coined dollars are now worth more than note dollars; but it is not impossible that note dollars, actually convertible into coin at the chief commercial centres; receivable everywhere, for all public dues; and made, moreover, a legal tender, everywhere, for all debts, may become, at some points, worth more than coined dollars. What reason can be assigned now for saying that a contract to pay coined dollars must be satisfied by the tender of an equal number of note dollars, which will not be equally valid then, for saying that a contract to pay note dollars must be satisfied by the tender of an equal number of coined dollars?

It is not easy to see how difficulties of this sort can be avoided, except by the admission that the tender must be according to the terms of the contract.

But we are not left to gather the intent of these currency acts from mere comparison with the coinage acts. The currency acts themselves provide for payments in coin. Duties on imports must be paid in coin, and interest on the public debt, in the absence of other express provisions, must also be paid in coin. And it hardly requires argument to prove that these positive requirements cannot be fulfilled if contracts between individuals to pay coin dollars can be satisfied by offers to pay their nominal equivaelnt in note dollars. The merchant who is to pay duties in coin must contract for the coin which he requires; the bank which receives the coin on deposit contracts to repay coin on demand; the messenger who is sent to the bank or the custom-house contracts to pay or deliver the coin according to his instructions. These are all contracts, either express or implied, to pay coin. Is it not plain that duties cannot be paid in coin if these contracts cannot be enforced?

An instructive illustration may be derived from another provision of the same acts. It is expressly provided that all dues to the government, except for duties on imports, may be paid in United States notes. If, then, the government, needing more coin than can be collected from duties, contracts with some bank or individual for the needed amount, to be paid at a certain day, can this contract for coin be performed by the tender of an equal amount in note dollars? Assuredly it may if the note dollars are a legal tender to the government for all dues except duties on imports. And yet a construction which will support such a tender will defeat a very important intent of the act.

Another illustration, not less instructive, may be found in the contracts of the government with depositors of bullion at the mint to pay them the ascertained value of their deposits in coin. These are demands against the government other than for interest on the public debt; and the letter of the acts certainly makes United States notes payable for all demands against the government except such interest. But can any such construction of the act be maintained? Can judicial sanction be given to the proposition that the government may discharge its obligation to the depositors of bullion by tendering them a number of note dollars equal to the number of gold or silver dollars which it has contracted by law to pay?

But we need not pursue the subject further. It seems to us clear beyond controversy that the act must receive the reasonable construction, not only warranted, but required by the comparison of its provisions with the provisions of other acts, and with each other; and that upon such reasonable construction it must be held to sustain the proposition that express contracts to pay coined dollars can only be satisfied by the payment of coined dollars. They are not "*debts*" which may be satisfied by the tender of United States notes

It follows that the tender under consideration was not sufficient in law, and that the decree directing satisfaction of the mortgage was erroneous.

Some difficulty has been felt in regard to the judgments proper to be entered upon contracts for the payment of coin. The difficulty arises from the supposition that damages can be assessed only in one description of money. But the act of 1792 provides "the money of account of the United shall be expressed in dollars, dimes, cents, and mills, and that all accounts in the public offices, and all proceedings in the courts of the United States, shall be kept and had in conformity to these regulations."

This regulation is part of the first coinage act, and doubtless has reference to the coins provided for by it. But it is a general regulation, and relates to all accounts and all judicial proceedings. When, therefore, two descriptions of money are sanctioned by law, both expressed in dollars and both made current in payments, it is necessary in order to avoid ambiguity and prevent a failure of justice, to regard this regulation as applicable alike to both. When, therefore, contracts made payable in coin are sued upon, judgments may be entered for coined dollars and parts of dollars; and when contracts have been made payable in dollars generally, without specifying in what description of currency payment is to be made, judgments may be entered generally, without such specification.

We have already adopted this rule as to judgments for duties by affirming a judgment of the Circuit Court for the District of California, (Cheang Kee *vs.* U. S., 3 Wall., 320.) in favor of the United States, for thirteen hundred and eighty eight dollars and ten cents, payable in gold and silver coin, and judgments for express contracts between individuals for the payment of coin may be entered in like manner.

It results that the decree of the Court of Appeals of New York must be reversed, and the cause remanded to that court for further proceedings.

Mr. Justice DAVIS concurring in the result said:

I assent to the result which a majority of the court have arrived at, that an express contract to pay coin of the United States, made before the act of February 25, 1862, commonly called the legal tender act, is not within the clause of that act which makes treasury notes a legal tender in payments of debts; but I think it proper to guard against all possibility of misapprehension by stating that if there be any reasoning in the opinion of the majority which can be applicable to any other class of contracts, it does not receive my assent.

Mr. Justice SWAYNE said:

I concur in the conclusion announced by the Chief Justice.

My opinion proceeds entirely upon the language of the contract and the construction of the statutes.

The question of the constitutional power of Congress, in my judgment, does not arise in the case.

New York and Boston Air Line Railroad.

The City of New Haven, Conn., has voted, 2,737 to 909, to loan the credit of that city for five hundred thousand dollars on mortgage bonds of the corporation, in aid of the proposed Air Line Railroad from New York to Boston. The new road will run from New Haven to Willimantic, by way of Middletown, and connecting with the Boston, Hartford and Erie Railroad, will shorten the distance between New York and Boston, as now traversed by the Springfield route, twenty-six miles, or over an hour in time. The preliminary surveys have been made by the engineer, General Edward W. Serrell, and the most of the line has been laid out.

☞ The city council of Bangor has passed a resolve to aid the Winterport Railroad, by loaning its credit to an amount not to exceed $15,000 per mile.

☞ Conway has voted to take $40,000 in stock of the Williamsburg and Shelburne Falls Railroad, and individuals will endeavor to raise it to $100,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,821		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,282,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,745,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ...100	732,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,850,000	A. & O.	Oct. '68 4
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Nequet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	990,250		
Berkshire*.....100	600,000	J.A J&O	Jan.'69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,800		
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,350,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J A J.O.	Jan '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & Newt'n.100	299,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	5,000,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic, pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 5
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jan.'69 4
Central of Georgia.....100	4,660,300	J & J.	Jan.'69 5
Central of New Jersey....100	13,768,000	J.A.J&O	Jan.'69 2½
Central Ohio.....100	2,990,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000		Jan.'69 2
Cheshire, prefet rod 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	3,886,643	M & S	Mar.'69 5
" " pref..100	2,425,576	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy ..50	12,500,000	M. & S.	M. '69 1½
Chicago, Iowa & Nebras*.100	2,000,000		Jan.'69 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,556,676	J. & D.	Dec.'68 5
" pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l'69 5
Cin., Ham. & Dayton 100	3,521,864	Sept.	Sep.'68 5½
Cincinnati City Passenger...		J'n & J'ly	Jan.'68 2½
" Street		J. & J.	Jan.'69 2½
Cincinnati and Zanesville. 50	1,676,340		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan.'69 7
Clev., Col., Cin. & Ind 100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*.... 50	2,050,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	8 750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan '69 4½
Concord.....50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100	139,00.		
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,292,361		
Delaware*.....50	594,260	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641	Annual.	Jan.'69 4
Do. do. pref.100	1,937,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan.'69 4
Eastern (N. H.).....100	492,800	J. & J.	Jan.'69 4
East Pennsylvania..... 50	654,600		
East Tenn. and Georgia...100	2,369,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers & Catsand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual.	Jan.'68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,340,000	J. & J.	Jan.'69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St F'y.100	750,00	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Mar.'69 —
Green and Coates St (Ph.) 50	150,000	J. & J.	Jan. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,880		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top ... 50	494,800		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,186,897	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,070	J & J.	Jan. '67 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Jan.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....			Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,685	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Jan.'69 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	2,572,400	J. & D.	D'c.'68 4½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		Nov'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct.'68 3
Macon and Western.....100	1,500,000		Mar.'69 4
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,880		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 5
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	588,000	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minchi l*. 50	333 375	J. & J.	Jan '69 3
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,998,681		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,496,883	J. & J	J'n'69 14s
" " " pref.....100	8,050,892	J. & J	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	262,300	J. & J.	Jan '69 6
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,436,000	F. & A.	F'b.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600		
New York and Harlem..... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	707,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Feb. '69 2
North Eastern (S. C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec.'68 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri..... 100	2614,515		
Panama.....100	7,000,000	J.AJ&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*..... 50	5,936,700		Jan.'68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'n't'n & Nor'n 50	1,535,550	A. & O.	Apl'69 5
Phila. and Trenton*..... 100	1,039,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 2
Philadelphia and Darby... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 50	217,897	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Jan.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec...100	870,000	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,600,000	J. & D.	Dec'68 5
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....			Jul. '68 5
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Peterab g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	68,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,841		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,209,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,100		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....	636,100	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	J. & J.	Jan '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700 000		
" " pref100	1,000,000	M. & N.	Nov'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 8½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	5,497,791		
Western Union 100	2,707,693		
West Jersey 100	803,150		Feb.'69 5
West Philadelphia.....50	249,100	J. & J.	Jan.'69 5
Wilm. and Weldon.....100	1,468,775		
Winchester and Potomac....		J. & J.	Jan. '69 3
Warren.....100	1,547,650		2½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4

CANALS.

Chesapeake and Delaware 50	1,818,965	J. & D.	Dec '68 3
Chesapeake and Ohio 25	8,228,596		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 20s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	M.JS&D.	Mar.'69 3
Union Navigation 100	4,000,000	M.JS&D.	Dec.'68 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'68 4
Fulton Coal.....		J & J.	Jan. '69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '68 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,321	464,507	493,243	466,898	568,589	533,159	599,670	474,066	388,573	5,696,11
1867	377,852	380,190	489,555	407,018	469,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,571
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,439	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,806	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,020	271,247	3,695,183
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,949	426,752	359,102	280,169	3,892,861
1868	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,353	488,155	480,212	408,062	389,074	4,544,134
1869	339,762	304,828	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,793	144,995	170,967	139,142	160,306	210,729	216,650	196,455	261,134	1,959,967
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,365	336,647	321,667	3,095,430
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,923	270,663	201,779	3,318,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	425,474	344,625	260,208	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,556,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	569,900	401,100	381,400	4,541,973
1869	333,300	308,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	495,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,739	716,378	565,400	6,114,586
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,696	1,200,216	1,010,592	712,259	9,299,440
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,657	1,211,570	879,960	11,032,757
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,554	1,001,542	13,443,765
1869	871,218	827,254	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,242	1,295,400	1,416,101	1,476,244	1,416,001	1,041,115	14,596,415
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	941,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,326	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,670	424,321	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,791	667,141	603,362	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,181,268
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	681,971	588,219	564,166	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,961	727,810	612,229	7,160,992
1868	572,364	531,224	462,317	538,077	575,560	621,685	576,458	764,138	873,500	901,631	699,891	.....	.....
1869	681,656	558,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125,252	116,495	116,146	105 767	1 224,058
1866	90,411	86,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,564	112,952	123,902	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,857	123,386	1,378,718
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,665	119,169	121,408	1,294,095
1869	98,517	91,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,226	189.145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,974	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	451,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	262,218	4,350,328
1867	305,857	311,088	395 372	409,243	357,749	307,968	313,130	434,318	488,588	530,871	429,755	380,034	4,663 103
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512 523.	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,089	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308 168	375,488	339,794	366,186	3,165,066
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,070	528,570	4 520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	508,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	390,715	4 171 075
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456 973	511,829	410,826	390,671	4,569,251
1869	384,120	320,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	428,923	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023 520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,246,734	1,255,521	1,182,701	1,162,024	1,495,752	1,524,424	1,526,839	1,486,956	1 117,958	14,575,123
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,168	935,857	14 143 215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	352 400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284 319	3 793,066
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,666	272,053	3,459,519
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,037	223,861	2,904,041
1869	180,366	216,080	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448 994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,362	815,902	740,965	526,009	6,324,093
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,026,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,795	874,974	436,990	10 087,124
1867	500,488	534,561	703,618	836,693	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,324	370,983	3,745,310
1863	337,350	366,598	461,965	462,887	427,094	395,845	350,753	407,077	463,509	505,814	466 300	487,642	5,132,934
1864	290,676	467,227	611,297	588,066	525,751	532 911	506,641	625,547	675,260	701,252	691,556	914,682	7,120,466
1865	680,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,038	858,501	712,362	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242 126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,151
1869	625,721	585,997	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212 227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	189,971	2,218,462
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,936,753
1869	132,623	127,817	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	122,987	127,010	156,338	139,626	244,114	248,840	221,570	224,299	265,154	2,070,712
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,881	287,150	3 717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	383,450	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	328,274	320,756	3,945, 94
1869	284,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	699,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,408	814,086
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774 957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45,479	764 971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest: Rate.	Interest: Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1869.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	113
" " " coupon		5	" "	1874	116½
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	121½
" " " coupon		5	" "	1871	108
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	116½
" " " coupon		6	" "	1881	116½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	111
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,400	6	Jan & July.	1881	116½
" " " coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) registered	1,002,687,350	6	May & Nov.	1882	114½
" " (5-20s) coupon		6	" "	1882	120
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	112
" " (5-20s) coupon		6	" "	1884	115½
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	112½
" " (5-20s) coupon		6	" "	1885	117½
" " 2d series (5-20s) registered		6	Jan. & July.	1885	112½
" " (5-20s) coupon		6	" "	1886	113½
" " 3d series (5-20s) registered		6	" "	1887	113
" " (5-20s) coupon		6	" "	1887	113½
Loan of March 3, 1864, (10-40s) registered	194,567,300	5	Mar. & Sept.	1904	105½
" " " (10-40s) coupon		5	" "	1904	105½
Pacific R. R. Bonds (currency)	53,937,000	6	Jan. & July.	'96-'97	103½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	----
Matured Debt not presented	6,160,464	---	presentation.	------	----
Gold Certificates of Deposit	28,775,560	---	presentation.	------	----
Compound Interest Notes 1864-'65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	57,140 000	---	------	------	----
Fractional currency	36,781,547	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	65
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	125½
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	3	Jan. & July.	var	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	93
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	83
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'75-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100
" " " " registered	1,229,657	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,936	5	" "	1866	98½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	635,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	75
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	70½
" — " " (New) "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	----
" — " " 1863 "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	I. A. J & O.	1890	96½
" — " " (S & T. W. Can.) sterl.	1,017,623	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	130 000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	96
" — " " (B. & O. R.R.) sterl.	3,277,388	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	" "	1890	----
" — " " Ches. & Ohio Can.	2 000,000	6		1870	96½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	96½
" — " " (Bounty)	601,000	6	"	abt '74	100
" — " " (Ches. & Ohio Can.)	30,000	6	"	1895	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1868	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	6	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1883	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	120
" — " " "	2,130,000	6	" "	'74-'86	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'69-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	69-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	107½
" — " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	97
" — " " "	250,000	7	" "	1863	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	88
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	88
" —Pacific R.R.	7,000,000	6	" "	'81- '87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	109
" — " " " registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	6,000,000	6	" "	1873	102½
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	102
" —General Fund Bonds	900 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	99½
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	187,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	94
" — " " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	2,500,000	6	Jan. & July.	1900	57½
" — " " "	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	101
" — " " "	4,095,309	6	" "	1881	101½
" — " " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	92½
" — " " registered	5,083,052	5	" "	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,160	6	" "	1877	102½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	9,270,017	6	" "	1892	107
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	100½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1868	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,396	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,808	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	80½
" — " " "	239,187	5½	" "	Var.	----
" — " " "	1,706,000	6	" "	1868	67
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	3,000,000	6	" "	1893	95½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'75	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	456,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " "	21,569,592	6	" "	long.	51
" — " " bonds	12,900,000	6	" "	long.	54
" — " (new) registered	1,379,500	6	" "	1879	60
" — " (") coupon	489,300	6	" "	1898	----
" — " (")	39,600	6	" "	1890	----
Wisconsin—State Bond	405,100	6	Jan. & July	'71-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	90
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext).	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	99
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	84
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	62
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $300,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	92½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	496,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	101½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109½
National Loan	15,000,000	6	" "	" "	1895	101½
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	99½
Chicago, Burlington and Quincy:						95
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	
Trust Mortgage, convertible	150,000	8	" "	" "	1883	111
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1900	....
Chicago, Cincinnati and Louisv.						....
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	
Chicago, Iowa and Nebraska:						....
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	80
Chicago and Northwestern:						....
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	
Funded Coupons	755,000	7	May & Nov.	" "	1883	93
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	91½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	88½
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	94½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1868	80
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	— & —	New York.	1896	75
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						....
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						....
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	195,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,108,489	6	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	185,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1886	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	87
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Notes	200,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	89
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	98
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,099,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	90
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	86
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1891	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	86
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	8	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	"	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	100
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	118
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	99½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1906	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	88½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	118½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	89
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	91
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1883	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	22
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	91
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'66–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	76
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	85½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	90½
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	84
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	98½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1874	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	86

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1870	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	87½
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89½
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amou	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	100
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,000	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1873	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'58-'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1 '87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'68-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	73
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	98½
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	10⅞
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	102½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
3d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where	Due	Price
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	7
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	85½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	65
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	80
2d M. for $300,000, end. by W. Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,220,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1861	....
2d Mortgage, Sterling	197,777	7*	" "	"	1880	91
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'90	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	90
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	36,400	6	Jan. & July	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	98
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	405,500	6	April & Oct.	Jersey City.	1876	85½
2d Mortgage	502,750	6	" "	"	1890	85
Boat Loan	232,057	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill N gation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	90
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	77
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna nd Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1875	95
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	1
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	91½
Western Union Telegraph:						
1st Mortgage, convertible	4,887,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	.....	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	12	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshir	e.)	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	387.3	88.2	85.6	—	156	93	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999 901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,226	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,260,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware.....New Jersey.	3,673,040	.....	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,228	Boston and Albany.....Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	148½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	6	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	25½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	328,671	15,029,600	12,054,236	998,068	234,805	8	500	137½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,742	4,299,724	.....	306,973	976,017	119.4	896,661	42,096,255	12,886,085	1,565,462	435,780	10	100	139½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.....N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,738	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk.)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,896,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	846,178	1,479,668	4,288,880	111,514	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	316,566	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	124
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	55,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,961	61,251	6½	100	66½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	676,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	ack. and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	8,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,288	10	100	110
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	....
Dec. 31, 1867	138.0	—	10.0	688.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,660	4,465,187	12,561,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	6
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton.....Illinois.	10,276,604	*	591,608	716,096	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	150½
Apr 30, 1868	870.0	80.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,201,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
Dec. 31, 1867	30.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,437	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,554,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	83½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,990,500	8,272,000	737,616	1,151,665	453.5	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	1 9
Jun. 30, 1867		Less	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,459	700	9,973	374,100	580,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,116,000	*	51,000	11,654	1,676,346	1,300,000	164,914	34,394	132.1	283,018	.....	6,338,100	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60.3	—	47	26	10	760	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	548,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.6	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	...	
Dec. 31, 1867	241.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,988,559	*	.....	.....	10,450,000	2,000,000	.....	.....	304.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	64½	
Dec. 31, 1867	67.0	11.0	32.0	—	...	...	...	...	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	...	
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	106½	
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,379	*	157,472	343,349	5,424,091	3,974,489	275,869	287,261	229.5	1,451,678	19,285,662	69,978,055	2,140,151	724,514	—	50	89½	
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,228,523	32,121,284	61,206,114	2,492,215	932,497	14	100	107½	
Feb. 12, 1868	588.0	12.0	....	—	...	...	...	...	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	6,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	43	
Nov. 30, 1867	54.7	—	12.5	—	...	...	...	...	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	.....	(Operat	ed in conn	ection with	h Little	Miami.)	8	50	...	
Mar. 31, 1867	84.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	76	
Mar. 31, 1867	27.0	—	....	—	2	4	...	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	...	
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	89	
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	132½	
Oct. 31, 1867	6.8	—	9.6	—	...	...	...	...	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	...	
Mar. 31, 1867	14.6	—	....	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	...	
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec.		1867.	.....	.....	—	100	...	
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	...	
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	...	
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,985	400,000	100,000	.....	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	...	
Mar. 31, 1868	144.0	—	....	—	...	...	...	...	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,263	.....	144.0	.....	.....	.....	965,853	313,174	—	100	...	
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	...	
Jun. 30, 1867	36.0	—	2.8	—	...	...	...	...	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,848	—	100	...	
Oct. 31, 1867	84.0	—	....	—	...	...	...	...	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	6	100	...	
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	115	
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	...	
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,161,198	263,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	...	
Mar. 31, 1867	28.5	—	....	—	...	...	...	...	Dover and Winnipisseogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	...	
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	113	
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	...	
Sept. 30, 1867	—	—	—	63.0	...	...	...	...	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...	
Oct. 31, 1867	17.5	—	0.4	—	...	...	...	...	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	...	
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern [1]	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	563,222	44,027,169	7,072,736	1,447,047	521,415	8	100	114½	
Dec. 31, 1867	38.5	—	....	—	...	...	...	...	Eastern Shore [1]	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Delawa	re.)	.....	.....	—	100	...	
Oct. 31, 1867	7.5	—	3.1	—	...	...	...	...	East Mahanoy	Pennsylvania.	397,550	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Reading.)	23,553	6	50	...	
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	...	
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia [1]	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	...	
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia [1]	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	...	
Jun. 30, 1867	47.0	—	....	—	...	...	...	...	Edgefield and Kentucky [1]	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	...	
Sept. 30, 1867	46.8	—	2.9	—	...	...	...	...	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central	L.)	25,000	5	100	...	
Oct. 31, 1867	78.0	—	16.0	—	...	...	...	...	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Central	L.)	165,000	5	66	62	
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,648	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	34	
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,661,201	22,906,110	967,883	227,124	—	50	...	
Dec. 31, 1867	13.0	—	....	97.0	...	...	...	...	European and North American [1]	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American [1]	N. Brunsw.	4,743,777	(C	onstructe	d by th	e Provin	cial Gov	ernment	.)	108.0	.....	.....	.....	161,136	30,812	—	100	...	
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,810	.....	.....	507,792	148,108	—	100	...	
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	...	
Nov. 30, 1867	5.8	—	....	—	...	...	...	...	Fall River, Warren and Providence	R. I.	326,989	.....	21,759	.....	150,000	200,000	27,460	.....	5.8	10,881	422,261	.....	30,808	5,828	—	100	...	
Oct. 31, 1867	12.7	—	0.4	—	...	...	...	...	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,102	7½	50	...	
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	136	
Nov. 30, 1867	13.9	—	....	—	3	5	1	18	Fitchburg and Worcester	Massachusetts.	1,203,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	...	
Dec. 31, 1867	12.0	—	....	—	...	...	...	...	Flemington	New Jersey.	375,660	.....	.....	.....	160,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	less 4,648	—	100	...	
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	...	
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,588	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	...	
Dec. 31, 1867	164.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	164.0	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	45.2	—	....	—	4	—	—	30	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	60.0	—	....	—	...	...	...	...	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	230,268	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,691	11,382	6	100	...	
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	...	
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	443	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80	
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	—	—	—	93.0	...	...	...	...	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	887.5	—	....	298	219	85	4,041		Grand Trunk [1]	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,863	74,478,168	1,721,672	.....	1,344 7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	...	
July 31, 1867	229.0	95.5	....	94	123	20	1,368		Great Western [1]	Canada.	24,131,552	*	1,200,000	1,566,832	16,668,030	8,601,221	1,208,620	357,157	256.0	2,104,377	.....	.....	3,340,673	1,609,549	7½	100	...	
Dec. 31, 1867	143.3	21.0	....	2	14	2	58		Greenville and Columbia [1]	S. Carolina	2,692,554	263,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	107.3	118,446	.....	.....	251,931	137,245	—	100	...	
Aug 31, 1867	206.0	13.0	15.8	52.0	48	47	12	534	*Hannibal and St. Joseph* [1]	Missouri.	14,891,194	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,147	12,965,380	19,622,764	1,716,276	516,270	—	100	115½	
Oct. 31, 1867	36.0	18.0	54.0	—	...	...	...	...	Harrisburg and Lancaster	Pennsylvania.	1,882,560	.....	.....	18,000	1,182,550	700,000	.....	18,000	.....	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	110	
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	497	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,424	75.5	576,648	.....	.....	1,097,334	539,117	12	100	225	
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	328	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,065,000	.....	.....	122.4	373,152	12,126,637	.....	769,351	.....	—	100	...	
Dec. 31, 1867	74.0	—	9.2	—	13	13	6	228	Housatonic	Connecticut.	2,106,558	*	308,000	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	...	
Sept. 30, 1867	100.0	—	....	—	11	7	7	146	Houston and Texas Central [1]	Texas.	2,642,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	...	
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	1,000,000	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	...	
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,606,037	*	.....	.....	2,981,500	6,188,000	.....	.....	150.0	1,698,326	91,129,722	73,237,023	5,111,800	1,816,851	8	100	140½	
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,102,814	*	.....	.....	686,130	1,656,745	.....	.....	58.8	149,189	.....	.....	180,451	52,342	—	50	...	
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,458,199	1,775,606	23,416,786	10,544,500	7,602,000	.....	707.7	3,766,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	140	
Dec. 31, 1867	—	—	—	72.0	...	...	...	...	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	169.0	—	....	—	51	39	—	698	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,595,369	4,456,486	106,746	6,135,897	6,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	38½	
Dec. 31, 1867	75.0	—	....	—	...	...	...	...	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	...	
Dec. 31, 1867	—	—	—	226.0	...	...	...	...	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...	
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	36,000	20,059	.....	13.0	.....	.....	.....	61,727	10,949	—	100	...	
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	...	Ironton	Pennsylvania.	268,000	*	200,000	.....	400,000	160,000	.....	.....	11.0	.....	.....	.....	87,144	17,165	—	50	...	
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	90	*Jackson, Lansing and Saginaw*	Michigan.	2,148,518	*	.....	48,536	496,180	1,486,000	157,091	46,624	45 0	.....	.....	.....	189,439	94,904	—	100	...	
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	842	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	691,803	161,386	2,000,000	3,189,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,726	219,245	—	100	...	
Dec. 31, 1867	37.0	—	....	—	...	...	...	...	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alton	on.)	152,927	7	100	96	
Dec. 31, 1867	45.0	—	....	—	...	...	...	...	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Central	L.)	.....	8	100	...	
Oct. 31, 1867	4.6	—	4.8	—	...	...	...	...	Junction (Phila.)	Pennsylvania.	966,260	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,185	—	100	...	
Dec. 31, 1867	99.0	—	....	20	12	6	265		Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	760,000	*	.....	.....	260,000	500,000	.....	.....	26.0	.....	.....	.....	.....	.....	—	100	...	
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston [1]	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...	
Dec 31, 1867	31.6	—	...	34.0	2	1	1	23	Knoxville and Kentucky [1]	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.6	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,251,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. Jan. 1, 1868)		—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & oper. by L. C & N.Co.					—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	524,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	886,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	766,087	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	.....	(Operated by Louisv. Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,068	.....	3,572,400	1,589,000	35,936	282,550	.....	(Operated in connection with Col. & Xenia.)					8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,965	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	—	—	....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	.....	9.0	.....	.....	.....	57,382	8 068	4	50	86½
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,806,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	603,016	449,189	—	100	....
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	.....	23,260	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,990	3,181,380	493,219	157,247	9	100	45
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,002,925	*	1,466,271	757,766	7,869,186	4,083,500	1,337,468	1,996,818	561.5	772,867	21,420,247	22,321,009	2,228,609	919,096	8	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,322	86,641	862,803	31,032	1,315,597	416,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	106
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	784,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	10	5	238	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)			.....	97,925	9	100	131
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,060	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,516	543,869	8,477,366	6,908,989	949	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Feb. 29, 1868	468.4	48.6	66.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,866,617	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	98
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,290,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	69½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	8	50	110
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,007,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	38	19	3	213	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,024,348	655,535	236.0	429,653	.....	.....	1,002,774	439,706	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,237	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,207,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,360,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	162	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,061	513,206	96.0	827,530	.....	.....	1,382,840	264,547	3½	50	87½
Dec. 31, 1867	50.0	—	....	—	19	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	96,664	.....	81,122	720,000	.....	15,000	120,726	43.2	381,529	6,752,429	5 415,670	440,241	74,760	10	100	....
Jun. 30, 1867	120.0	12.5	....	14.0	36	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,681,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,755	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,396	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500,000	*	306,475	.....	500,000	174,000	.....	131,475	21.0	75,756	2,601,114	597,284	162,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,060	164,200	.....	.....	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil.,W and B.)			13,294	.....	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,008	142 167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	129
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	996,000	430,000	277,000	.....	100.0	326,126	5,256,549	5,084,846	382 944	93,894	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,602	1,482,964	.....	262,949	4,742,185	3,760,000	337,280	.....	200.0	.....	.....	.....	1,387,935	630,152	—	100	6½
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
ept. 30, 1867	297.7	298.0	452.6	—	289	296	90	6,530	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	187,698	2,999,132	.....	378,198	118,328	—	100	46
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,886	692.2	3,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	169½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and Harlem.....New York.	10,491,666	1,563,697	1,109,366	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,704	2,688,121	1,144,018	8	100	137
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	New York and New Haven. N.Y. & Conn.	5,143,480	900,000	499,181	466,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,996,092	6,279,840	2,218,509	864,879	10	100	144
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	276,000	77,176	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	81.0	....	....	—	7	5	2	91	Niagara Bridge and Canandaigua. N.Y. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	60,000	6	100	....
May 31, 1868	223.0	—	....	—	25	20	—	204	Norfolk and Petersburg ¶.....Virginia.	2,353,357	*	232,516	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
									North Carolina ¶.....North Carolina.	4,960,000	*	300,100	62,264	4,000,000	413,000	147,136	732,855	223.0	250,000	.....	.....	537,940	269,167	6½	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*	Ala.											(Leased to Selma and Meridian.)					12,568	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern	South Carolina.	2,148,131	*	28,362	27,548	1,063,950	873,000	266,683	10,400	102.0	160,800				278,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri	Missouri.																					
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania	Pennsylvania.	6,062,418	*	732,102	80,383	3,160,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,601,447		892,067	377,206	5	50	68
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern	Canada.									97.3					561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central	Md. and Penn.	9,567,414	1,648,000	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	96½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
cpt. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey	N. J. and N. Y.	495,044	*		26,201	199,100	300,000	62,145		35.3	128,394				252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester	Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia	(Owned by Provincial Government.)	6,291,928	*							145.0			(9 mos.)	155,098	22,699		—		
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain	N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	67½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi	Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6-3	122,225	340.0				4,459,319	1,083,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	176	Oil Creek and Allegheny River	Penn.	6,598,603	*			4,259,000	2,495,000	339,769		100.0	358,378			1,509,248	599,882		50	76
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	15	450	Old Colony and Newport	Massachusetts.	6,014,924	696,800	906,677	*	4,848,320	2,870,000	128,000	256,761	141.0	826,061	32,496,484	5,372,737	1,381,066	473,987	6	100	94
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap	Va.				118,776		2,637,762	976,353		190.0	420,449	9,096,969	5,248,590	706,992	287,587		100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark	New Jersey.									9.0				136,090	23,634		100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598		100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse	New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	266,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific*	Missouri	11,478,635	2,195,665	10,991		3,614,516	9,349,000	806,261		283.0	1,405,886			3,003,681	973,055		100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	157	Panama	New Granada.	8,000,000	*			7,000,000	2,674,000			47.0						24	100	335
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular	Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania	Pennsylvania.	24,638,166	4,476,860	16,932,903	1,052,522	21,045,750	19,805,382	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,068,070	16,340,156	4,268,859	6	50	115½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,183,260		3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,991	471,500	1,376,592	1,646,300	174,515	516,385	156.0	138,864	1,487,543		296,608	157,371		100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville	Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.6	21.3	4.7	—	10	9	9	98	Petersburg	Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662		100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423		50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie	Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239		50	50½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown	Pa.	1,550,873	257,670	120,288	104,420	1,536,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	139
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading	Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	10,092,064	9,106,497	2,039,761	10	50	91½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,606,115		287,418		1,099,120	200,000			33.5				863,705	254,288	10	100	124
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore	Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,058,568	102.1	892,376			2,432,531	880,730	9	50	103
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati	Ohio	8,722,141	*			1,983,141	6,739,000			291.0		12,861,340		1,275,161	91,332		100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville	Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973		50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	25,271,286	*	1,807,370	1,266,125	11,500,000	12,583,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,342,128	2,378,554	10	100	120½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville	Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)						50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	762	450,000			762		50,080	1,217,879	670,258	108,894	27,450	6	100	82
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.									23.0				48,776	4,240		100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec	Maine.	3,000,000	*							109.0	367,443	6,630,284		579,475	132,663		100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth	Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,326	230,825	6	100	115
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673		100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259		100	....
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester	R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,763,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston	North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663		100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia	Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486		50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga	N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	366,306	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville	Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9-2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711		100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac	Va.	2,248,567	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597		100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg	Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,130		45.9	71,591	1,148,910	778,267	136,457	39,544		100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River	Virginia.					650,000	400,000				(Not operated since the war.)						100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,012	*			427,402				22.0							100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.									12.0							100	....
Dec. 31, 1867	142.0	95.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg	N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,000		353,643	221.0				1,215,471	449,003	10	100	115
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland	Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855			100	33½
May 31, 1868	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*	Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute	Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67, I. & St.L.)			2,218,402	608,112		100	28
Dec. 31, 1867	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						100	....
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa	Canada.		(Re-organized by the Mortgage bondholders.)							54.0				106,154	42,071		100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain*	Missouri.																100	....
Dec. 31, 1867	150.0	—	....	118.0	15	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,554	87,404		100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		(-579	24,-,--	226,000	487			(Operated by Boston & L.)			17,500	16,788		100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati	Ohio.	3,897,479	*			1,584,000	1,362,875				(Leased to Cin., Dayton and Eastern.)			125,000	—	50	50
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark	Ohio.	2,968,474	*	49,200	14,910	997,441	2,109,800	21,644		116.3	241,284			410,668	86,369		100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,696	*			1,-8,-50	97,000	149,21-		54.0	142,124			146,840	18,546		50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	*			576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	0	118	Seaboard and Roanoke	Va. & N. Carolina.	1,796,787	*	139,111	96,999	800,000	409,893	212,266	542,588	80.0	168,037			306,827	235,776		100	....
Feb. 29, 1868	813	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			99,-50	796,850			119.3				512,577	12,900		100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,483,-00	1,079,100			155.0	164,118	1,922,936	5,093,900	563,924				100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac	Wisconsin.	457,000	*			250,000				20.0							100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,665				100,000	-7,800			20.0	(Operated by Jeff. Mad. and Louisville.)						100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	80,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.0	—	—	—	—	*Sioux City and Pacific*	Iowa.									71.0	(Opened near close of 1867.)						100	....
Dec. 31, 1867	37.0	—	1.0	—	—	—	—	—	Somerset and Kennebec	Maine.	200,000				200,000	660,000				(Leased to Portland and Kennebec.)				36,000		100	....
Dec. 31, 1867	14.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina	South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777		100	....
Nov. 30, 1867	71.5	—	1.9	—	3	12	2	15	South Shore	Massachusetts.	462,057	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,600	22,926	85,509	27,888		100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.)	New York.	1,300,000	*			450,000	750,000			34.0							100	....
Sept. 30, 1867	128.0	5.0	....	—	15	6	2	142	South Side (Petersburg & Lynchburg)	Va.	3,726,590	*	12,924	40,300	1,386,000	1,708,000	683,047	22,768	132.5	200,068	1,861,845	5,328,232	330,090	67,921		100	....
Dec 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota	Minnesota.									30.5							100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	....	*Southwest Pacific* §.....Missouri.																	
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6¼ mos.)	118,970	6,751		100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union §..South Carolina.									209.0	.....	.....	.....	1,006,953	408,960	9	100	90
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000								68.0							100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	800,000	.....	660,000	200,000	96,000	.....		(Leased	to Cinc., D	ayton and	Eastern.)			100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,916	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700		.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	—	—					Stony Brook.....Massachusetts.	267,385		.....	.....	267,300		.....	.....		(Leased	to Housat	onic.)		31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.									13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York. N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,286	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific §.....Tennessee.																50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,076	331,122	1,983,150	5,000	180,567	800,925	73.0	.....	.....	.....	.....	.....		100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	451,183	14	100	....
Dec. 31, 1867	111.0	65.6	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	25,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western. O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	66¾
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,968		.....	.....	274,400		.....	.....		(Leased	to Hudso	n River.)		19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield §.....Massachusetts.	2,086,640	.....	.....	.....		680,000	.....	.....		(Operat	ed by Vt	& Mass., &	T. & B.)	32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....		(Owned	by railroa	ds centrin	g in Troy	.)			100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....		(Leased	to Pennsy	lvania.)		.....	.....			....
Dec. 31, 1867	550.0	—	....	....	58	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....		.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....		.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....		.....	.....	.....	.....	.....		100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....		.....	.....	.....	1,625.156	.....		100	....
Sept. 30, 1867	12.0	—	—	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,582,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....		100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,800,000	550,000	3,172	212,120		(Leased	to Vermo	nt Centra	l.)			100	101½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,888	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,288	*	175,540	205,698	357,408	1,997,693	882 553	392,872	140.0	.....	.....	.....	.....	.....		100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central §.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	....	Virginia and Tennessee §.....Virginia.	7,190.550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.5	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Erie	.)	51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget. D. C. & Va.									7.0							100	....
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.			(In ha	nds of r	eceiver.)											100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....		100	....
Nov. 30, 1867	156.0	17.3	184.2	—	108	47	*	1,703	Western §.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)		4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) §.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland §.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,986	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329	.....	.....	.....	.....	.....	.....	.....	84.5	.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	886	Western Union...Wisconsin and Illinois.	6,065,874	697,463	182,404	56,412	822,450	1,283,600	630,919	.....		Leased	to Pennsy	lvania.)				50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	2,707,698	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg §...New York.			(Und	er const	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	60
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....		.....	.....	.....	.....	.....		100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford. N.C.	5,572,702	*	554,080	39,269	1,196,600	2,480,982	266,315	223,154	134.0	(Leased	to Boston,	Concord a	nd Mont	real.)	0	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon §...N. Carolina.	3,058.921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....		(Leased	to Nashua	and Lowe	ll.)	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	...	...	...	....	Winchester and Alabama §...Tennessee	960,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	13,845	6¼	100	....
Dec. 31, 1867	32.0	—	....	—	...	...	...	....	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....		(Leased	to Balt. an	d Ohio.)		27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,667	449,383	151,361	8	100	128
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg. Penn	293,230	.....	.....	.....	317,050	52,000	24,180	.....		(Leased	to Northe	rn Central	.)				50	....
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,364,976	*	292,311	415,096	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	346,196	216,271	3	100	41
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	4	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal. Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	4	50	95
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb. R. R.)	65.5	.....	.....	.....	.....	.....	16	100	128½
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,986	*	.....	.....	64,000	.....	1,300,986	.....	161.0	.....	.....	.....	871,072	643,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,382,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	108.0	.....	.....	.....	.....	247,603	8	50	60
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	101.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,165	7,775,720	489,316	136,275	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,619,461	*	.....	.....	2,002,740	2,611,310	159,506	.....	109.2	.....	.....	.....	1,099,013	.....	6	50	24
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	155,872	42,170	—	50	24½
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
																		64.0				132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed equiv'lt in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	....	39½
30 Nov.'67	6.84	—	265	88	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	64½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	102½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	65,788	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,643	94,200	—	—	—	—	—	....	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,655	10	....	67½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,589	79,694	188,086	10,087	—	....	70
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,278	1,125	—	....	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	—
30 Nov.'67	4.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	....	—
30 Nov.'67	7.14	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	57,300	53,000	—	—	8,589	89	—	....	—
30 Nov.'67	0.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	203,870	200,000	24,000	117,842	368,351	18,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,961	15,873	—	100	....
30 Sep. '67	3.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	19.76	—	—	—	37	Broadway (Brooklyn)	266.561	200,000	85,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	16.3	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	17	—	—	Brooklyn, Bath & Coney Isl'd	166, 259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '67	70 00	—	207	—	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	....
30 Sep. '67	11.30	—	49	—	—	Brooklyn City & Newtown	553,340	400,000	200,000	2,587	129,267	14,852	—	100	....
30 Sep. '67	4.12	—	14	—	—	Brooklyn City & Roost. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	....
30 Sep. '67	24. 0	—	57	22	—	Brooklyn Central & Jamaica	995,78	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	4.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,883	24,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,6 6	4,786	8½	100	....
30 Sep. '67	24.00	—	121	14	—	Centr'l P'k, N & E. Riv. (N. Y.)	1,829,963	1,031,500	550,000	54,827	531 915	16,285	—	100	....
30 Sep. '67	6 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	226	—	100	....
30 Sep. '67	2.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,582	89,310	5	100	....
30 Sep. '67	18.00	—	—	102	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	—	44	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Gran. st. & Newtown (W'g)	172,000	170,0 0	88,000	5,000	74,420	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,800	—	—	8,765	419	—	100	....
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,300	100,600	3,900	—	—	—	100	....
30 Sep. '67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,800	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	....
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	18,881	—	100	....
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,063	80,000	40,000	1,247	66,670	3,345	—	100	....
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	100,000	137,89	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,750	20,000	—	—	—	—	100	....
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,59c	1,176	5	100	....
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1,380000	50 000	1,18495	222,222	12	100	180
30 Sep. '67	3.35	—	—	—	—	Troy and Albra	71,9e2	44,150	19,000	11 238	12,440	2,140	—	100	....
30 Sep. '67	15.80	—	—	4	—	Utica and Waterville	301,268	121,17	196,500	1,200	76,179	14,707	—	100	....
30 Sep. '67	4.25	—	—	—	—	V. Brunt st & Erie Bas. (Bk'n)	57,000	75,000	12,000	1,584	17,395	2,26	—	100	....
30 Sep. '67	15.52	—	—	—	—	Westerv'liet (Albany)	294,388	240,00	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	82,000	80,000	—	2,000	....	....	—	—	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,936	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,556	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	—	—	....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	280,480	166,000	56,300	7,700	144.008	59,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	72,422	24,500	500	—	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	49	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,996	6	50	38
31 Oct. '67	34.25	—	367	59	—	Germantown	642,270	112,245	550,000	20,000	284,574	63,582	26½	50	27
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	114,204	15,978	12½	50	27
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100.000	—	170,439	9,604	10	50	38
31 Oct. '67	2.00	—	15	5	1	Harrisburg City	57,948	41,995	9 750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90.000	60,200	7,900	66 529	13,04	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	....	59,500	57,718	880	49,980	lo s.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct. '67	7.08	....	277	45	3	Philadelphia City (C. & W.)	436,91	2.5,000	150,000	61,911	226.044	53,011	10	50	46½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	16 000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	2-5,307	—	—	9 ,88	23,343	3	50	26½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,795	110,000	35,000	24,916	138,501	22,495	10	50	....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	4,852	21,550	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,759	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47.403	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	403 156	105,448	18½	50	40
31 Oct. '67	5.62	—	100	13	4	17th & 18th st. (Phila.)	114,366	130,000	—	—	69,627	11,264	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,16	31½	50	68½
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,964	84.648	—	50	17
31 Oct. '67	25.00	—	529	70	18	Union (Philadelphia)	764.927	400,00	200,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	275,000	100,000	—	281,058	50,692	10	50	61
31 Oct. '67	4.13	—	18	4	1	Wilkesbarre and Kingston	70,285	49,800	—	5,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	....	340	60	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	....	....	....	....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	....	....	....	....	....	....	....
31 Dec. '62	3.91	—	—	—	—	Passenger (Cinc.)	69 937	50,000	....	....	....	....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	per c.	Months.	Year.	p. c.
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1888	....
Brooklyn and Rockaway 1st Mortgage	85,000	7	J. & J.	....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1876	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1863	89
Central Park, East & North River: 1st Mortgage	650,000	7	J. & J.	1874	....
Citizens' Pittsburg]: 1st Mortgage	56,200	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	....	....	....
Dorchester: Real Estate Mortgage	5,000	6	....	....	....
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	....	....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1872	....
Real Estate	124,500	7	J. & J.	....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia 1st Mortgage	50,000	7	....	....	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	....	....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage guaranteed	88,727	6	....	1880	94
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	....	....	....
Middlesex: 1st Mortgage	38,000	..	....	....	....
Malden & Melrose bonds	46,971	..	....	....	....
Real Estate	6,000	..	....	....	....
Ninth Avenue: 1st Mortgage	112,000	7	....	....	....
North Philadelphia: 1st Mortgage	100,000	7	....	1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1882	....
" O. & Newark "	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	....	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	68½
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1879	86
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	85,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy: Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1887	....
Second and Third Street: 1st Mortgage	100.000	7	J. & J.	1905	96
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	....	....	....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	....	....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	....	....
West Hoboken & Hoboken: 1st Mortgage	80,000	7	M. & N.	1879	....
West Philadelphia: 1st Mortgage	60,000	7	J. & J.	1869	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	67
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	71
Chicago and Alton, pref.	2,425,400	7	10	154
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,356,287	7	10½	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	....
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	894,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	78
Erie, preferred	8,586,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	11½
Harrisburg and Lancaster,* guar....	1,182,650	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	23½
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	79¾
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramano,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,000	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,596	6	6	37½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* prof.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623 350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	37
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	37
Mariposa Mining, pref.	5,774,400	7	7	34½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @	42 50
Pig, American, No. 1 (good to best)		40 — @	43 —
Pig, American, No. 2		38 — @	40 —
Pig, American, Forge		37 — @	38 —
Bar, Refined, English and American		90 — @	95 —
Bar, Swedes, assorted sizes	(gold).	82 50 @	87 50
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— — @	145 —
Bar, English and American, Refined		— — @	90 —
Bar, English and American, Common		85 — @	87 50
Scroll		125 — @	160 —
Ovals and Half-round		122 50 @	150 —
Band		125 — @	— —
Horse Shoe		125 — @	— —
Rods, ⅜@3-16 inch		100 — @	160 —
Hoop		135 — @	185 —
Nail Rod	per lb.	8½ @	10
Sheet, Russia, assorted No.'s	(gold)	11½ @	13
Sheet, Single D. and T. Common		— 5½ @	— 7
Rails, English	(gold). per ton.	55 — @	56 —
Rail, American		74 — @	76 —
Anvils, Eagle	per lb.	— 9¾ @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 18 @	— 22
English Spring	(2d and 1st quality)	— 9 @	— 11½
English Blister	(2d and 1st quality)	— 11½ @	— 19
English Machinery		— 12½ @	— 15
English German	(2d and 1st quality)	— 14 @	— 16
American Blister "Black Diamond"		— 10½ @	— 16
American, Cast, Tool,	do.	— 19 @	— —
American, Spring,	do.	— 10 @	— 13
American Machinery	do.	— — @	— 13
American German	do.	— 10 @	— 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @	— 33
Bolts		— — @	— 35
Braziers'		— — @	— 35
Nails		— — @	— 40
Sheathing, &c., Old		— 22 @	— 23
Sheathing, Yellow Metal		— — @	— 27
Bolts, Yellow Metal		— — @	— 27
American Ingot		— — @	— 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 34		
Straits	(gold).	— 32½ @	— 33		
English	(gold).	— — @	— 31½		
Plates—Fair to good brands.	—Gold.—		—Currency.—		
I. C. Charcoal....	per box.	8 75 @ 8 87½	11 75 @	12 25	
I. C. Coke		6 87½ @ 7 50	9 25 @	10 50	
Coke Terne		6 12½ @ 6 25	8 50 @	8 75	
Charcoal Terne		8 — @ 8 50	10 75 @	11 50	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @	— 17
Crude, 40 @ 47 gravity (in shipping order)		— 21 @	— —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @	— 31
Refined, Standard White (in ship'g order)		— — @	— 31½
Refined, prime White (in shipping order)		— — @	— 33
Refined, S. W. (in merchantable order)		— — @	— 31
Naptha, Refined, (60 @ 63 gravity)		— — @	— 8½
Residuum	per bbl.	— — @	6 —

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9	per 50 feet.	7 75 @	6 —
8 by 10 to 10 by 15		8 25 @	6 50
11 by 14 to 12 by 18		9 75 @	7 —
14 by 16 to 16 by 24		10 50 @	7 50
18 by 22 to 18 by 30		12 25 @	8 —
20 by 30 to 24 by 30		15 — @	9 —
24 by 31 to 24 by 36		16 50 @	10 —
25 by 36 to 30 by 44		17 50 @	12 50
30 by 46 to 32 by 48		20 — @	13 50
32 by 50 to 32 by 56		22 — @	14 50
Above		25 — @	16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, March 11th.)	
6 by 8 to 8 by 10	per 50 feet.	8 50 @	6 25
8 by 11 to 10 by 15		9 — @	6 75
11 by 14 to 12 by 18		10 — @	7 50
13 by 18 to 16 by 24		11 — @	8 —
18 by 22 to 18 by 30		13 50 @	9 —
20 by 30 to 24 by 30		16 50 @	10 —
24 by 32 to 24 by 36		18 — @	12 —
25 by 36 to 26 by 40	....(3 qlts.)	20 — @	16 —
28 by 40 to 30 by 48	....(3 qlts.)	22 — @	18 —
30 by 50 to 32 by 56	....(3 qlts.)	24 — @	20 —
32 by 58 to 34 by 60	....(3 qlts.)	27 — @	23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending March 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17
Atlantic M. S. S. Co.	....	....	....	20	....	
Boston, Hartford & Erie	25½	....	....	....	....	
California 7s (gold)	....	125	125	....	....	
Canton Co	60½	....	....	....	....	
Central of N. Jersey	110½	110½	....	110½	110	110½
Chicago & Alton	154	151	150½	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	95	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82	81½	82	82	83	83½
" pref.	91½	....	....	....	91½	91½
" 1st M.	91	....	....	....	....	91½
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	94	94½	....	....	....
Chic., Rock Isl. & Pac.	128	....	128½	128½	....	129½
Chicago & R. I. 7s, 1870	99	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1895	94½	94½	....	94½	....	....
Clev., Col., C. and Ind.	67	....	....	66	66	65
Clev. and Pittsburg	....	89½	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	105	105½	....	106	106½	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	....	42½	43	
" 1 M.	86	86½	86½	87	87	
Cumberland Coal pref.	....	....	37	....	....	
Del. & Hudson Canal	129	....	....	128½	128½	
Del., Lack. & Western	116½	....	116	115½	115	
" 1 M. 7s	....	....	....	....	....	
" 2 M. 7s	....	....	....	....	....	93
Erie Railway	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1867	102	....	....	102	....	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	89½	89½	....	....	....	89½
" 4 M. 7s, 1880	88½	....	....	....	....	86
" 5 M. 7s, 1888	....	....	....	....	....	
Great Western 2d mort.	78½	....	....	....	....	79
Hudson River	140	139½	....	140	140	139½
" 1 M. 7s, 1869	100	100	....	....	....	100
" 2 M. S. F.	....	....	102½	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	140½	....	....	....	....	139
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	....	....	106½	106½	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118½	118½	....	118	118½	
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	113½
M. S. and N. I.	97	97½	97½	97½	....	
" 1 M. S. F.	97	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	66	66¾	66½	66½	66½	66½
" pref.	78½	78½	78½	79½	....	79½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	103	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	89	88½	88½	88½	....	87½
" H. & St. J. 8s	89½	....	....	....	....	....
Morris and Essex	87½	....	87½	89½	87½	
" 1st mort.	98	....	....	98½	....	
" 2d mort.	89½	90	90	....	....	90
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	161½	....	160½	159½	160	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92	....	92	....	....	....
" 6s, S.F. 1887	....	....	....	90½	....	....
N. York and Harlem	137	....	137	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	102	....	....
N. Y. and N. Haven	....	....	....	....	....	....
N. Carolina 6s	63½	63½	63½	63	62½	
" new	59½	59½	59	58½	58½	57½
Ohio and Miss.	33½	33½	32½	32½	32½	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	94
Pacific Mail S. S. Co.	100	99½	99½	....	95½	93½
Panama	....	....	....	....	....	335
Phila. and Reading	91½	91½	....	....	91½	91½
Pitts., Ft. W. & Chicago	118½	....	119	119	120	120½
" 1 M.	....	....	101½	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	92	....	....	....	....	....
Quicksilver Mining Co.	24½	24½	24½	24	23½	21½
St. L., Alton & T. H.	38	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	82½	....	....	....	....	82½
" Income bds.	78	....	78	....	....	
Tennessee 6s	....	....	66½	....	....	66½
" new	65½	65½	65½	65½	65½	65½
Tol., Wab. & Western	67	....	67½	67½	67½	....
" pref.	78	....	....	....	....	....
" 1 M. ex.	....	....	91	....	....	91
" 2 M.	84½	....	....	....	....	....
" Equipment	78	....	78	....	....	....
Virginia 6s, ex-coupon	....	57½	....	57½	57	
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending March 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.....121¼	....	....	....	....	....	
U. S. 5s, 1871, coup.....	....	....	....	....	....	
U. S. 5s, 1874, reg.....	....	....	....	....	....	
U. S. 5s, 1874, coup.....	....	....	....	....	....	
U. S. 5s, 10-40s, coup..106¼	....	105¾	105¾	105¾	....	
U. S. 5s, 10-40s, reg.....	....	104⅝	....	105½	....	
U. S. 6s, 1881, reg.....115⅝	....	....	116¼	....	....	
U. S. 6s, 1881, coup...116¼	117¼	116⅛	116⅛	117	116⅛	
U. S. 6s, '81, O.W.L. y.....	....	....	....	....	....	
U. S. 6s, 1881, .. ⅛ y.....	....	....	....	....	111	
U. S. 6s, 5-20s, reg. '62.113⅛	....	....	114⅛	....	....	
U. S. 6s, 5-20s, c. 1862.119½	120	120	119⅞	119⅝	119⅛	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.114⅛	115	115½	115⅛	115½	115	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.117	117	117⅛	118	117⅞	117⅝	
U. S. 6s, 5-20s, r. n. '65.....	112⅜	....	....	....	....	
U. S. 6s, 5-20s, c. n. '65.112⅜	113½	113⅛	113⅛	113⅜	113⅛	
U. S. 6s, 5-20s, reg. '67.....	....	....	....	....	113	
U. S. 6s, 5-20s, c. 1867.112⅜	113½	113⅛	113⅜	113¼	113⅛	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	113½	....	113⅜	....	113⅛	
U. S. 6s, Pac.R.R.issue102	102	102½	....	....	103⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	....	....	....	10	....	....
.. preferred	....	33½	....	....	33⅛	
Camden and Amboy....123	....	123	122⅜	....	....	
.. 6s, 1870	....	....	97	....	....	
.. 6s, 1875	....	....	....	....	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889	....	85	....	....	....	
.. mort. 6s, '89 93	....	93	....	....	....	
Elmira & Williamsport.....	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Lehigh Navigation.....	29⅜	30	....	....	30	
.. 6s, 1884	....	83⅜	....	....	....	
.. Gold L..... 90⅛	89⅞	89⅝	89⅞	....	90⅛	
.. R. R. L.....	....	85½	....	....	....	
Lehigh Valley R. R..... 56	55⅝	55⅞	55⅞	55⅞	55⅝	
.. 6s new..... 95	....	....	95	....	....	
Little Schuylkill R.R.... 43½	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Minehill	55	....	55	....	55	
Morris Canal.....	....	....	....	....	....	
.. pref.....	65	....	....	....	....	
.. 6s, 1876	....	85¾	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1880	....	88¾	....	88	89	
.. 7s.....	....	....	....	....	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central 47⅛	....	48	....	48⅛	....	
Pennsylvania R. R..... 57⅛	57⅛	57⅛	57⅜	57⅝	57⅜	
.. 1st M..... 99	....	....	99½	....	....	
.. 2d M.....	....	....	....	....	97	
Penn. State, 6s, 1st series....	103	....	103½	....	102	
.. 6s, 2d series.....	....	....	....	105½	....	
.. 6s, 3d series.107	....	....	....	....	....	
.. 6s, W. L.....	98	....	100½	101	....	
Philadelphia City, 6s.....	....	....	....	....	....	
.. new 101	101	101	101	101	101	
Philad., Germ. & Nor.....	....	....	69¼	....	69⅛	
Phila. & Reading 46⅛	45⅛	45⅛	45⅛	45¼	45⅛	
.. 7s, 1893	....	....	....	....	....	
Philadelphia and Erie.....	....	....	....	25½	....	
.. 6s.....	....	....	....	87⅛	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref.....	....	....	18½	....	....	
.. 6s, 1882	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
Susq. Canal.....	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Union Canal, pref.....	....	....	....	....	....	
.. 6s, 1878.....	....	....	....	....	....	
Wyoming Valley Canal....	....	30	....	....	....	
.. bonds.....	....	....	....	....	....	
Hestonville, (Horse).....	....	....	12¼	....	....	
Chestnut & Wal.	....	....	46½	....	....	
Green & Coates 38	....	....	....	....	....	
2d and 3d streets	....	....	....	....	40	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875.....	....	....	....	....	94	94
.. 1886	94	....	94	....	....	
.. 1890	....	....	92½	....	....	
.. 1893	....	....	....	....	....	
Balt and Ohio.....121	121	120½	....	....	120½	
.. bonds, 1875.....	....	....	....	92	....	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885. 93½	....	....	....	....	93⅛	
Marietta & Cin. 1st M.. 88½	....	88½	88⅜	88½	88⅜	
.. 2d M..... 70⅜	....	....	....	....	....	
Northern Central..... 48⅛	48⅛	....	48⅛	....	....	
.. bonds, 1885.....	....	....	....	....	84	
.. .. 1900.....	....	85⅜	....	85⅜	....	
N. W. Va. 1st mort..... 93⅛	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 3d mort.....	....	....	....	....	....	
City Passenger R. R.....	....	....	....	18	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending March 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	149½	149	148	148⅜	148⅜	
Boston and Lowell.....	....	138	....	....	137⅜	
Boston and Maine.....138½	....	139	....	139½	....	
Boston and Providence.137	....	....	....	....	135	
Boston, Hartford & Erie 25⅛	25⅜	....	25	25⅛	25⅛	
.. 7s, new..... 62	....	....	....	62	....	
Cheshire, pref.....	71	....	....	....	....	
Concord.....	76	....	....	....	76	
Connecticut River.....	....	....	....	....	....	
Eastern 114⅜	115	114⅜	114½	114½	114⅜	
Fitchburg.....	....	134	....	133	133	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central.....118½	118	117½	....	....	118½	
Northern, N. H.....112	....	....	....	112	....	
Ogdens. & Lake Champ 67⅛	67⅛	....	67⅛	67⅛	67⅛	
.. pref.....	....	106⅜	106⅜	....	....	
Old Colony & Newport. 94⅜	95	....	94⅜	....	94	
Ph., Wil. & Baltimore.....	....	51⅜	51⅜	51⅛	51⅛	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Vermont & Canada.....	....	....	101⅛	101⅛	....	
Vermont & Mass.....	....	60	....	....	60⅛	
Vt.C. & Vt. & C. Eq. 8s.....	....	....	....	....	102⅛	
Broadway (Horse).....	....	....	....	....	62	
Cambridge	....	....	102⅛	....	....	
Metropolitan	....	....	....	....	67⅛	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	....	....	
Franklin	....	....	21⅛	....	21	
Huron	....	....	....	....	....	
Isle Royale	....	....	....	....	....	
National	....	....	....	....	....	
Minnesota 8⅛	....	....	....	....	....	
Pewabic 13	....	12½	....	....	....	
Pittsburg	21⅛	....	21	....	....	
Quincy	....	31½	....	....	30	

London Stock Exchange.

	—Closing Prices.— Feb. 26.	March 5.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880.....	67 — 72	65 — 70
Do. do., 2d mort., 1881.....	60 — 65	55 — 60
Do. Penn., 1st mort., 1877.....	67 — 72	65 — 70
Do. do., 2d mort., 1882.....	60 — 65	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890.....	31 — 32	31 — 32
Detroit and Milwaukee 1st mort. 7s..	60 — 62	62 — 64
Do. 2d mort. 8 p. c.....	60 — 63	62 — 65
Erie shares 100 dol. all paid.....	24⅛— 24⅜	24⅛ — 25
Do. sterig. 6 p. c. convertible bonds	70 — 72	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875.....	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875.....	79 — 81	79 — 81
Do. 100 dol. shares, all paid.....	96⅛— 97⅛	96⅛— 97⅛
Marietta and Cin. R. R. bonds 7 p. c..	75 — 80	75 — 80
Panama General mort. 7s, 1897.....107	—109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct..	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910.....	87 — 89	87 — 89
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, March 20, 1869.

Stock Exchange and Money Market.

The Money market has been more active, since our last. The demand from speculative sources, particularly from the Stock and Gold operators, has been quite urgent, especially during the latter half of the week under review; and the call loan figures have been ranging from 7 per cent. in currency to the same price in gold, the latter an exceptional quotation. The Government houses have experienced no great difficulty in providing for their wants at the legal rate, all through the week. The leading lenders have been discriminating against Stocks, and in favor of the Public Funds, in placing balances, in a temporary form. The mercantile call for aid has been rather more active, and the rates on strictly prime to good business paper has been quoted at from 7½@10 per cent. per annum. The city banks gained nearly half a million of legal tender notes while reporting a further loss of deposits, and of specie the latter chiefly through the influx of coin, in the form of customs, into the Sub-Treasury. The U. S. Sub-Treasurer had his currency balances increased some four millions of dollars on Tuesday, by transfers from Washington, making his aggregate cash (coin and currency) balances at the close of business on that day $91,631,258 as against $83,286,391 on the preceding Tuesday, showing an increase of $8,344,867 for the were. The city bank exchanges on Wednesday week $110,557,192, and the resulting balances $2,390,595.

The specie reserve of the city banks is now $17,858,671, against $19,744,701 same time last year The city bank deposits are now $182,392,458. against $201,188,470 week ending March 14, 1868 The legal tender reserve amounts to $49,639,625, against $54,738,866 same time last year. The circulation now stands at $34,690,445, against $24,213,381 same time last year. The loans are now $261,669,695, against $266,816,084 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $104,862,927 a day, against a daily average of $121,191,355 the preceding week, and $105,563,204 the week ending with Feb. 24, 1869. The current week's exchanges average about $107,721,000 a day. The city banks, last week, reported a further loss of $2,127,963 of specie, and $211,979 of deposits, with a gain of $494,256 of legal tender notes. They increased their loans, $420,188; and their circulation, $414,560.

National Bank notes to the amount of $145,600 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $313,200,936, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $13,299,013, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,901,923. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,667,900; and for the public deposits, $32,966 350—making a total of $375,634,250. The Treasury Department last week redeemed and destroyed $759,600 of worn and mutilated fractional currency, and issued $350,700 of new. The outstanding amount of fractional currency on the 1st of March, 1869, was $36,781,548, against $35,511,127, on Feb. 1, and $34,216,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with March 13, were $11,113 388 including $2,569,769 from customs duties; payments, $10,250,601, including $507,185 of coin interest; balance at the close of the week, $87,787,075, against $86,924,288, at the close of the preceding week, showing an increase of $862 787. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,467,569, including $469,000 from customs; payments, $971,163 including $52,061 of coin interest. On Tuesday, receipts, $4,478,932 including $678,000 from customs and, payment $1,131,155 including $75,300 of coin interest. The balance at the close of business on Tuesday stood at $91,631,258, against $83,286,391 a week previous; and $87,930,325, on Feb. 24, 1869. The aggregate receipts of the Office in February were $31,657,457, including $12,179,726 from customs, aggregate payments, $26,789,612, including $1,923,545 of coin interest.

The outstanding amount of coin certificates on the 1st of March, 1869, was $28,775,560, agains

$32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $429,000, and retired $2,482,768 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during February, reached $1,634,240.

Government revenues have been on a moderate scale, since our last. The excises, last week, yielded about 3½ millions; customs at the port of New York, $2,569,769, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $8,059,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 103 millions, according to the latest Washington advices.

Gold has been in quite active request, chiefly on speculative account, most of the week, within a range of from 130¾@132⅜, leaving off on Wednesday to 131⅜. There have been more frequent though less violent fluctuations, in the price, influenced by the varying London quotations for U. S. 5-20s of 1862, which have been as high as 83⅞, and as low as 82¾, leaving off on Wednesday at 83⅛ on a firm market. The customs inquiry for Gold has been active. The export demand, however, has been light.

The Gold Exchange Bank clearances on Wednesday, were $63,120,000, and the resulting balances $1,723,271 in coin, and $2,428,208 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,287,534, average amount of specie $461,376, average amount of deposits $1,203,588.

The customs demand for Gold last week, averaged $428,295 a day; thus far, this week, it has averaged $574,500 a day, or equal to a weekly aggregate of $3,447,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $138,925, and since Jan. $2,236,377 against $1,106,837 same time in 1868. The receipts from California, last week, were $354,292. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $87,628,769, against $78,817,248 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Feb., 24th 1869, $939,069, against $1,110,265 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $16,122,166, against $23,573,010 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $7,450,844. The exports of specie, from this port, last week, were $304,228, against $1,096,916 same week last year; total, since July 1, 1868, $28,996,583, against $41,496,246 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $507,185; since July 1, 1868, $66,149,377, against $53,952,600 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to Feb. 20th, 1869, were $5,576,802, against $5,470,839 same time in 1868.

Foreign Exchange has been less active and without remarkable changes in prices, closing rather weak. Bankers' prime sixty day bills on London closed on Wednesday at 108½@108⅞, and on Paris to 5.22½@5.17½; sight bills on London to 109@109⅜, and on Paris to 5.16½c. @5.15. The offering of produce bills has been again quite moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,676,378, against $4,052,946 same week last year; total, since July 1, 1868, $114,309,803, against $128,801,828 same time in preceding fiscal year of 1867–'68.

Government securities have been more variable in price; but, on the whole, quite strong, with a very moderate offering, most of the week, of both classes of bonds. There has been less activity in the earlier loans. The later issues, especially of the Five Twenties, and the U. S currency six per cents (Pacific Railroad aid) bonds, have been in lively request. The general market closed strong on Wednesday with an upward tendency.

U. S. sixes of 1881 closed here on Wednesday at 116¼@116¾; U. S. Five-twenties of 1862, 119½@119⅝; U. S. Five twenties of 1864 at 114⅞@115; U. S. Five-twenties of 1865 at 117⅜@117⅝; U. S. Five-twenties of 1865, consolidated, 118⅜@118½; U. S. Five-twenties of 1867, 113¼@113⅜; U. S. Five-twenties of 1868, 113⅛@118⅜; U. S. Ten-forties at 105½@105⅝; U. S. Six per cent. currency bonds, 103⅜@103½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 3.	Mar. 10.	Mar. 17.
Consols	93	92⅞	93⅛
U. S. 5-20's of 1862	81½	82½	83½
Erie	24¾	24¼	24¾
Ill. Central	97	97	96¾

Railway and miscellaneous stocks have been quite active, but unusually irregular in price, closing weak and feverish.

Business in Produce has been more active, since our last, and prices of the leading articles closed in favor of sellers, particularly for Flour, Wheat, Pork, Lard, and Cotton. Middling upland cotton closed buoyantly on Wednesday at 28½ cts. per lb. The stock of cotton now here is estimated at about 120,000 bales. The receipts at the port this week, have averaged about 3,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,781,000 bales, against 1,779,000 bales same time in 1867–'8; exports, same time 907,000 bales, against 1,124,000 bales same time in 1867–'8; stock on hand at latest dates, 390,000 bales, against 331,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 4,158 pkgs., against 2,419 pkgs., same time last year. From Boston, 3,006 pkgs., against 2,276 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in moderate demand at from 10@17c., per lb.; week's receipts, 5,960. Milch cows at from $40 @$125, each, receipts, 76. Veal calves at from 9½@13½c. per lb.; receipts, 56. Sheep and lambs at from 6@9½c., per lb.; receipts, 17,677. Swine at from 11@11½c. per lb.,; receipts, 12,180. Foreign merchandise has been in moderate request, and generally held with more confined. The total imports of foreign dry goods, last week, were $3,036,604, and the total amount marketed $2,728,970. The value of foreign merchandise imported last week, was $3,985,001—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,021,605, against $4,563,354 same week last year; total since July 1, 1868, $181,049,304, against $159,662,868 in 1867–'8. The wool trade of Thursday, March 11, was well attended, and passed off with moderate success. The freight market has shown rather more steadiness. The engagements have been on a moderate scale. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 3d.@1s. 6d. by steamer, per bbl.; grain at 2½d. by sail, and 3d.@3½d. by steamer, per bushel; cotton at $\frac{3}{32}$@⅛d. by sail, and $\frac{1}{16}$d.@$\frac{5}{16}$ by steamer, per lb.; and heavy goods 12s. 6d.@20s. by sail, and 10s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 421.

The New York exports, exclusive of specie, for the week ending Mar. 16, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$4,052,946	$2,676,378
Prev. reported	32,467.174	28,901,259
Since January 1	$36,520,120	$31,577,637

The imports for the week ending March 13, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,031,293	$3,036,604
Gen. merchandise	2,532,061	3,985,001
Total for the week	$4,563,354	$7,021,605
Previously reported	38,190,554	48,614,304
Since January 1	$42,753,908	$65,635,909

The balance in the Sub-Treasury on Wednesday was $92,078,876 30.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee 1st mort., 89; St. Louis and Iron Mt. R. R., 84¾; Long Dock bonds, 92½; Morris and Essex con. bonds, 87; Galena and Chicago 1st mort., 98; Ohio and Mississippi consol. bonds, 84½; Hannibal and St. Joseph R. R., 115½; do., pref., 113½; Dubuque and Sioux City R. R., 113; do., pref., 101; Erie, 33½@34¾; Joliet and Chicago R. R., 96; Brunswick City Land, 9¾; Boston Water Power Co., 17¼; Central Coal, 65; Pennsylvania Coal, 215; Mariposa 17¾; do., pref., 34¾; do., Tr. 10s, ctfs., 68½; Western Union Telegraph, 88¼; do., bonds, 87½; Am. Mer. Union Exp., 42½; Merchants' Union Exp., 16½; Adams' Exp. Co., 61; Wells-Fargo Exp., 32½; Brooklyn 6s, W. L., 95; New York City 5s, 1870@1875, 95; do., 1887, 98; Georgia 6s, 83; Illinois coupon bonds, 1879, 100½; Alabama 8s, 98½; Louisiana 8s, Levee bonds, 86; do., 6s, Levee bonds, 70⅜; N. Y. State 7s, Bounty Loan coupon, 109; Buchanan Farm oil, 0.60; Consolidated Gregory, 2.45; Central Petroleum, 0.75; Grass Valley, 1.25; Home oil, 4.50; Montana Gold, 0.38; New York and Eldorado, 0.42; People's Gold and Silver, 0.10; Pit Hole Creek petroleum, 1.30; Quartz Hill Gold, 0.85; Smith and Parmalee, 1.35; United States petroleum, 1.05; Wallkill Lead, 0.20.

Philadelphia.—Penna. State coupon 5s, 92½; New Jersey 6s, free 102½; Lehigh Valley old bonds, 92; Sunbury and Erie 7s, 100; Belvidere

Delaware 2d mort., 80: West Jersey R. R. 6s, 89¾; Shamokin Valley and Pottsville 7s, 72; Phila. and Reading 6s, 1814-'80, 89½; Steubenville and Indiana 6s, 73½; West Phila. R. R., 61; Oil Creek and Allegheny River R. R., 38; Chestnut and Walnut street R. R. bonds, 83½; Delaware Division Canal, 47½; Morris Canal scrip, 68; Big Mt. Coal, 5½; N. Y. and Middle Coal Fields, 4⅜; Fulton Coal, 5; Niagara oil, 1⅛; Feeder Dam, ⅜. The latest quotations are: City 6s, 97½@98; do., free of tax, 101@101⅛; State 5s, reg., 98@100; do., coupon, 92½@93; do., 6s, W. L., 100½@101; do., 1st series, 102⅝@103; do., 2d series, 105⅛@106; do., 3d series, 107¼@108; Reading, 45⅝@45⅞; do., 7s, 1893, 105@106; do., 6s, 1880, 89@90; Camden and Amboy, 123¾@123⅞; do., mort. 6s, 1889, 93@94; do., 1883, 86@86¾; Penn. R.R., 57⅝@57¾; do., 1st mort., 99@99½; do., 2d mort., 96⅞@97; Little Schuylkill R. R., 43@43½; Morris Canal, 27@29; do., pref., 65@70; do., bonds, 85¼@87; Wyoming Valley Canal, 30@30; do., 6s, 77@85; Susquehanna Canal, 12½@14; do., 6s, 56@56½; Sch. Nav., 9½@10½; do., pref., 18@19; do., 6s, 1882, 66½@67½; Delaware Div. Canal, 47½@47¾; do., bonds, 80@85; Elmira and Williamsport, 30⅞@31⅛; do., pref., 39½@40; do., 7s, 1873, 90@90½; do., 6s, 62@65; Lehigh Coal and Navigation, 29⅛@30; do., 6s, 1884, 83⅛@84; do., R. R., Loan, 85¼@85¾; do., Gold Loan, 99⅛@90¼; North Pennsylvania, 33⅞@34; do., 6s, 88½@89½; do., Chattle 10s, 109½@—; Philadelphia and Erie, 25⅛@25¼; do., 6s, 87@87½; Minehill, 54⅞@55; Catawissa, 10@—; do., pref., 33¼@33½; Lehigh Valley, 55⅞@56; do., 6s, new, 93⅛@94; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 40@44; West Philadelphia, 61@61½; Spruce and Pine, 26@30; Green and Coates, 38@38½; Chestnut and Walnut, 46@46½; Thirteenth and Fifteenth, 17@17⅛; Girard College, 28@30; Tenth and Eleventh, 71@75; Union, 40@43; Hestonville, 12⅛@12¼.

Boston.—Union Pacific R. R. 6s, gold, 98½; Central Pacific 6s, gold, 101⅝; do., 7s, 1883, 109½; Old Colony and Newport 6s, 1876, 94¼; do., 7s, 1877, 102⅛; Eastern R. R. 6s, 1885, 95; do., 1874, 96⅜; Burlington and Missouri River R. R. 7s, 89⅛; Vermont Central 1st mort., 7s, consol., 77; Ogdensburg and Lake Champlain Equipment 8s, 102½; Vermont and Massachusetts 6s, 91¾; Sandusky, Cincinnati and Cleveland 7s, 73; Conn. and Pass. Rivers R. R. 6s, 1876, 88½; Cedar Rapids and Missouri 7s, 93; Maryland and Delaware 1st mort. 6s, 1885, 80; Cheshire R. R. 6s, 92; Stanstead, Shefford and Chambly 7s, 77¼; Cape Cod R. R., 66⅛; Summit Branch R. R., 20½; Housatonic pref., 64¾; Worcester and Nashua R. R., 128; Boston Water Power Co., 17¾; Cary Imp., 8⅜; Essex Co., 130¼; Waverly Land, 1⅞; Short Mt. Coal, 12¾; Ophir (N. S.) gold, 42c.; Massachusetts 6s, 5-20s, currency, 101½; do., 5s, 1894, gold, 108⅞; Connecticut 6s, 1883, 99; Maine 6s, 1871, 99¼; do., 1889, 100; New Hampshire 6s, 1870, 100; Cook Co., Ills., 7s, 96¼; Portland 6s, R. R. Loan, 98¼; Cambridge 6s, 1875, 99¾; Bath 6s, 1898, 93; Chicago 7s, 99¼; Cincinnati 7 3-10s, 1893, 104; Hallowell 6s, 1870, 99¾; St. Louis 6s, Harbor Imp., 68¼; Boston 5s, 1874, gold, 106; do., 1878, 107¾; do., 1880, gold, 104⅛; Augusta 6s, 1870, 99⅞; Hartford 6s, 1876, 97¾; Brooklyn 6s, 1891, W. L., 95¾; Portland 6s, 1870, 97; Charlestown 6s, 1889, 100; Allouez Mining Co., 6; Concord, 2⅞; French Creek, 10c.; Hancock, 5⅛; Humboldt, 62½c.; Phœnix, 11; Ridge, 7; South Side, 50c.; St. Clair, 87½c.

Baltimore.—Wilmington and Weldon 7s, gold, 91; Virginia and Tennessee 4th mort., 72¾; Orange, Alex. and Manassas 2d mort. 7s, 74; do., 3d mort. 82¾; Western Maryland 2d mort., pref., 41; Central Ohio 1st mort., 82⅛; Parkersburg R. R., 24; Memphis City 6s, 51¾; Maryland Defense Loan, 100; Virginia 6s, old, reg., 50; do., 1867, reg., 54¼; do., 1866, 54; Baltimore Copper, 49; ; Bare Hill Mining, 0.20; Atlantic Coal, 3.25; Santa Clara, 1.25; do., bonds, 0.15; George's Creek, 67. The latest quotations are: Balt. and Ohio, 120@121; do., 6s, 1875, 91½@92½; do., 1880, 93@93; do., 1885, 93⅛@93⅛; Northern Central, 48@48¼; do., bonds, 1885, 83¾@85; do., 1900, 85½@85¾; Parkersburg Branch, 24¼@25; N. W. Va. 1st mort., 93@93¼; do., 2d mort., 90@91½; do., 3d mort., 1873, 89@89; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 88@88½; do., 2d mort., 71@72¼; Central Ohio, 32@33; do., 1st mort., 82¼@83; Western Md. 6s, 1890, 60@75; do., guar., 85@90; do., 2d mort., guar., 85⅛@90; Richmond and Danville bonds, 72½@73; Baltimore 6s, 1875, 94@94; do., 1886, 94@95; do., 1890, 92⅝@92⅜; do., 1893, 97@—; do., 5s, 1838-'70, 73@75; City Passenger R.R., 17½@18; George's Creek Coal, 65@67¼; Santa Clara, 1.25@1 75; Atlantic Coal, 3.00@4.00.

☞ THE FIRST MORTGAGE BONDS of the ROCKFORD, ROCK ISLAND AND ST. LOUIS RAILROAD COMPANY, pay both the Principal and Seven per Cent. Interest—1st Feb. and 1st Aug.—in GOLD COIN, Free of Government Tax.

A limited amount only of these Bonds may be had at par and accrued interest in currency, of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street.

Union Pacific Railroad.

The President has sent to the House of Representatives a communication from the Government Directors of the Union Pacific Railroad in regard to the late election of Directors. They state the whole number of votes thrown to be 207,430, of which number 205,840 were given for the names annexed, and no other votes could be given that would have changed the result.

The Government Directors ask that Congress shall take some action to relieve the Directors elected from the injunction served upon them by the Fisk party, in order that the interests of the United States may be protected, and to keep the road uninterrupted.

It is signed by the Government Directors Jas. Brooks of New York; J. L. Williams, of Indiana; D. L. Harris of Massachusetts: J. D. Webster, of Illinois; H. Price of Iowa, and they report the following as the Directors elected by the vote given above: Oliver Ames, of Massachusetts; Thomas C. Durant, of New York; John J. Cisco, of New York: Sidney Dillion of New York; C. S. Bushnell, of Connecticut; Benjamin E. Bates, of Massachusetts; Cyrus H. McCormick, of New York; John Duff, of Massachusetts; Josiah Bardwell, of Massachusetts; John B. Alley, of Massachusetts; F. Gordon Dexter, of Massachusetts; Charles A. Lombard, of Massachusetts; Wm. H. Macy, of New York; G. M. Dodge, of Iowa; John F. Tracey, of Illinois.

Improvements in Making Iron.

The following letter of Mr. A. S. Hewitt to H. McAllister, Jr. Esq., Secretary of the American Iron and Steel Association, Philadelphia, published in the *Bulletin* of the Association, March 3, will be read with interest:

NEW YORK, February 26th, 1869.

H. MCALLISTER, JR., ESQ.,

DEAR SIR:—I think that the Trade will be interested in the following extract from a letter which I have just received from Mr. Wm. Barrett the able manager of the Norton Furnace, near Stockton in Yorkshire England, using the Cleveland ores. The furnace is the one described in my report on the "Iron and Steel of the Exposition of 1867" and the particulars of size, hot blast, etc., are there given in detail:

"I have made, during the year 1868, from one furnace 28,237 tons of pig iron consuming 25,737 tons of coke. The weekly yield has now greatly increased. From 12th of September to 26th of December inclusive, I made an average 530 tons weekly. Since then I have rather increased; the make of the week ending January 23d, was 564 tons and of the week ending January 30th 597 tons all gray iron; in fact, we have not made any but gray iron during all the year."

I think that the above results go far to confirm my prediction, that with high furnaces and hot blast we shall make pig iron in this country with a ton of anthracite coal to the ton of pig iron. Already at Port Henry on Lake Champlain, gray iron is being made regularly with 1 3-20 tons, in a furnace 65 feet high, working with a closed top and blast heated nominally to 1000 degrees.

The "coming" furnace will in all probability be 100 feet high with blast heated as high as the pipes will stand without injury, and with a consumption of our anthracite, the best blast furnace fuel in the world, not exceeding one ton. I take this occasion also to state that the Westman Roasting Kiln, mentioned in my report, is now working with entire success; and that Mr. Sjoberg, the Sweedish Engineer, who came out to erect it, is now prepared to build other kilns.

Faithfully yours,

ABRAM S. HEWITT.

☞ The South Side (Va.) Railroad Company has lately issued about $2,000,000 of new bonds. Of this amount $1,200,000 will be applied to the redemption of the old bonds of the company. The balance will be expended in ballasting the track and relaying it with heavy rail. The work has already been commenced, and twelve miles of new iron laid down on that part of the road next to Lynchburg.

☞ The work preparatory to bringing the tracks of the Milwaukee and St. Paul and St. Paul and Sioux City Railroads across the river at St. Paul and down the levee to the Pacific depot, is progressing rapidly.

☞ The towns of Plainfield, Groton and Montpelier have voted $143,000 to the Montpelier and Welles River Railroad, and Montpelier by private subscription will add $50,000 more. The road is regarded as secure.

From the Montreal Trade Review.

Wooden Rails.

We have received a short pamphlet, suggesting a new system of wooden rail, written by Mr. JOHN FOSTER, C. E., of this city.

The novelty of the system consists in making the track or rail, not of rails longitudinally, but of short pieces of hardwood lain with the grain upright instead of horizontal, and firmly bolted between two longitudinal pieces resting on sleepers.

Mr. Foster calculates that a track, exclusive of grading, could be constructed in this way at a total cost of $1.80 per yard, or $3,168 per mile, on which locomotives weighing 12 to 14 tons, could be used to run at a maximum of 15 miles an hour.

We give his calculations, based on being able to obtain red pine, cut and sawn into longitudinal rectangular pieces at 18 cents per cubic foot, and the hardwood into 3½ inch planks at 25 cents per cubic foot.

COST OF ONE COMPLETE LENGTH OF SEVEN YARDS OF PERMANENT WAY.

Red pine, 22 cubic feet at 18c	$3.96
Hardwood, 8 cubic feet at 25c	2.00
Wrought iron bolts, 28 lbs. at 5s	1.40
24 wooden pins at 2c	48
Labor in preparing blocks, grooving longitudinals, assembling, wedging and bolting the same together, and shaping and finishing the upper surface of the two rails under a circular plane, at 63c. per rail	1.26
Superintendence and machinery	63
One cross tie at joint	25
	$9.98
Say	10.00
25 per cent. contractors' profits and contingencies	2.50
For seven yards	$12.50

Or $1.80 per yard.

We think this estimate high for the wood and for superintendence, but as an offset, we are quite sure that one cross tie in 21 feet would be quite insufficient to bind the track and maintain the gauge of the road. One in every 7 feet would be none too many.

The rails laid in the way suggested, with the grain perpendicular to the radius of the wheels passing over them, would be capable of wearing under moderate traffic an almost unlimited time, we have no doubt. Any necessary renewals on account of the rotting of the wood could be made with great economy and very little trouble. We imagine there would be no comparison in point of durability between rails made in this way and the ordinary maple rail, as proposed to be used in the various wooden railways shortly to be constructed: and if the difference in cost of construction be not very great, we think it might be advantageous to secure the better rail, which would still be very much less costly than if of iron.

Mr. Foster considers this system of rails as peculiarly adapted to a line carried on trussels. He says: "The addition would merely be the trussel work necessary for carrying the road, as the road, that is the rail, would require no further bracing the diagonals which would be wanted to steady the line longitudinally." The following is his estimate of the road complete, including rails, mber supports, and fixing, ready for traffic on trussel system:

	Per yard.
For a line with rail raised 5 feet high	$5.36
" " " 10 "	9.00
" " " 15 "	12.28

He considers "the average height of 5 feet for the rail to be abundantly sufficient for forming an estimate for a line in this country, which is equal to embankment containing 13 cubic yards per yard run; the 10 and 15 feet heights would only be required for short lengths, and on the other hand for considerable distances the rail would be laid on the natural level of the soil or at least only raised some inches to admit of ditches and drainage, anything above 18 inches to be carried on timber, as of course the idea is only to use timber where embankments would exist."

Commerce of New York.

The foreign imports at New York for the month of February, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$10,386,053	$14,205,473
Do. for warehousing	9,297,632	8,548,655
Free goods	718,777	1,190,397
Specie and bullion	415,875	1,882,755
Total entered at port	$20,818,337	$25,827,280
Withdrawn fr. wareh'use	9,049,389	9,880,388

The foreign imports at New York for the two months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$18,241,883	$24,904,228
Do. for warehousing	15,945,503	17,927,874
Free goods	1,497,073	2,484,174
Specie and bullion	552,449	2,104,033
Total entered at port	$36,236,908	$48,369,809
Withdrawn fr. wareh'se.	15,780,963	18,887,018

The foreign imports at New York for the eight months of the fiscal year have been as follows:

Six mos. ending	1868.	1869.
Jan. 1	$116,072,182	$123,552,971
January	15,418,571	22,542,529
February	20,818,337	25,827,280
Total for 8 months	$152,309,090	$171,922,780

The duties received at New York for eight months ending with February, were:

Six mos. ending	1868.	1869.
Jan. 1	$54,731,301 44	$57,845,963 97
Jan.	7,133,428 42	9,615,894 43
Feb	9,696,752 39	11,996,628 46
Total 8 months	$71,561,482 25	$79,458,486 86

The foreign imports at New York in February since 1846 compare as follows:

1846	$4,749,091	1858	$9,209,043
1847	7,409,637	1859	18,848,870
1848	9,757,900	1860	19,356,879
1849	8,564,226	1861	16,341,707
1850	8,829,821	1862	13,872,140
1851	12,054,403	1863	12,027,846
1852	9,249,577	1864	21,643,937
1853	17,481,920	1865	11,473,668
1854	11,095,580	1866	30,692,557
1855	12,081,482	1867	25,630,781
1856	16,036,283	1868	20,818,337
1857	25,524,492	1869	25,827,280

The exports from New York to foreign ports in the month of February, were:

	1868.	1869.
Domestic produce	$13,543,674	$10,507,041
Foreign free goods	86,387	4,941
Do. dutiable	431,528	312,880
Specie and bullion	4,203,825	3,232,083
Total exports	$18,225,414	$14,056,895
Do. exclusive of specie.	14,021,589	10,824,812

The exports from New York to foreign ports for two months from January 1, were:

	1868.	1869.
Domestic produce	$27,310,170	$23,179,865
Foreign free goods	49,067	12,906
Do. dutiable	1,110,679	785,058
Specie and bullion	11,553,650	6,446,463
Total exports	$40,023,566	$30,424,292
Do. exclusive of specie	28,469,916	23,977,829

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, have been:

Six months ending January 1	1868.	1869.
	$91,143,385	$80,651,068
January	14,448,327	13,153,017
February	14,021,589	10,824,812
Total produce	$119,613,301	$104,628,897
Add specie	38,759,936	28,184,462
Total exports	$158,373,237	$132,813,359

The exports from New York to foreign ports in February, since 1851, compare as follows:

	Specie.	Prod. & Mdse.
1851	$1,097,689	$2,932,283
1852	3,551,543	3,769,147
1853	1,121,020	3,559,327
1854	579,724	5,958,097
1855	2,123,708	4,565,091
1856	1,204,343	5,606,209
1857	1,831,726	5,938,786
1858	3,746,920	4,173,677
1859	2,371,427	3,735,633
1860	977,009	6,675,870
1861	1,102,926	10,804,307
1862	3,776,919	10,335,924
1863	3,965,664	18,434,484
1864	3,015 367	14,196,409
1865	1,023,201	15,750,807
1866	1,807,090	17,196 507
1867	2,124,461	15,452,500
1868	4,203,825	14,021,589
1869	3,232,083	10,824,812

From Herspath's Railway Journal.

Railway Economy.—Permanent Way.

In our previous articles we have traced the development of the permanent way from the 30 lb. fish-bellied rail, first employed on the Liverpool and Manchester Railway in 1830, down to the 80 and 90 lbs. rails of the present time, and we have given a general description of the methods now in use for securing the rails in their places, and the various kinds of substructure employed for affording the rails support. In fulfilling this task we do not pretend to have described every minute variation in use, but we have brought under notice those systems which are most general, and which from their extensive adoption appear to possess the greatest merits.

In order to examine the comparative advantages and capabilities of these different systems it will be desirable to go back to first principles. The problem then to be solved in constructing a permanent way is to provide a pair of rails for the wheels of the rolling stock to run upon, which will sustain the passing weights without any appreciable deflection, and yet without too much rigidity, they should be true, smooth, and even, and carefully adjusted to the proper gauge. Also the joints should be so strong and perfect as to be imperceptible when traveled over; and lastly, all this should be provided and maintained in perfect order at the least possible cost.

To effect this we require—first, the rail; secondly, the substructure or support interposed between it and the ballast; and thirdly, the means of firmly uniting the two.

The form of the rail must depend upon the method intended to be employed in securing it to the sleepers, and then the question naturally arises, is it best to employ a double-headed rail with chairs, or a rail that can be attached direct to the sleepers?

It might be said this question is answered by the results of experience, for the double headed rail with chairs is used to probably ten times the extent of all the other plans put together; and no doubt this is a very striking fact, but then another question may be asked, has not the double-headed rail been adopted so extensively, partly from an erroneous impression as to the advantages, which it required years of experience to rectify; and secondly, from the chair and cross-sleeper system having been the first in the field, and founded by the great originator of railways, and as such adopted by numbers of his followers who accepted it as right without troubling themselves to investigate the principles upon which it was based?

Another question which arises collaterally with and is a resultant of the employment of chairs as a fastening is, which is the best and proper method to support the rail, at intervals or continuously? for if chairs be employed we at once commit ourselves to a system of intermediate supports, and we require as a consequence a rail sufficiently strong to sustain the passing weights without deflecting beyond the practical limit. It is therefore evident that a rail so supported at intervals, say of 3 feet, will require greater strength than one supported along its entire length; greater strength means greater weight, the material being the same in both cases, and greater weight involves greater first cost not only in the rail itself but in the additional cost of the chairs to hold it.

It would therefore appear that as regards supporting the weight of the rolling load the chair system is not the best that can be employed; in fact so far as this point is concerned it seems unwise not to utilize the continuous support afforded by the ballast by some kind of longitudinal sleeper directly under the whole length of the rail instead of employing a greater length of sleeper by about one-third placed crossways, which one-third is ineffective as bearing surface.

Take for instance a line as now ordinarily laid down with sleepers say 10 in. by 5 in. and 9 feet long, placed 3 feet apart. Certainly not more than 3 feet at each end of the sleepers can be reckoned as effective bearing surface, so that if 3 feet were cut away from each sleeper partly at the ends and partly in the middle the effective bearing surface would not be lessened, and so far as supporting the weight it would be quite immaterial in what position the sleepers were placed.

If, then, instead of being placed crossways they were placed longitudinally, with the reduced length they would exactly correspond to the length of the rails, that is, each sleeper 6 feet long would occupy the two spaces between the chairs 3 feet apart, and the 3 feet saved off each sleeper would more than pay for the material and fastenings for a cross transome to maintain the gauge and cant of the rails every 9 feet or even 6 feet if required.

Supposing this arrangement carried out, and the rails still mounted on chairs, we have in effect a precisely similar road to the ordinary cross sleeper road with this simple difference—that the direction in which the sleepers are placed is changed.

Now if such a road was made, the first thing that would strike anyone having a second idea, would be the absurdity of placing a longitudinal sleeper under the rail, and then mounting it on points 3 feet apart, instead of allowing it to rest upon and receive the support of the sleeper all along, the more so as in doing this the additional expense of providing the chairs is incurred.

Taking the chairs as weighing 28lb. each, this at £5 per ton would amount to 1s. 8d. each chair; if the rails were 84lb. per yard, this at £8 per ton would be 6s. for each yard, so that the cost of the chairs is rather more than one-fifth that of the rail. If, then, we do away with the chairs, we might for the same cost have a rail one-fifth heavier or rather over 100lb. per yard, and proportionally stronger, but when the chairs were taken away and the rail came to bear on the sleepers all along, in addition to its own vertical strength, it would have the vertical strength of the sleeper added to it. Let us see, supposing this were done, what this additional strength would amount to.

A piece of good fir timber 10in. by 5, placed on supports 3 feet apart, the same as the rail, would require about 20 tons to break it flat ways; now this would be about the weight that would permanently bind a good 84 lb. iron rail the same distance between the supports, so that by adding the strength of the sleeper to that of the rail, by allowing it to rest upon it all along, instead of supporting it every 3 feet, we just double the strength of the road, and if we add to this the additional strength gained by substituting a 100lb. for the 84 lb. rail, which we may fairly estimate at 4 tons, we shall have by this arrangement for the same cost a permanent way possessing the same bearing surface on the ballast, but having theoretically a strength of 44 tons in place of 20 tons. In practice, however, the whole of this surplus could not be reckoned on. We have calculated the strength of the timber on the supposition that it is sound and of good quality, but being buried in the ballast would, after a time, deteriorate it.

Again, the form that it would be necessary to give the rail in order to provide sufficient surface to rest on the sleeper would not be quite so favorable to its vertical strength, weight for weight, as the double-headed rail, but taking both these things into account there would still be a large margin in the shape of a money value, which might go either to a reduction of the first cost or be left in the permanent way, in which case it would eventually show itself in a reduction of the cost of maintenance. If it were determined to save the first cost, a rail of about 60lb. might be used, thus saving 80lb. on the two rails per yard, or nearly 63 tons per mile, which at £8 per ton would be just £500 saving per single mile for a road with the same bearing surface on the ballast, and certainly stronger than with the 84lb. rail mounted on chairs. Of course this arrangement involves an altered section of rail, so as to admit of its being attached to the sleepers direct. It might be a bridge rail or a foot rail; we should prefer the latter, as it affords a better chance of fishing the joints. In adopting such a rail it is assumed that the double-headed rail is not capable of being reversed, but this may still be questioned by some; if so, we can only point to the actual results of practice, which fully support this assumption.

We now come to another point, viz., the amount of bearing on the sleepers. In the chair system we have one chair with a base, say 6in. by 12in. =60 sq. in. per yard run to each rail; but with the other plan, taking the foot of the rail to be 5 in. wide, we have for every yard 5 in. by 36 in.=180 sq. in. per yard run, or just three times the amount. This is a question of some importance, for with the existing heavy traffic it is found that the sleepers are very soon crushed under the base of the chairs, and become worn out and useless long before they show signs of natural decay; so that now that the sleepers are destroyed by being thus knocked to pieces, the practice of creosoting is being abandoned, for it is argued it is useless to prolong the natural life of the sleeper if it is to be thus subjected to a premature death by violence. Now as this is occasioned solely by insufficiency of the bearing the chairs take on the sleeper, it would appear a better remedy to take means to increase this to a sufficient extent than to thus mercilessly abandon the sleepers to their fate, and by so doing increase the cost of maintenance and renewals.

☞ The earnings of the Milwaukee division of the Chicago and Northwestern Railroad in February were $78,539 57, an increase over the same month last year of $2,715 43, or 3.58 per cent. From Jan., 1868 to Feb. 28th, 1869, the total earnings of the road were $840,929 67, an increase of $53,555 82, or 6.80 per cent. over the same period from 1867 to 1868.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of February, as compared with the same period of the year 1868:

	1869.	1868.
From freight	$398,769 38	$427,311 22
" passengers	161,851 61	158,253 94
" express matter	9,468 00	7,987 50
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	855 01
Total	$585,997 32	$601,316 00
Expenses	361,381 32	389,928 29
Net earnings	$224,616 00	$214,387 71

This shows a decrease in earnings of $18,318 68; with a decrease in expenses of $28,546 97—making the increase in net earnings, $10,228 29.

The earnings and expenses, from January 1 to February 28, compare as follows:

	1869.	1868.
Earnings	$1,211,718 81	$1,109,821 16
Expenses	845,197 45	788,844 56
Net earnings	$366,521 36	$320,976 60

This shows an increase in earnings of $101,897 65; with an increase in expenses of $56 352 89—making the increase in net earnings, $45,544 76.

Finances of Philadelphia.

In the following table is given the entire revenue of the city for the year 1868:

Cash balance, Jan. 1, 1868		$1,082 789 18
Receipts from departments		1,372 828 84
Temporary loans		835,000 00
Defense loans, Nos 3 & 4	$205,100 00	
School loan, No. 2	145,800 00	
City Loan, No. 34	171 500 00	
$325,000 loan	180,000 00	
Culvert loan, No. 2	18,200 00	
		720,600 00
Taxes of 1862	$357 51	
" 1863	1,022 52	
" 1864	1,557 62	
" 1865	8,798 46	
" 1866	56,940 46	
" 1867	345,969 86	
		409,646 43
" 1868		4,751,342 45
State and militia taxes		48,089 77
Total		$9,220,296 17

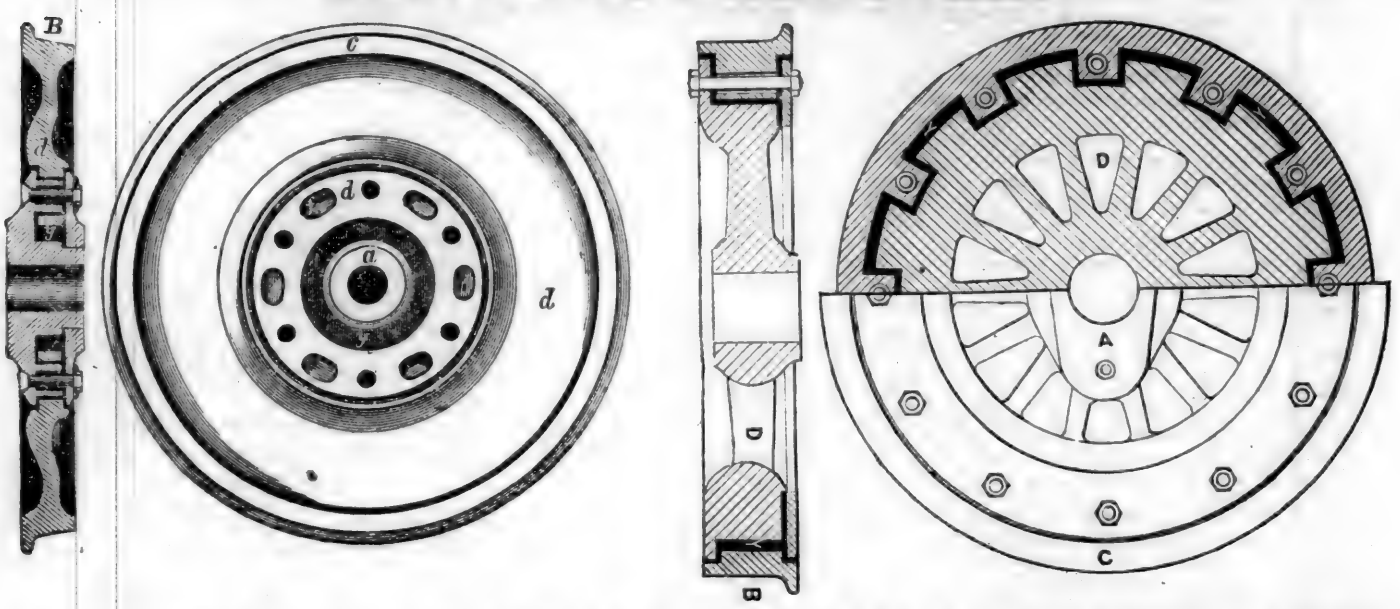
The following is a general summary of the total funded debt of the city on January 1, 1869:

Loans not matured		$36,503 740
Loans overdue and yet outstanding	$400,413	
Deduct this amount paid in excess of amounts reported at consolidation	166,417	
		233,996
Total funded debt		$36,737,736

☞ The Delaware, Lackawanna and Western, and Morris and Essex Railroad Companies, have completed their contracts for the grading and completion of their "cut off" track, which will bring the road through Paterson along the foot of Garret mountain. The work is to be completed by the 15th of March 1870.

☞ The contracts have been signed for the construction of the "Hackensack and New York Railroad Extension Company," a project mainly supported by property owners, who take this means of bringing their property into market. It will run from Hackensack northward to the Piermont branch of the Erie Railway.

Elastic Car and Locomotive Wheels.



The above cuts represent a side view and cross section of RADDIN'S Patent Elastic Car and Locomotive Wheels, which are attracting the attention of railroad men, and which are soon destined to supercede all other wheels in use.

Mr. John Raddin, of Lynn, Mass., the inventor, was awarded a silver medal at the Mechanic's Fair in Boston in Sept., 1865, upon the exhibition of his wheels, and the highest premium at the great Fair in New York in October, 1867.

This invention can be applied to any car or locomotive, at small expense, with so little trouble, and is so great an improvement in the strength, durability and quiet of the running gear, enhancing so much the pleasure and security of riding, as to be absolutely invaluable.

It will be readily seen that these wheels being packed with rubber prevents iron from touching iron, by giving radial movement for the expansion and contraction of the tires without the liability of their being broken by heat or cold, or becoming loose as is the case with those now in use. The rubber packing also causes a motion on curves essentially as easy as on a direct course.

The hub, (A) web and tread of the wheel (B) are separate castings, a ring of india-rubber (*y*) being interposed between.

The holes (*f*) in the web (*d*) receiving the projections on the hub and bolts, being larger than the projections, give a slight play of about an eighth of an inch, so that the rubber (*y*) being tightly compressed in the annular space can only change its figure when the load comes upon it, as before provided, by giving play to the hub and web. Thus the entire jar of the wheel is absorbed by the rubber before it reaches the hub and axle, and the relief to the wheels, from the sharp concussions and jolts upon solid unyielding obstructions, gives a saving of at least fifty per cent. in the wear of cars and rails.

A saving of $150 on each car is claimed in repairs, it not being necessary to resort to a machine shop to replace broken wheels, and no extraordinary power being called for in repairing of broken wheels, all that is required being the unbolting of the old web and tread and the replacing on the spot by new ones, which may be taken along in a freight car and adjusted at any point on the road from New York to San Francisco.

The following official reports showing the results of extended trials of Raddin's Elastic Car Wheel, are submitted to the attention of Railway Managers:

EASTERN RAILROAD COMPANY,
East Boston, Nov. 10, 1868.

JOHN RADDIN, ESQ.—Dear Sir—In answer to your inquiries as to the working of the Elastic Car Wheels, which you requested to be tested upon the Eastern Railroad, I would say that the eight wheels you sent for trial were under an iron car weighing 22 tons, about fifteen months since; were run about nine months; we then had them taken apart, and found the rubber to be in a perfect state, and although the bolts were not headed, not one of the nuts had started a particle. Since then we have placed the wheels under one of our best passenger cars, which is now running in our regular trains. We estimate the wheels have run 40,000 miles, and the wear of the tread is very slight compared with the common wheels running the same distance. The inference is, that an equal amount of saving would be had in the rails and machinery. We have examined your device for preventing any strain upon the bolts holding the flange and hub in place, and preventing any movement of the rubber packing when the brakes are applied, and think well of it.

Yours truly,
JOHN THOMPSON, M. M.

I have to say that the above statement is correct, and I see no reason why the wheels should not come into general use.

J. PRESCOTT, Sup't E. R. R.

These wheels have been in successful operation on the Eastern Railroad for *twenty* months, and have been so thoroughly successful that orders have been received from ten other railroads.

The able and efficient Superintendent of the Eastern Railroad, J. Prescott, Esq., in a recent letter, says of these wheels:

"We put a set of them under one of our passenger cars on the 15th June, 1867, which have since run over 50,000 miles, and to all appearances are in as good condition as when first put in use. About six months ago, we took two of the wheels apart, and examined the rubbers, which seemed to be as perfect as when first put in. They were then put together, and have been since, and are still running without repairs. As to liability to accident, I can say that these wheels have run through one very severe winter, and so ar through the present (letter dated January 22, 1869,) without accident, and I think them less liable to break than the ordinary wheels, from the fact of their being made in three separate pieces. I will not undertake to state any percentage of saving, but should your new pattern be as successful as the Elastic Frog we have in use, the saving must be very great, and would probably reach several hundred per cent. I think well of the Elastic Wheel, and that it is what railroads need very much."

The new pattern referred to above, is a very great improvement over the wheels that have been on trial by the Eastern Railroad, and may be seen at the Union Car Wheel Co., Jersey City, N. J. A stock company is about being organized for the manufacture and introduction of these wheels. Rights to manufacture on royalty, and orders for car wheels may be addressed to John Raddin, Western Hotel, N. Y.

Atlantic and Lake Ontario Railroad.

The recent combination of the railroad lines between the seaboard and Lake Ontario, namely, the Morris and Essex, the Delaware, Lackawanna and Western, the Syracuse and Binghamton and the Oswego and Syracuse, for the purpose of convenience, is termed the Atlantic and Lake Ontario route. The capital stock and funded and floating debt of these lines amounts to $34,304,550. Their equipment is as follows: Locomotives, 171; passenger and mail cars 124; freight cars, 1,480; coal cars, 6,772. The gauge of the Syracuse and Binghamton, and Delaware, Lackawanna and Western Railroads is six feet. That of the Oswego and Syracuse is 4 feet 8½ inches, but one year ago a third rail was laid (at a cost of $251,450) to accommodate the wide gauge cars.

☞ The Washington *Intelligencer* says that Mr. Wilson, Superintendent of Transportation on the Baltimore and Ohio Railway, has given orders for the thorough completion, by the first of July next, of the four or five miles of track of the Point of Rocks branch in the District. It is stated that the track is being graded all along the proposed line of the railway to the Point of Rocks.

☞ The lease of the Columbus and Xenia Railroad to the Little Miami Railroad Company has been ratified. It guarantees to the stockholders of the Columbus and Xenia Road dividends of 7 per cent. annually, and 8 per cent. upon the condition that the entire management and earnings in excess of 8 per cent. be surrendered to the Little Miami Road.

☞ The New Jersey Western Railroad has completed an arrangment with the Erie whereby the trains of the former can be run over the Erie tracks to Jersey City until the Western Railroad rails are laid to Hoboken, as projected. It is expected this road will be running trains from Pompton to Long Dock, *via* the Erie road, by October.

☞ The Governor of Arkansas has sent a message to the Assembly notifying that body that the Board of Commissioners had awarded State aid to the Memphis and Little Rock, and other railroads, which were left out in the omnibus bill.

☞ A bill is now before the New Jersey Legislature to authorize an increase in the capital stock of the Camden and Amboy Railroad and Delaware and Raritan Canal each $3,000,000, and the New Jersey Railroad $3 750,000.

☞ Work has been commenced on the Mansfield and Framington Railroad. It is expected that trains will be running from Mansfield to Foxborough by the 4th of July.

☞ Fifty-two miles of the Elizabethtown and Paducah Railroad are now under contract, and the work is being pushed forward in downright earnest.

FOR SALE.

1500 TONS. 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address

WM. H. PETIT,
72 Wall st., N. Y.

WROUGHT IRON PIPE

For Steam, Gas and Water.

Every variety of Fittings

FOR STEAM AND GAS WORKS.

Steam and Gas Fitters' Tools

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IRON AND BRASS CASTINGS

Of every Description.

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Boston.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

RICHARD B. OSBORNE,

CIVIL ENGINEER,

No. 431 Walnut street, Philadelphia.

Scott's Wrought Iron Clamp Truss Joint

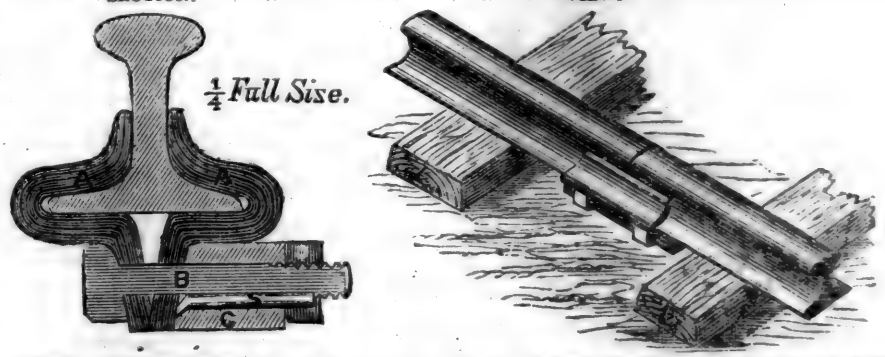
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES, THICKNESS ⅝ OF AN INCH.
WEIGHT 20 TO 30 LBS. COST FROM $1.30 TO $1.50.

Has been tested to ***24,000*** lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a ***TRUSS,*** supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is ***SIMPLE,*** can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION. VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two ¾ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

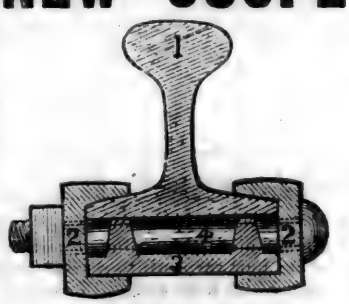
The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

For particulars, address

JOHN H. OSBORNE, Morrisville, Bucks Co., Penn. And BENJ. SCOTT, New Brighton, Pa.

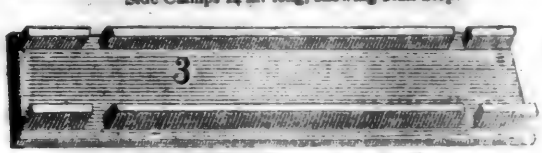
THE PHŒNIX IRON COMPANY'S
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts *4.* In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly,* is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHŒNIX IRON COMPANY, Philadelphia, Pa.

FIVE SECOND HAND LOCOMOTIVES

in working order—Gauge 4 ft. 8 1-2 inches.

	No.	Div.	Diam. Drivers.	Cylinder.	Fire Box.	No. Flues.	Size of Flues.	Diam. Boiler.	Weight in running order.	Connect'n.
1st.	4		5 feet.	14 ×20	38×37	127	10 feet 8×2	42 in.	50,100 lbs.	Inside.
2d.	4		5 feet.	13 ×20	42×40½	131	10 feet 2×1¾	42 in.	45,700 lbs.	Outside.
3d.	4		5 ft. 6	15 ×20	44×38	150	11 feet ×1¾	44 in.	52,600 lbs.	Inside.
4th.	4		5 feet.	15 ×24	41×87	140	11 feet 2×2	43 in.	57,000 lbs.	Outside.
5th.	4		5 feet.	13½×22	40×38	103	11 feet ×2	40 in.	43,400 lbs.	Outside.

The above engines arranged for burning wood, are now running, and are in fair working order, and will be sold low for cash.

3m10

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91 Water street, Boston, Mass.

HEBBARD CAR SPRINC CO.,
MANUFACTURERS OF
Patent Right and Left Spiral
STEEL CAR SPRINGS.



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VOSE, DINSMORE & CO.,
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Volute, Rubber Center Spiral,
Compound Spiral, India Rubber,
And other
RAILWAY CAR SPRINGS
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CAR PLUSHES.
Best French and German makes.
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GERMAN STEEL AND HARDWARE.
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RAILROAD TIES.
Juniper and Cypress Railroad Ties of any dimensions for sale by
DARRELL & NASH,
6m38 **83 Pearl street.**

RAILROAD TIES.
100.000 EASTERN SPRUCE AND HEMLOCK Ties, 8, 9 and 10 feet long, 6+6 inch face. For delivery from April to September next, as required. Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and R. R. Timber. Apply to
JOHN W. GOULD,
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RAILROAD TIES.
CONTRACTS SOLICITED, FOR OAK, CHESTNUT, CYPRESS, AND CEDAR, in quantities, as may be required. Apply to
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8m9 **New York.**

RAILROAD TIES.
WHITE OAK, CHESTNUT AND CEDAR.
Pig, Bar and Railroad Iron.
Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.
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FOREIGN AND AMERICAN
Steel & Iron Rails
Of all Weights and Patterns.
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RUBBER WORKS.
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Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.
P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.
Baltimore, Md., April 16, 1868.
We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.
JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead.
Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. R. L. HUTCHINSON.
E. S. MANNING. G. W. NORTON.

Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway give public notice that they are now prepared to receive TENDERS for THREE FURTHER SECTIONS of the line.

Section No. 5 will be in the Province of Quebec and will extend from forty miles east of Riviere du Loup, at the end of Contract No. 2, to the Sixty-Sixth Mile Post, near Rimouski, a distance of about twenty-six miles.

Section No. 6 will be in the Province of New Brunswick and will extend from the easterly end of Contract No. 3, opposite Dalhousie, to the west side of the Main Post road near the 48th Mile Post, easterly from Jacquet River, about twenty-one miles.

Section No. 7 will be in the Province of Nova Scotia and will extend from the southerly end of Contract No. 4, near River Phillip, to Station Fifty at Folly Lake, about twenty-four miles.

Plans and profiles with specifications and terms of contract will be exhibited at the office of the Board of Works, Toronto, and at the offices of the Commissioners at Ottawa, Rimouski, Dalhousie, St. John, and Halifax, on and after the FIFTH day of MARCH, 1869, and SEALED TENDERS, addressed to the Commissioners of the Intercolonial Railway, and marked "Tender," will be received at their office in Ottawa up to SEVEN o'clock, P. M., on the TWENTY-NINTH day of MARCH, 1869.

Intercolonial Railway Office,
Ottawa, 11th February, 1869.

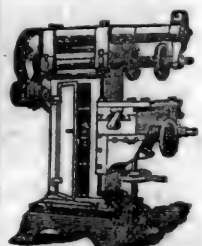
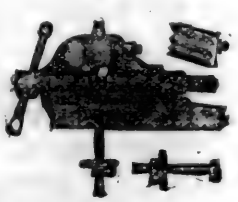
A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
W. F. COFFIN,
Commissioners.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.
Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	$225	$150	$75.

CHANGE OF SAILING DAYS.
Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,
On 1st, 11th and 21st,
except when those days fall on Sunday, then the day previous.
One hundred pounds baggage free to each adult. Medicine and attendance free.
March 20, RISING STAR, CAPT. H. P. CONNER, connecting with GOLDEN CITY, CAPT. LAPIDGE.
Steamer leaving March 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco April 3, 1869, for China and Japan.
For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

HERMANN BOKER & CO.,
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Agents for
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Specialty:
Puddled Steel Rails.
Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.
All the F and E Rails are guaranteed as to abrasion, perfect weld, and
Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

UNION VISE COMPANY,
OF BOSTON,
61 WATER STREET.
50 Sizes and Styles constantly on hand. Heavy Vises warranted. Milling Machines—simple, great capacity and strength—5 Sizes, weighing 2,300, 1,600, 1,050, 1,000 and 900 lbs. For Sale by the Trade.
G. H. NOTT, President.
A. H. BRAINARD, Sup't.

To all connected with Railroads.
Superintendents, Conductors, Engineers, &c.
DO YOU WANT A TIME-KEEPER?
If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.
QUINCHE & KRUGLER, 8 & 10 JOHN ST., N.Y. (up stairs,) only wholesale Agents for the Manufacturers.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 13.] SATURDAY, MARCH 27, 1869. [WHOLE No. 1,719, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 27, 1869.

The Monster Blast Furnace at Norton, England.

In our last impression we noticed the immense production of pig iron from this Furnace, ("28,237 tons per annum, consuming 25,737 tons of coke.") Thinking it might be interesting to our readers, we insert the following particulars respecting it, derived from Messrs. PLAYER & HENDERSON, of 30 Broadway, New York, Mr. Player of that firm having designed and constructed it while he was manager for the Norton Iron Company about three years ago. The furnace is 25 feet across the boshes, and 85 feet high, with 26,000 cubic feet contents; the blast is produced by one horizontal blowing engine of 7 feet cylinder by 7 feet stroke, working 22 revolutions per minute; the air is heated to about 1,000° Fahr. by 4 of Players Patent double-heating stoves of 80 pipes each, and passes by 4 tuyeres into the furnace at a pressure of 3 to 3½ lbs. to the square inch. A great part of the success of the furnace is to be attributed to the use of these stoves, which heat very uniformly and never require repairs. It has been observed that this furnace reduces the ores much better than smaller ones, which with Cleveland iron stone gave but 40 per cent. yield; now, by the new furnace, gives 42 per cent.—the difference formerly went into the slag or cinder. The large furnace has been found to give best foundry iron from fuel that formerly only produced white iron in the small furnace. The work of the large furnace has been so satisfactory during the two years it has been in blast, that the Norton Company have since built another, a duplicate of it, which has just gone into blast. These furnaces have exceeded the anticipations of all concerned as to product—fully 50 per cent.—as see an illustration of the furnace in *Engineering*, Aug. 10, 1866, where it is stated that it is expected to produce 400 tons per week, and it has now reached about 600 tons per week. The coming large furnace referred to in our impression of last week, built in the Middle States with ores averaging 50 to 60 per cent. with anthracite coal, will produce 700 to 800 tons per week, and with less capital than is used in some establishments here to produce 200 tons, and at 60 per cent. less cost.

Atlantic and Gt. Western Railway Lease.

We gave on the 5th ult., a copy of the lease of the Atlantic and Gt. Western Railway to the Erie Railway Company. The following is an abstract of the supplemental lease:

This agreement, made this 7th day of December, 1868, between the Atlantic and Great Western Railway Company of the first part, the Erie Railway Company of the second part, and James M'Henry of the third part, witnesseth:

That, whereas by lease this day executed between the parties of the first and second part, the party of the first part for the term of twelve years did demise unto the party of the second part the Atlantic and Great Western Railway Company, its property, &c., for the specific provisions of which said lease reference is thereunto had. And whereas 30 per cent. of the gross earnings of said road are agreed to be given as rent without any mention of particular amount, now, therefore, in consideration of the premises of said contract above mentioned, the three parties hereunto have mutually agreed as follows:

1. The Erie Railway Company agree that the annual rent shall not be less than 1,800,000 dols. per annum, to be paid quarterly.

2. If in any year the cost of operating the road shall be less than 70 per cent., such actual per centage shall be taken as the basis for the ensuing year.

3. If in any year the 30 per cent. shall not amount to 1,800,000 dols., the deficiency shall be charged to the Atlantic and Great Western Railway Company, and deducted from the excess over 1,800,000 dols., and such advance to constitute a lien upon the Atlantic and Great Western Railway, its personal property and franchises, until repaid from earnings in future years.

4. The Erie Company are to furnish the Atlantic and Great Western Company suitable offices in New York, stationery, &c., and to pay the President a salary of 5,000 dols. for attending to the business and keeping up the organization of the company.

5. The Erie Railway Company are to advance to Atlantic and Great Western Railway Company on account of the rent to fall due during the year 1869, 800,000 dols., to be used in payment of debts underlying debentures.

6. The rent in the aforementioned lease to be paid by the Erie Railway Company to the Atlantic and Great Western Railway Company shall commence from the date possession of the said demised property is fully vested in the Erie Railway Company.

7. Rates and fares to be the same for both companies, and to be divided equally per mile, and the Erie Railway Company to render monthly to Atlantic and Great Western Railway Company accurate accounts of the traffic it may carry over its line or any part thereof.

HENRY G. STEBBINS,
President, Atlantic and Great Western Railway Company.

JAY GOULD,
President, Erie Railway Company.
JAMES M'HENRY.

Potomac and Ohio Railroad.

The Legislature of West Virginia, at its last session, passed a bill incorporating the Potomac and Ohio Railroad Company, with authority to construct a railroad from any point on the Potomac river, west of Harper's Ferry, to the Ohio river at any point south of Parkersburg, by the way of the South Branch Valley. The incorporators are Elisha C. Litchfield, Wm. Bemont, Seth W. Benedict, A. N. Duffie, David R. Barnum and Rensselaer N. Havens, of New York, and Joseph Sprigg, Thomas Maslin, John W. Duffey and Joseph T. Hoke, of West Virginia. It is said to be the intention of the parties obtaining this charter to consolidate with the Alexandria, Loudoun and Hampshire Railroad in part, so as to aid and probably insure the early completion of that road to

the coal fields, with the aid of Washington, &c., and extend it from the crossing of the South Branch of the Potomac onward to the Ohio river.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1868, were as follows:

From freight		$4,172,841 59
" passengers		1,595,189 38
" extra baggage		2,140 82
" mails		76,300 00
" express		200,125 86
" rent of property		111,827 01
" rent of cars		27,162 78
" dockage		15,057 81
		$6,200,145 25
Net earnings over Chicago, Burlington and Quincy Railroad, as per contract		454,530 91
Net earnings over Peoria and Oquawka Railroad, as per contract		143,254 36
Total earnings in Illinois		$6,797,930 52
Earnings over leased lines in Iowa—		
Dubuque and Sioux City		978,186 86
Cedar Falls and Minnesota		46,512 86
Total		$7,817,629 24
Less operation expenses:		
Salaries	$149,779 62	
General expenses	187,486 35	
Legal expenses	17,816 25	
Claims and damages	114,662 22	
Station expenses	616,198 85	
Passenger train exp.	227,427 11	
Freight train expenses	631,818 48	
Repairs of engines	541,316 22	
" cars	516,041 87	
" tools, etc.	52,221 10	
Cleaning engines	48,858 76	
" cars	14,828 93	
Equipment expenses	51,050 56	
Repairs of road	1,132,171 44	
" bridges	128,271 60	
" fencing	106,104 54	
Operating St. Charles Air Line	7,169 57	
Insurance	48,382 74	
Loss by fire	180 70	
		4,590,681 91
Leaving net earnings		$3,226,947 33
Deduct—		
Charter tax paid State of Illinois	$428,397 48	
Charter tax paid State of Iowa	13,200 09	
Rent of leased line	270,365 18	
		811,962 75
		$2,414,984 58
Add—		
Amount applicable to Interest Fund as per Land Office Report	$407,925 56	
Amount applicable to Free Land Fund, as per Land Office Report	558,140 61	
		966,066 17
Net amount, as shown in General Balance Sheet		$3,381,050 75

General Statement of Accounts.

Balance of net cash assets as shown in last Annual Report		$1,775,608 02
Gross earnings in 1868		7,817,629 24
Net receipts of Land Department		3,036,791 17
Six per cent. sterling redemption bonds issued in exchange for 6 per cent. construction bonds		2,061,500 00
Increase of capital stock		1,881,100 00
		$16,572,628 43
Permanent expenditures—		
For masonry, bridging, new sidings, ballasting, right of way, fencing, etc.		$233,097 54
Station buildings, water works, wharves and basins, lake shore protection, station grounds extensions, etc.		164,414 75
New engines, cars and shop tools		174,502 41
		$572,014 70
Operation expenses		4,590,681 91
Tax paid the State of Illinois, being 7 per cent. on the gross earnings for the year ending October 31st, 1868		428,397 48
Tax paid the State of Iowa on the gross earnings of leased line to December 31st, 1868		13,200 09
Rent of leased line in Iowa for the year ending December 31st, 1868.		370,365 18
Interest on funded debt		678,255 00
Sterling exchange on coupons payable in London		77,461 92
Dividends paid in 1868, being 10 per cent. on the capital stock, and including United States tax		2,461,568 42
Stock distribution in August, 1868.		1,871,100 00
Increase in working stock of supplies		28,104 20
Bonds purchased and called in 1868—		
Optional rights	$26,000	
8 per cents of 1865	3,000	
Redemption bonds	2,500	
7 per cent. construction bonds	1,135,500	
		1,167,000 00
Construction 6 per cents received in exchange for new sterling redemption bonds		2,064,500 00
Premium and commissions paid on bonds called, purchased and exchanged		240,051 70
Balance, consisting of net cash assets in New York and Chicago, and exclusive of the working stock of supplies		2,012,927 83
		$16,572,628 43

It will be seen that the gross earnings of this road for the year 1868 amount to $7,817,629 24, the operation expenses to $4,590,681 91, State taxes to $441,597 57, and rent of leased line in Iowa to $370,365 18, leaving net $2,414,984 58, against $2,480,567 72 in 1867. The per centage of expenses to earnings, including State taxes, is 64.87, against 65.6 in 1867. These figures include earnings over leased line in Iowa, which amount to $1,019,698 72, operation expenses $515,895 60, State taxes $18,200 09, and rent $370,365 18, leaving a net profit of $127,076 79, after making liberal expenditures in improvements. The President in his report says:

It is easy to perceive that we may look for considerable increase in the profits of working this line. It is in no wise a charge upon the road in Illinois; fixing no obligation upon the company but that of paying a share of the gross income. The arrangement has been of great advantage to us in operating that part of our road in Illinois north of Mendota, enabling us to bring more of it into use than formerly in the transaction of our business. In this respect we derive already the most signal benefit from the lease in Iowa. In all its relations with the company's interests, this transaction has proved fortunate and successful.

The Southern States not taking their usual supplies of food from the North, our traffic in that direction has decreased. This loss is, I think, temporary and will be restored to us at an early day. As the South is again engaging largely in the production of cotton and sugar, we may expect to supply them with breadstuffs and provisions, when our business in that direction will be re established.

The tonnage hauled in 1868 was 1,439,675 tons, against 1,300,835 tons in 1867; the average distance each ton was hauled being 208 miles in 1868, against 131 miles in 1867.

The roadway and other property of the company have received all necessary repairs. The expenditures for the maintenance of way include the cost of 7,348 tons of new iron, which, with the cost of other materials and labor, amount to $1,260,448 04—the length of track relaid with new iron being 76 miles, and with repaired and old iron 105 miles. This amount includes also the cost of repairs of bridges, $128,271 60, which covers ordinary repairs, and a proportion of the cost of six spans (iron) of the bridge across the Illinois River at La Salle, which have been substituted for six spans of the wooden bridge, and also the cost of re-erecting two spans of the iron bridge across Rock River, at Dixon, destroyed by freshet in the Spring of last year. The motive power and rolling stock of the company have received special attention, and $1,223,812 44 were expended in their maintenance. We built about 208 miles of new fence, of excellent character, the cost of which ($106,104 55) is included in operation expenses.

The amount of permanent expenditures was $572,014 70, of which $393,187 29 was on account of construction, including for new iron bridges, $55,621 73; ballasting 28 miles of track, $19,008 67; new station building and workshops, $63,591 09; water works, $36,862 88; 6½ miles new sidings, $68,775 79; lake shore protection, filling Chicago station grounds, extending the grounds at Chicago Car Works, and for new wharves and basins, $63,960 78; and for making the tunnel and approaches to Dunleith Bridge, $77,461 92. Of these expenditures, $41,567 07 was for new sidings, station buildings, ballasting, etc., on the leased line. The equipment has been increased by the addition of three new first class locomotives, built at our shops, at a cost of $40,289 42; sleeping cars, $40 050; one hundred new stock and three new grain cars, costing $90,342 85, with other slight expenditures on shop machinery and tools.

The bridge across the Mississippi, between Dunleith and Dubuque, was completed and opened for traffic on the 1st January last. Our trains are now passing over it, and we find it a great benefit in operating the line.

During the past year the amount paid for dividends, including Government tax, was two millions four hundred and sixty-one thousand five hundred and sixty-eight dollars and forty-two cents, being at the rate of ten per cent. on the capital stock; in addition to which, stock was distributed to the stockholders in August last, at the rate of eight per cent. on the share capital, in accordance with a resolution passed at the last annual meeting of shareholders. The amount paid for interest on funded debt and sterling exchange was seven hundred and fifty-five thousand seven hundred and sixteen dollars and ninety two cents; and after paying State taxes, rent of leased line, and all other claims upon the operations of the year, we had a balance on the first day of January, of net cash assets, amounting to $2,012,927 83, out of which a cash dividend of five per cent. was paid during the present month. The stock of working supplies, inventoried at cost, amounts to $844,139 29. The funded debt was reduced $1,167,000, and amounted on the 1st of January, to $9,377,500.

In the Land Department, the collections amount to $3,200,289 21, on account of old and new sales, of which $2,070,431 31 is applicable to the cancellation of construction bonds, $558,140 61 to Free Land fund, and $407,925 56 to interest fund. The expenses for the year were $143,709 39. There were surrendered to the Trustees during the year $1,882,500 of construction bonds, at a cost of $2,070,925, against the collections on that account. The amount of bonds now in their hands in advance of deeds issued, is $4,423,819, of which $3,173,000, is in advance of collections.

The sales were 207,008.87 acres to 2,776 purchasers, for $2,228,325 90; averaging $10.76 per acre. The total number of deeds issued up to the close of the year covered 1,124,446.36 acres of the original grant. The amount owing to the company for lands is $6,128,087 59. On most of the obligations for lands one or more payments have been made. This facilitates future collections, and I expect the receipts of the department during the present, will be equal to those of the preceding year. There still remain unsold 526,690.46 acres of land, to which may be added about 96,504 acres (old sales) subject to cancellation. Of the lands sold during the past year, 115,496 acres were located on the Chicago Branch, between Champaign and Kankakee.

The net receipts from Railway and Land department during 1868, amounted to $5,451,775 75.

The annual meeting of the shareholders will be held in Chicago, on Wednesday, the 26th day of May next. The term of service of three directors will expire at that date.

GENERAL BALANCE SHEET.

Permanent expenditures		$31,900,487 31
Interest & dividend account	$12,555,937 80	
Less avails of interest fund	3,381,050 75	
		9,174,887 05
Net cash assets, New York	$1,624,298 23	
Net cash assets, Chicago	388,629 60	
		2,012,927 83
Premium paid on bonds delivered Land Department in anticipation		176,438 52
Working stock of supplies		844,139 29
		$44,108,880 00
Capital stock		$25,277,270 00
Canceled bonds scrip		19,610 00
Funded debt—		
Construction bonds, due April 1, 1875, 7 per cent	$3,955,000	
Construction bonds, due April 1, 1875, 6 per ct.	437,500	
Redemption bonds, due April 1, 1890	2,560,500	
Sterling redemption b'ds, due April 1, 1875	2,424,500	
		9,377,500 00
Bonds delivered Land Department	12,607,500	
Less in hands of Trustees	3,173,000	
		9,434,500 00
		$44,108,880 00

Capital stock has been increased $3,870 by the conversion of cancelled bond scrip, and $1,281,100 by distribution of stock in August, 1868, and payments on shares.

NET CASH ASSETS.

Cash assets, New York office		$1,735,854 27
Less sundry coupons and dividends		111,556 04
		$1,624,298 23
Cash assets, Chicago office	$682,679 93	
Less liabilities	294,050 33	
		388,629 60
Total amount at debit in General Balance Sheet		$2,012,927 83

PERMANENT EXPENDITURES.

Construction	$393,187 29
Equipment	174,502 41
Engineering expenses in Illinois	2,500 00
Right of way	1,825 00
	$572,014 70
Add amount at debit of this account in last annual report	31,328,472 61
Total amount at debit in General Balance Sheet	$31,900,487 31

INTEREST ACCOUNT.

Construction bond coupons, April and October		$439,850 00
Interest on optional right bonds		910 00
Interest on redemption bonds, in currency		153,735 00
Interest on sterling redemption b'ds		83,760 00
Premium on sterling exchange, to pay coupons in London		77,461 92
		$755,716 92
Dividends on shares—		
Dividend of February, 1868, 5 per cent	$1,169,030 00	
Dividend of August, 1868, 5 per cent	1,169,460 00	
U. S. tax on above	123,078 42	
		2,461,568 42
Stock distribution, August, 1868		1,871,100 00
		$5,088,385 34
Add amount at debit of this account in last Annual Report		7,467,552 46
Total amount at debit in General Balance Sheet		$12,555,937 80

The working stock of supplies consist of wood, coal, etc., on Chicago, North and Iowa Divisions, $56,828 83; engineering materials and tools, $405,091 63; materials at shops, $378,833 69; stationery, $3,385 14—total, at debit in General Balance Sheet, $844,139 29.

The lands remaining unsold are located as follows: on Main Line—between Cairo and the Ohio and Mississippi Railroad, 293,740.88 acres; between the Ohio and Mississippi Railroad and Decatur, 64,494.81; between Decatur and Dixon, 26,712.59; between Dixon and Dunleith, 22,631.45. On the Chicago Branch—between the Ohio and Mississippi Railroad and Tolono, 63,364.62; and between Tolono and Chicago, 55,746.61—total, 526,690.46 acres.

During the year 8 new first class engines were built at the company's works, making the number owned by them at the close of the year, 170; of these, 30 were employed on passenger trains, 99 on freight, and 41 on other trains. 54 engines have received general repairs, 58 thorough repairs, of which 15 have been rebuilt, and 12 have been altered to burn coal, leaving but 8 wood burners on the road.

The number of miles run by engines with passenger trains, was 1,122,791; with freight trains, 2,858,966; with construction trains, 110,292; with wood trains, 6,720; switching, 499,677—total, 4,593,446, an increase of 828,230 over the previous year. Cost of repairs, $584,345 98. Cost of repairs per mile run, 12.72 cents, against 14.45 cents in 1867. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 27.57 cents, against 29.62 cents in 1867, 32.67 cents in 1866, and 37.44 cents in 1865—the total cost being $1,266,531 98, against $1,116,102 66 in 1867, $1,177,708 23 in 1866, and $1,313,337 26 in 1865. The cost of oil, waste and tallow per mile run, has been 0.72 cents; of fuel, 6.88 cents. Av. miles run to a pint of oil, 14.89; to a cord of wood, 46.01; to a ton of coal, 37.38. Wood is rated at $7 per cord; coal at $2 12 per ton. Oil at 60 cents per gallon, and waste at 15 cents per pound.

The company have 85 passenger, 1 officers', 1 pay, 39 baggage, mail and express, 9 sleeping, 2,257 grain, 50 Blue Line, 320 stock, 335 flat, 853 coal, 2 powder, 4 derrick, 3 tool and 2 tank cars, and 4 large and 10 small snow plows. There have been added to the rolling stock 100 stock, 3 grain, and 2 sleeping cars. 7 passenger and 131 freight cars were rebuilt. 4,000 new wheels were used in repairs of cars during the year. The cost of repairing passenger cars has been 3.10 cents, and of freight cars 0.99 cents per mile run.

The total number of passengers carried was 1,312,631—an increase over the previous year of 285,081. Number carried one mile, 47,227,821—an increase of 5,135,026. Av. number of miles traveled by each passenger, 36.28. Av. fare of each passenger, $1 42.36. Revenue per mile of road, $2,167 92.

Tons of freight transported, 1,439,675—an increase of 138,839. Tons carried one mile, 225,853,410—an increase of 54,646,424. Tons carried one mile north, 122,438,852; do., south, 103,414,578. Tons of local freight carried one mile, 217,140,440; do., through do., 8,712,970. Av. distance each ton was carried 202.78 miles. Revenue per ton per mile, 2.46 cents. Av. revenue per ton, $3 86.21. Revenue per mile of road, $6,450 46.74.

The amount of expenditures in road department, has been for operation, $1,519,336 08, and permanent, $387,978 64. There were used in repairs of road, 826,171 cross ties, 563,569 lbs. spike, 23,004 chairs, 57,567 fish plates and bolts, 32,398 bars of new iron, 54,353 bars of repaired iron, and 14,398 bars of old iron. The length of track relaid was 180.67 miles. The average cost of repairing iron was 67.3 cents per bar.

President.—JOHN M. DOUGLASS.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, Ex Officio. Henry Chauncey, George Bliss, John M. Douglas, until May, 1869; Thomas E. Walker, Wilson G. Hunt, Jonathan Sturges, until May, 1870; R. Daniel Wolterbeek, Cunningham Borthwick, H. H. Hunnewell, until May, 1871; Abram S. Hewitt, William Tracy, W. H. Osborn, until May, 1872.

Gen'l Superintendent—MARVIN HUGHITT.

Treasurer.—THOMAS E. WALKER.

Land Commissioner.—JOHN B. CALHOUN.

New York and Oswego Midland Railroad.

The following is a correct copy of the joint resolution of the Senate and House of Representatives of the United States of America, authorizing the Secretary of War to allow the New York and Oswego Midland Railroad Company a right of way across a portion of the public ground at Fort Ontario, Oswego, New York, for railroad purposes:

Be it resolved, etc., That the Secretary of the War be, and he is hereby authorized to allow to the New York and Oswego Midland Railroad Company a right of way through the public land at Fort Ontario, Oswego, in the State of New York, for railroad purposes, upon such terms and conditions as he may think the defences at that point may require and make proper, reserving to the United States the right to remove, at the expense of the said company, the rails, ties, and other parts of said road, whenever the Secretary of the War shall direct, without any claim or right of damages on the part of said company.

Approved, February 19, 1869.

☞ The Memphis and Charleston Railroad Company have contracted with Mr. Griffith, of Memphis, to build the bridge over the Tennessee river at Florence, Ala., and to rebuild the depot and tanks, and to put the track in order between Tuscumbia and Florence, the whole to be completed by October 1, 1869, for $100,000.

Supreme Court of the United States.

The Northern Central Railway Company, Plaintiff in error, *vs.* John G. Jackson. In error to the Circuit Court of the United States, for the District of Maryland. Mr. Justice NELSON delivered the opinion of the Court.

This is a writ of error to the Circuit Court of the United States for the District of Maryland.

The suit was brought by Jackson, a non-resident alien, against the Northern Central Railway Company, incorporated by the State of Maryland, to recover $2,650, coupons attached to bonds issued by the company. A copy of one is as follows:

"The Northern Central Railway Company will pay to the bearer, January 1, 1865, thirty dollars, being a half year's interest on bond No. 1,827, for one thousand dollars. J. S. LIEB, Treasurer."

The signature of the treasurer was admitted. The plaintiff then proved a demand of payment, at which time and place the company offered to pay the amount, deducting a tax of five per centum per annum to the United States, under an act of Congress; and a further tax of three mills per dollar of the principal of each bond claimed to be due to the State of Pennsylvania; which offer of payment was refused.

The plaintiff also gave in evidence charters incorporating the Northern Central Railway Company by the State of Maryland, and of Pennsylvania, and rested.

The defendant then gave in evidence the articles of consolidation of four railroad companies, one of which had been incorporated by the State of Maryland, and the three others by the State of Pennsylvania, embracing a line of road extending from Baltimore to Sunbury, Pennsylvania.

This consolidation was entered into by the respective companies in pursuance of acts of the legislature of the two states; and by means of which the four companies were merged in one, called the Northern Central Railway Company, and was incorporated by the same name by the legislature of each state. The stockholders of the old companies received from the new twice the number of shares held by them in the old, and upon the receipt of which the old shares were canceled. After this the company was organized and directors elected; and, on the 20th December, 1855, it executed a mortgage to a board of trustees upon the entire line of its road from Baltimore to Sunbury, including all its property and estate situate within both the states, which mortgage was given to secure the payment of $2,500,000 in bonds to be issued in amounts therein specified. The bonds were issued by the company accordingly. A portion of them is in the hands of the plaintiff, the coupons attached to which are the subject of this suit.

Upon this state of the case it is insisted, on the part of the defence, that the Northern Central Railway Company is entitled to have a deduction from the coupons of three mills per dollar of the principal of each bond as a tax imposed on the same by the State of Pennsylvania. This is denied by the plaintiff. It has been argued for the plaintiff, that the acts of the legislature of Pennsylvania, when properly interpreted, do not embrace the bonds or coupons in question; but it is not important to examine the subject; for it is not to be denied, as the courts of the state have expounded these laws, they authorize the deduction, and, if no other objection existed against the tax, the defence would fail. If this was an open question we should have concurred with the interpretation of the court below, which concurred with the views of the plaintiff's counsel. These acts, as expounded, tax "money owing by insolvent debtors, whether by promissory note, penal or single bill, bond or judgment," and impose three mills on the dollar of the principal, payable out of the interest, and it is made the duty of the president or other officer of the company who pays the coupons or interest to the holder, to retain the amount of the tax. Nor shall we inquire into the competency of the legislature of Pennsylvania to impose this tax upon general principles, as we shall place the objection upon other and distinct grounds, though we must say, that the tax upon the promissory note or bond, given by the resident debtor, and the withholding of the amount from the interest due to the non-resident holder, would seem to be a tax upon such non-resident. It is not a tax of the money loaned, because that belongs to the resident debtor, for which he is taxable; it is a tax on the security, the bond, which is in the hands of the non-resident holder.

The ground upon which we place the objection in this case, to the tax is, in brief, that the bonds, amounting to $2,500,000, of which those in question are a part, were issued by this company upon the credit of the line of road, its franchises and fixtures, extending from Baltimore to Sunbury, a given portion of which line lies within the jurisdiction of the State of Maryland. The old company, to which this line belonged by the act of consolidation, transferred it with its fixtures and all other interests connected therewith including their stock, to the new organization which have issued these bonds. The security therefore pledged and bound for the payment of them and of the interest embraces this Maryland portion of the road; and in case of a failure to pay the principal or interest, this portion with its franchises and fixtures would be liable to sale in satisfaction of the bonds and interest.

Now, it is apparent, if the State of Pennsylvania is at liberty to tax these bonds, that, to the extent of this Maryland portion of the road, she is taxing property and interests beyond her jurisdiction. This portion avails her tax-roll as effectually as if it was situate within her own limits. The Maryland portion is not liable for the payment of any specified part, or quantity of these bonds thus taxed, but it is liable, with all its interests, for the whole amount, the same as that portion of the road within the State of Pennsylvania. The bonds were an issue, in the usual way, by this N. C. Railway Co., and the security given by mortgage on the entire line of the road. No portion of the bonds belong to one part more than to another. No severance was made of the bonds, and, therefore, none can be made, in the taxation, with reference to the line within the respective jurisdictions of the states. If the tax is permitted as it respects one bond, it must be as it respects all.

Again, if Pennsylvania can tax these bonds, upon the same principle, Maryland can tax them. This is too apparent to require argument. The only difference in the two cases is, that the line of road is longer within the limits of the former than within the latter.

Her tax would be a more marked one beyond the jurisdiction of the state, as the property and interest outside of its limits would be larger.

The consequence of this tax of three mills on the dollar, if permitted, would be double taxation of the bondholder. Each state could tax the entire issue of bonds, amounting as we have seen, to $2,500,000.

The effect of this taxation upon the bondholder is readily seen. A tax of three mills per dollar of the principal, at an interest of six per centum, payable semi-annually, is ten per centum per annum of the interest. A tax, therefore, by each state, at this rate, amounts to an annual deduction from the coupons of twenty per centum; and if this consolidation of the line of road had extended into New York or Ohio or into both, the deduction would have been thirty or forty. If Pennsylvania must tax bonds of this description, she must confine it to bonds issued exclusively by her own corporations.

Our conclusion on this branch of the case is, that to permit the deduction of the tax from the coupons in question, would be giving effect to the acts of the legislature of Pennsylvania upon property and interests lying beyond her jurisdiction.

The next question is, whether or not the coupons were subject to a tax of five per centum per annum to the United States on the 1st of July, 1865, when they become due?

The first income tax was imposed by the act of Congress passed August 5, 1861.—12 U. St., p. 309.) The 49 § of that act directed to be levied and collected upon the annual income of every person residing in the United States, from whatever source derived, a tax of three per centum on the amount of the excess of such income over eight hundred dollars; and, upon the income, rents, or dividends accruing upon property, &c., owned in the United States by any citizen residing abroad, a tax of five per centum.

The next act was passed July 1, 1862, (ib., p. 473,) and § 90 directed to be levied and collected a tax of three per centum on the annual income of every person residing in the United States, over $600 and under $10,000, and exceeding $10,000, a tax of five per centum; and, upon the income of citizens residing abroad, a tax of five per centum. The next section provides that the portion of income derived, among other things, from interest on bonds, or other evidences of indebtedness of any railroad company or other corporation, which shall have been assessed and paid by said companies, shall be deducted from that prescribed in the previous section; and § 81 directs that this tax on the bonds and evidences of indebtedness shall be paid by the companies, which may deduct the same on the payment of interest to the bondholders.

The next is the act of June 30, 1864, (13 U. St., 281, § 116,) and directs the levy and collection of a tax of five per centum upon the excess of income of every person residing in the United States, or, of any citizen residing abroad, over $600 and under $5,000; seven and a half per centum over $5,000 and not exceeding $10,000, and a tax of ten per centum over $10,000. The next section provides for the same deduction from the income arising out of bonds and other evidences of indebtedness of railroad companies, as in the act of July 1, 1862, and also for the payment of the same by the companies.

This act was in force when the coupons in question fell due, and is the one by which the tax of five per centum claimed on the bonds of the plaintiff must be determined. The court below held that the act did not include a non-resident alien, and directed a verdict and judgment for the whole amount of interest. The decision was placed mainly on the ground that, looking at the several provisions bearing upon the question, and giving to them a reasonable construction, it was believed not to be the intent of Congress to impose an income tax on non-resident aliens; that they were not only not included in the description of persons upon whom the tax was imposed, but were impliedly excluded by confining it to residents of the United States and citizens residing abroad, and that the deduction from the prescribed income of the interest on these railroad bonds, when paid by the companies, was regarded as simply a mode of collecting this part of the income tax. We concur in this view. It is not important, however, to pursue the argument, as Congress has since, in express terms, by the act of March 10th and July 13th, 1866, imposed a tax on alien non-resident bondholders. The question hereafter will be, not whether the laws embrace the alien non-resident holder, but whether it is competent for Congress to impose it, upon which we express no opinion.

The judgment of the court below affirmed.

Mr. Justice CLIFFORD dissenting.

I dissent from the opinion and judgment of the court in this case, because I think the taxes in question, both state and federal, were legally assessed, and that the officers of the railway company properly deducted the same from the amount of the coupons described in the declaration.

Concurring—Mr. Justice SWAYNE.

☞ Ashland, N. H., has voted $16,000 to the stock of the New Hampshire Central Railroad Company, the New Hampshire section of the Portland and Rutland line.

☞ The citizens of Todd County, Ky., have voted, by a large majority, to subscribe $400,000 to the Owensboro and Russellville Railroad. Sacramento precinct has also subscribed $70,000.

Railroads in Kansas.

A writer in the Kansas *State Journal* gives the following summary of the railroads of Kansas completed and in course of construction. He says:

We now have over 600 miles of railway built and in operation, and expect to complete 300 more the present season. First, we have the Kansas Pacific road, running the entire length of the State from east to west, a distance of 400 miles, coursing the productive valleys of the Kansas and Smokey Hill rivers, in the central portions of the State; the Leavenworth, Lawrence and Galveston road, bisecting the Kansas Pacific road at Lawrence, completed and in operation 65 miles, from Leavenworth to Ottawa, and nearly ready for the iron 25 miles further, to Garnett, the county seat of Anderson county; the Border Tier road completed from Kansas City to Olathe, and to be finished the present season, to the southern boundary of the State; the Atchison, Topeka and Santa Fe road, under contract to Burlingame, in Osage county, the centre of an exceedingly rich and productive coal district; the Neosho Valley road, under contract and speedily to be completed and intersect with the Galveston road, in Southern Kansas; the Northern Tier road, under contract from Atchison to the northern boundary of the State; the Central Branch Pacific road, in running operation 100 miles west from Atchison.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

	1867–'68.	1868–'69.
Ohio	562,955	544,651
Illinois	1,068,496	806,033
Indiana	321,888	326,658
Kentucky	157,880	183,426
Missouri	333,911	361,067
Wisconsin	164,958	129,094
Iowa	182,944	126,335
Grand totals	2,793,032	2,477,264
	2,477,364	
Decrease in number	315,768	

We have succeeded rather better than usual in obtaining the average weight and yield of lard, and we make the following comparison:

	Average weight per hog.		Yield of lard per hog.	
	1868.	1869.	1868.	1868.
	lbs.	lbs.	lbs.	lbs.
Ohio	204¼	214½	24⅓	24⅝
Indiana	205⅝	202⅜	21⅜	23⅜
Illinois	202⅜	205¼	22⅜	23⅝
Kentucky	206 1-6	206½	22	24⅛
Missouri	198 7-9	207½	21½	23⅝
Iowa	199¼	207⅛	21¼	26
Wisconsin	189¾	211	19	24

The general average for all the States is of hogs, 206¾ pounds, and of lard, 24¼ pounds, which compare with the three previous seasons thus:

	Hogs, lbs.	Lard, lbs.
1866	231 3-10	31 1-7
1867	232 1-7	29 3-4
1868	201	21 3-4
1869	206 3-4	24 1-4

In order to arrive at the comparative crop of pork, in pounds, by multiplying the total number of hogs packed this and last season by the general averages, the results will be as follows:

1867-8, lbs	561,399,432
1868-9, lbs	512,174,332
Net decrease, lbs	49,225,100

This is equal to 244,901 hogs of the average weight of last season, or slightly over 8¾ per cent. So then we can say that the crop is 8¾ per cent. less than that of 1867-8.

With reference to the yield of lard, the result, in the aggregate, based upon the figures already given, shows the comparative yield of leaf lard, thus:

1867-8, lbs	60,748,436
1868-9, lbs	60,073,652
Decrease	674,784

As already stated, the above is what is called leaf, that is, leaf and trimming, but in order to show the total yield of lard of all kinds, that is, of leaf and trimming, head and gut, 6 lbs per hog must be added to the yield of 1867-8, and 7 lbs to that of the present season, which would show the following aggregates, comparatively:

1867-68, lbs	77,506,638
1868-69, lbs	77,414,500
Net decrease	92,135

The total number of hogs packed in the West, as reported by us in each of the last twenty years, was as follows:

Year.	No. of Hogs.	Year.	No. of Hogs.
1849-50	1,652,220	1859-60	2,350,822
1850-51	1,332,867	1860 61	2,155,702
1851-52	1,182,846	1861-62	2,893,666
1852-53	2,201,110	1862 63	4,069,520
1853 54	2,534,770	1863 64	3,261,105
1854-55	2,124,404	1864-65	2,422,779
1855 56	2,489,502	1865-66	1,705,855
1856 57	1,818,468	1866 67	2,490,791
1857-58	2,210,778	1867-68	2,781,084
1858 59	2,465,552	1868-69	2,477,264

The Public Credit Act.

The President has approved and signed the Bill, passed by Congress, to strengthen the Public Credit. It is now a law of the land. The following is the exact text of the bill:

Be it enacted, &c., That in order to remove any doubt as to the purpose of the Government to discharge all just obligations to the public creditors, and to settle conflicting questions and interpretations of the law by virtue of which such obligations have been contracted, it is hereby provided and declared that the faith of the United States is solemnly pledged to the payment in coin or its equivalent of all the obligations of the United States not bearing interest, known as United States notes, and of all the interest-bearing obligations, except in cases where the law authorizing the issue of any such obligations has expressly provided that the same may be paid in lawful money or in other currency than gold and silver; but none of the said interest-bearing obligations not already due shall be redeemed or paid before maturity, unless at such time as United States notes shall be convertible into coin at the option of the holder, or unless at such time as bonds of the United States bearing a lower rate of interest than the bonds to be redeemed can be sold at par in coin; and the United States also solemnly pledges its faith to make provision at the earliest practical period for the redemption of the United States notes in coin.

JAMES G. BLAINE,
Speaker of the House of Representatives.
SCHUYLER COEFAX,
Vice-President of the United States and President of the Senate.

APPROVED, March 18, 1869.

U. S. GRANT.

☞ The Cambridge *Democrat* says that the Dorchester and Delaware Railroad Company have funds enough in hand to put the iron down as far as Hicksburg, or within seven miles of Cambridge. Men are at work, and it is to be hoped that on July 4th next the iron horse will make his appearance in Cambridge.

Responsibility of Express Companies.

A case of general interest has recently been decided in the Supreme Judicial Court of Massachusetts to the effect that common carriers carrying packages addressed to places beyond their routes, are only liable for losses on their own routes, and that in the absence of a contract for further liability, if they carry safely over their own route and deliver to a suitable carrier over the rest of the route, they are not liable for any loss that afterward occurs. In the case in question Peter Pendergast delivered to Adams Express, at Newbern, N. C., a package containing $200, addressed to Mrs. Mary A. Pendergast, Lowell, Mass., and took the usual receipt, which was the sole proof of contract. Adams & Co. owned the express route from Newbern to Boston, and there was another express route from Boston to Lowell. There was evidence that Adams & Co. delivered the package at Boston to the Lowell express, and the latter carried it the next day to Mrs. Pendergast, when it was opened and $100 was missing. In the Superior Court, the trial being held in Lowell, the jury was instructed that defendants were liable as common carriers through to Lowell, and that plaintiff was entitled to a verdict, and the jury found accordingly. The Supreme Judicial Court has now reversed this decision, and ruled that upon this evidence the defendants are not liable as common carriers beyond Boston, and the verdict has been set aside.

Defaced National Bank Notes.

Secretary Boutwell has decided that the United States should not assume the responsibility of acting as the redemption agent of the national banks, and no power has been conferred upon the Treasury Department to do so, nor will the department become an indirect agent in assisting to keep afloat and in circulation national bank notes in such a condition that, were they United States notes, they would be at once cancelled and destroyed; and assistant treasurers and collecting officers of the United States are therefore instructed that the same reasons which would cause assistant treasurers to withhold from circulation and send to this department for destruction notes of the United States will cause them to refuse to receive notes of the national banks which are no longer fit to be kept in circulation.

☞ The Albany *Journal* says that the iron for the Southern Central Railroad will arrive from England early in April, and the work of tracklaying will be commenced on the road soon thereafter. One hundred and fifty thousand dollars of the Auburn city bonds have been sold at par for raising funds to carry forward the building of this road.

☞ It is rumored that the Schenectady and Athens Railroad has been purchased by the Rensselaer and Saratoga Company, and is to be put in operation the coming season as a coal road, and a large coal depot to be established at Athens, and one at Coxsackie.

☞ The act to enable the Savannah and Charleston Railroad Company to complete their road has become a law without the signature of the Governor, by the expiration of the constitutional limit of thirty days, in which it should have been returned.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	6,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Jan.'69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,380,000	J. & J.	Jan. '69 4
Broadway (Boston) 50	325,000	J.A J.O.	Jan. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	Feb.'69 2½
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,110	----------	Jan.'69 4
Central of Georgia.....100	4,666,800	J & J.	Jan. '69 5
Central of New Jersey....100	13,768,000	J.A J&O	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	----------	Jan.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '69 5
" " pref...100	2,425,576	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy - 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	----------	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,556,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,564	Sept.	Sep.'68 5a
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68@2
" Street	----------	J. & J.	Jan.'68@2
Cincinnati and Zanesville. 50	1,576,340	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,460,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,058,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Jan. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'69 4½
Concord..... 50	1,500,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	----------	----------
Dayton and Michigan*.....100	2,392,361	----------	----------
Delaware*..... 50	694,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,320,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,678,641	Annual.	Jan. '69 4
Do. do. pref.100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	854,600	----------	----------
East Tenn. and Georgia....100	2,369,730	----------	----------
East Tenn. and Virginia....100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	600,000	M. & N.	Nov'68 2½
Do. do. pref. 50	600,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,165,300	F. & A.	Feb.'69 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,200	----------	----------
Evansville & Crawfordsv.100	1,143,443	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '69 3
Hannibal and St. Joseph.100	1,900,000	----------	----------
Do. do pref.100	5,253,880	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Oct.'68 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Jan.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Jan.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4½
L. M. & C. and X. (Joint\..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,030	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct.'68 3
Macon and Western.....100	1,500,000	----------	Mar.'69 4
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep.'66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	6,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	588,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...50	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,100	2,986,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	J'n'69 14s
" " " pref.....100	8,080,892	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Dec'68 7a
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,086,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,588	----------	----------
N.Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	12,829,600	----------	----------
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,643,900	F.M.A.N	Feb. '69 2
North Eastern (S.C.) pref.100	185,000	----------	May '67 4
Northern of N. Hampsh,..100	3,063,400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5a
Norwich & Worcester 100	2,383,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" pref.100	1,037,000	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500,000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.A J&O.	Jan. '69 8
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5a
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5a
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,841	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	676,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	369,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan. '69 4
Tennessee and Alabama ..100	595,923	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	Nov'68 3½
Troy and Boston 100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central 100	2,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,698	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan.'69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren.....100	1,517,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 3½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,596	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson....100	10,000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred) 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,880	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	23,450,000	J. & J.	Jan. '69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec'68 2
Central Coal 100	2,000,000	J. & J.	Jan.'66 4
Fulton Coal.....	----------	J. & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'66 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express..... 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co, Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	347,299	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	4 9,560	361,701	4,508,643
1869	339,762	304,928	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,720	216,030	196,435	201,124	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321 08 /	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,023	260,268	3,466,922
1867	292,047	224,621	272,454	288,360	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	303,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	808,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	490,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,864	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,495,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	498,433	437,679	424,531	4,571,028
1864	327,900	416,586	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125,252	116,496	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,432	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,617	91,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	498,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,190	434,318	488,383	530,871	429,785	380,034	4,663,809
1868	362,021	338,335	381,497	456,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,106	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	498,640	414,604	308,569	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,589,251
1869	384,120	320,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,823	5,683,606
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,087,434	529,927	468,796	6,517,562
1869	454,130	330,233	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,123
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,863	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	280,466	309,261	289,444	224,963	223,242	268,177	302,596	352,400	278,006	246,243	275,950	3,211,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	285,905	252,149	204,620	217,082	194,455	287,567	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,636	4,088,687
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,082
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,555,510
1865	653,053	606,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,196	861,604	1,109,287	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,361	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,500	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,566	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,383	580,964	8,489,082
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	673,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,564	746,999	8,041,181
1869	625,721	585,997	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,72
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,022	2,954,543
1866	226,080	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,909,353
1868	278,712	265,793	263,259	292,285	260,529	298,344	283,833	454,208	450,203	429,899	323,274	320,750	3,945,294
1869	284,192	265,137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	32,147	68,180	59,862	75,677	92,715	61,770	37,830	699,382
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,699	84,462	100,312	75,248	64,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	78,525	126,495	120,208	79,431	54,719	774,957
1868	46,415	40,708	39,196	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	113
" " " ..... coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	123
" " " ..... coupon		5	" "	1871	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	116
" " " ..... coupon		6	" "	1881	116½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	111
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,400	6	Jan. & July.	1881	116
" " " ..... coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) ... registered	1,602,687,350	6	May & Nov.	1882	114½
" " " (5-20s) ..... coupon		6	" "	1882	118½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	112
" " " (5-20s) ..... coupon		6	" "	1884	114
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	112½
" " " (5-20s) ..... coupon		6	" "	1885	116½
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	112½
" " " (5-20s) ..... coupon		6	" "	1886	113½
" " 3d series (5-20s) ... registered		6	" "	1887	113
" " " (5-20s) ..... coupon		6	" "	1887	113½
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	5	Mar. & Sept.	1904	104½
" " " (10-40s) ..... coupon		5	" "	1904	105½
Pacific R. R. Bonds ..... (currency)	63,937,000	6	Jan. & July.	'95-'97	103½
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	6,166,464	---	presentation.	----	----
Gold Certificates of Deposit	28,775,560	---	presentation.	----	----
Compound Interest Notes 1864 '65	----	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----	----	----
Three per cent. certificates	57,140 000	---	----	----	----
Fractional currency	36,781,547	---	----	----	----
Navy Pension Fund	14,000,000	3	----	----	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	65
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ..... "	548,000	5	Jan. & July.	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) .. coupon	899,000	6	April & Oct.	1861	----
" " " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	125½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free) ..	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	92½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	82
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,167,223	6	Jan. & July.	1870	100
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	97½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	695,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	71½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	68
" — " " (New) ..... "	892,800	6		'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	95½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	5		1889	----
" — " " (R.R. various)	120,000	5		1889	----
" — " " (") currcy.	159,974	5		89-'90	96
" — " " (B. & O. R.R.) sterl.	3,277,389	5		1890	----
" — " " (C. and O. Can.) "	3,259,616	5		1849	----
" — " " (Ohes. & Ohio Can.).	2,000,000	6		1870	96½
" — " " (Balt. & Susq. R.R.).	1,000,000	6		1870	96½
" — " " (Bounty)	501,000	6	"	abt'74	100
" — " " (Ohes. & Ohio Can.).	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	16,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	1870	----
" —Funding Loan	17,000	5	June & Dec.	1873	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'72-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1888	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	108
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'78	120
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (ster.ing)	4,819,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	107½
" — " " " stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	97
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1896	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1882	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	----	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	88
" —Hannibal and St. Joseph R.R. ...	3,000,000	6	" "	'81-'85	88
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,550,000	7	Jan. & July.	1877	109
" —General Fund Bonds ..... registered	27,726,500	7	" "	1877	109½
" — " " "	1,189,760	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " "	6,000,000	6	" "	1873	100
" — " "	2,250,000	6	" "	1874	102½
" — " "	1,400,000	6	" "	'75-'77	101½
" —General Fund Bonds	999 607	5	Jan. & July.	pleas.	103
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	----
" — " "	800,000	6	" "	1878	99½
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	----
" — " "	366,000	6	Various.	'69-'78	93
North Carolina—State Bonds	3,334,000	6	Jan. & July.	'81-'90	64
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	57½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,800,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	101½
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	92½
" — " " ..... registered	5,083,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	5	April & Oct.	1870	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	----
" — " " 2d series	7,909,520	6	" "	1882	102
" — " " 3d series	9,270,017	6	" "	1892	106
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	1'6½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100½
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	289,167	5	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	67
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	----
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	64½
Virginia—State Bonds (sterling)	1,885,000	6	Jan. & July.	long.	100½
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,589,398	6	" "	long.	----
" — " " ..... bonds on	10,900,000	6	" "	long.	51
" — " (new) ..... registered	1,379,500	6	" "	1876	54
" — " (") ..... coupon	489,300	6	" "	1886	66
" — " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	405,100	6	Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1888	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1878	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	393,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	92
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	95½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1854	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	62½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	97
Loan for $875,000	875,000	6	" "	" "	1875	92½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1899	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1872	....
2d Mortgage	496,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$250,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	202,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,000,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	785,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	96
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*7½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	93
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	8,595,500	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	94½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,094,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	80
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	90
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						94
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	—— & ——	New York.	1896	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1896	....
Cincinnati, Richmond & Chicago:						....
1st Mortgage	560,000	7	—— & ——	New York.	1896	....
Cincinnati and Zanesville:						....
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						....
1st Mortgage	350,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (June. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	86½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	8	Jan. & July.	Philadelphia.	1896	89
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1839	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	893,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1852	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1852	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1893	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85½
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,356,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	86
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	70
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	87
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	88
State Loan of 1855	1,500,000	6	" "	" "	1886	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	"	1888	122
Six year bonds of 1865	1,000,000	10	" "	"	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Apr. & Oct.	New York.	67 '90	....
1st Mortgage	1,260,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	100½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	722,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1875	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarksville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99
2d Mortgage	2,693,000	7	" "	" "	1877	95½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	80
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	" "	" "	18—	102½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	88½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1862	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	109½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	80,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	87½
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	120
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	90½
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1883	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	....
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	97
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	6	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	76
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	90
Chattel Mortgage	377,365	10	April & Oct.	"	1887	101
2d Mortgage	274,500	7	—— & ——	"	18—	91
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	1871	96½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	300,000	6	" "	"	1896	98

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	97
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	*550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $8,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	285,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	90
Bonds of 1867	943,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1869	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amou	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1832	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'70	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	100
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	158
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	79
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1893	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £50,031½	282,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1 87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,800	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	98
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1906	77
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	102½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1860	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	89½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'68-'98	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	82,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur, coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	6,606,122	6	" "	"	1884	88½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,201,860	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	466,500	6	April & Oct.	Jersey City.	1876	87
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	89
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	56
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	50
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,690,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	—	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	.....	53,417	.....	27,798,923	29,999,901	1,049,186	—	585.7	.....	.....	.....	5,195,266	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Aven, Genesco and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,000	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*...Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	9	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	998,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	70
Jun. 30, 1867	64.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,556,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	148½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	24
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	328,671	15,029,600	12,054,236	998,068	234,805	8	500	138
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,975	976,017	119.4	866,661	42,096,255	12,886,085	1,565,462	435,780	10	100	138½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	28.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,922	18,052	.....	189,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,362,230	576,861	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie...New York.	3,396,008	*	.....	.....	950,000	2,396,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	121½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	.....	.....	1,108,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,105	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	—	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	—	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	109½
Jun 30, 67	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	32½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah....S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,300,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	—	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,405,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	6
Dec. 31, 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	150½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy...Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	174½
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,800	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,158.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	84
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,288,148	10	100	132½
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.... Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.)			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jan. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,462	700	9,973	374,100	580,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	34,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	20	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341 4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	304.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	62
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	(Leased to Atl. & Gt. W n				.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,040	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	107
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,078	19,285,562	69,978,055	2,140,151	724,514	—	50	88
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,516	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,200,114	2,492,215	932,497	14	100	106½
Feb. 12, 1868	588.0	12.0	....	—	—	—	—	—	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and Ind. Centr.		Chic. &	G. Etn.)	—	100	43½
Nov. 30, 1867	54.7	—	12.6	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	(Operated in connection with				Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	76
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,064	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	89
Nov. 30, 1867	50.0	3.4	12.1	—	14	18	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,561	629,165	169,164	8	100	132½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	(Leased to Phila. & Trent.)				.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec. 1867.			.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,282	34,256	48,085	400,000	100,000	.....	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jan. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,037,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	34.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	(Leased to Phila; W. & B.)				.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,617,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	114½
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,098,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	(Leased to Boston & Maine.)				29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,602,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	113
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	(Leased to Pennsylvania.)				.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	(Leased to Delaware.)				.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	394,550	.....	.....	.....	392,550	.....	.....	.....	(Leased to Phila. & Reading.)				23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jan. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,998	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	(Leased to Northern Central.)				25,000	5	50	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	(Leased to Northern Central.)				165,000	5	50	62
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	34
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,270	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,851,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	(Leased to Pittsburg and Connellsville.)				8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	78.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	133½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.8	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operated by Bel'v. Del.)			17,098	loss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	—	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	52.0	—	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,136,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,805	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,039	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,740	197.3	118,440	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	47	12	554	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,622,754	1,716,270	516,270	—	100	118
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Penn.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	(Leased to Pennsylvania.)				133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,467,286	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	202
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	273,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,002	2,000,000	287,000	137,525	39,791	119.8	268,008	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	155.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	139½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central*	Illinois.	31,328,473	*	8,468,199	1,775,608	23,415,780	10,644,500	7,602,000	.....	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	140
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,289,134	1,536,339	4,456,485	100,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	40
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,969	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 21, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	(Leased to Chicago and Alton.)				162,927	7	100	93
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	(Leased to Michigan Central.)				.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,268	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	258	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	84.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	621,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	608,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	.....	.....	.....	.....	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. J	an. 1, '68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	.....	.....	.....	.....	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N. Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,285	*	18,257	9,140	514,646	44,000	114,749	8,267	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint). O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1867	9.0	—	....	—	2	8	.....	.....	Long Branch and Sea-Shore. New Jersey.	182,080	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	464
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1868	185.0	163.2	35.7	....	66	45	22	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,088,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,000	2,228,609	919,096	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summit	Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,332	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central †.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.6	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	130½
Mar. 31, 1867	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,636	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,056	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,089	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio †.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	80	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	117½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind. O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	96½
Dec. 31, 1867	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,386	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	70
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	169
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. †, Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee †. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	95
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex.....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	88
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee.....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga †..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern †. Tenn. & Ky.	4,600,455	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck.....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	104,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W.	and B.)	18,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	558,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	129
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. †. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	54
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
ept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central.....New York.	36,594,406	*	8,540,209	888,921	28,537,000	12,069,820	688,879	4,727,836	692.2	6,401,420	193,985,143	362,180,606	13,976,514	3,325,822	6	100	162
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,718	16,156,304	2,688,121	1,144,018	8	100	137
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	144
Aug. 31, 1867	50.6	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua. N.Y.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg †.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1865	223.0	—	....	—	25	20	—	204	North Carolina †.....North Carolina.	4,950,000	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	587,940	269,167	6½	100	...

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800				279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																					
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5s	50	68
Dec. 31, 1867	94.3	8.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	96
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
ept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	102½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	68
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,653	122,225	340.0				4,459,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	8.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	77
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,800	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	93½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	—	—					Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	335
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	—	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0					Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	115½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,545		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	51½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	139
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	91½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	50	124
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072		1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	103
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	122½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,255	108,894	27,450	6	100	82
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	115
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.6	29.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	138,457	39,344	—	100	....
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0							100	....
Dec. 31, 1867	12.0	—	....	78.0					Rock Island and Peoria.....Illinois.									12.0							100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	111½
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	33½
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*.Minn. & Wis.																100	....
Dec. 31, 1867	175.0	54.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67, I. & St.L.)			2,218,402	608,112	—	100	86
Dec. 31, 1866	80.9	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						100	....
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st. Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	....	*St. Louis and Iron Mountain* ¶...Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	—	—					Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,306	226,900	487			(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000		50	50
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,910	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,540	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,770	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			993,050	786,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,082	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9					*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)			36,000		—	100	....
Dec. 31, 1867	16.0	—	....	—					South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	30	—	348	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,000	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,067	39,436			1,159,685	160,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	9.5	....,	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,366,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,233	330,090	66,921	—	100	....
Dec. 31, 1867	30.5	—	....	48.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0								
July 31, 1867	106.1	102.9	....	....	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	—	—	2	4	2	27	Spartanburg and Union †..South Carolina.													1,006,953	408,969	9	100	90
Dec. 31, 1867	20.0	—	—	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	—	.....	.....	196,000	150,000	.....	.....	68.0								
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	(Leased	to Cinc., Dayton and	Eastern.)			—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—		12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	.....	.....	267,300	—	—	—	—	(Leased	to Housatonic.)						
Dec. 31, 1867	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.									13.2	(Leased	to Nashua & Lowell.		17,700	14,118	5	100	....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,459	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.																100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,508	3,801,993	.....	574,463	187,005	—	100	....
Sept. 30, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	67
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,656	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudson River.)						
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield †.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....		(Operated	by Vt & Mass., &	T. & B.)					
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....		(Owned	by railroads centring	in Troy.)	19,208	7,100	7	100	46
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....		(Leased	to Pennsylvania.)		32,000	—	—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....									
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....							—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	—	—	—	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	—	—	—	12.0				150,375	83,679	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased	to Vermont Central.)						
Nov. 30, 1867	60.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts..Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	199,126	3,837,794	3,261,428	461,424	62,595	8	100	101½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,785,991	393,128	1½	100	61
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....		(Leased	to Rutland.)						
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,406	1,997,693	882,583	392,872	140.0						—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central † .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	616,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee † .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3				458,806	155,926	7	100	87½
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	10.3	(Operated	by Erie.)		51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.			(In hands of r	eceiver.)					7.0								
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									23.0	(Opened	Nov. 20, 1867.)						
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,690	165,260	—	50	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	48.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—	....	....	....	....	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	23.0	(Leased	to Pennsylvania.)						
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	60
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg †...New York.			(Under const	ruction.)													
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—							100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford..N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased	to Boston, Concord and	Montreal.)			6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	102.0	19.0	....	—	18	16	6	206	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	—	(Leased	to Nashua and Lowell.)		583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950.000	*	.....	.....	.....	.....	.....	.....	38.0					13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	.....	1,160,782	.....	.....							—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,362,587	169,613	126,626	.....	1,522,500	203,333	.....	.....		(Leased	to Balt. and Ohio.)			27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	293,230	—	.....	.....	317,050	52,000	24,180	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	127½
																			(Leased | to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,364,976	*	292,311	415,606	1,818,963	2,264,000	—	—	13.6	—	—	—	346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	—	25
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						4	50	95
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal..Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	—	—	—	—	—	—	—	—
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,381,251	*	—	—	2,521,300	(See Cam. & Amb.R.R.)			65.5	—	—	—	—	—	16	100	127½
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	—	64,000	—	1,300,985	—	161.0	—	—	—	671,672	543,167	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,987,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	—	247,603	8	50	61
Oct. 31, 1867	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	—	2,751,765	—	—	—	178.0	—	—	—	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,169,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	—	—	—	1,099,013	.....	6	50	24½
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	—	—	87.6	—	—	—	155,872	42,170	—	50	24½
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	.....	800,000	600,000	.....	.....	64.0	—	—	—	211,829	61,218	—	50	....
																						132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv'l in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Funded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	....	39½
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	64⅝
30 Nov'67	28.31	—	—	—	—	Cambridge	877,694	727,800	150,000	94	—	—	9.0	....	102½
30 Nov.'67	8.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	182,198	736,709	129,636	10	....	67
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	70
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	—
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	....	83
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,200	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	6	....	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,600	40,000	—	71,861	15,873	—	100	....
30 Sep.'67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	634,000	44,749	298,418	56,543	—	100	....
30 Sep.'67	10.75	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep.'67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	150000	—	687,433	258,214	3½	100	....
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,350	80,000	85,172	27,253	3,994	—	100	....
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,300,813	1,500,000	300,000	—	1,131129	195,907	12	100	....
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	21,587	129,267	14,852	—	100	....
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	....
30 Sep.'67	21.10	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,200	9,470	—	100	....
30 Sep.'67	3.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	8½	100	....
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep.'67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	600,000	141,000	47,727	118,307	226	—	100	....
30 Sep.'67	22.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,755	419	—	100	....
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	....
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	63,603	4,578	—	100	....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	....
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	....
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,053	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,89.	468,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	58,878	67,780	20,000	—	—	—	—	100	....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453.404	1,170,000	1,280000	50 000	1,18945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 288	12,446	2,140	—	100	....
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,266	121,172	196,500	1,200	75,179	14.707	—	100	....
30 Sep.'67	2.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep.'67	15.52	—	—	—	—	Westerv liet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	59,180	24	50	....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	72,422	24,500	500	—	4,971	425	2	25	....
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	16,786	loss.	—	50	....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	113,204	16,978	12½	50	27½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,771	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	—	82	13	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	—	9	3	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,883	28,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	2.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,796	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	40
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,584	4½	50	18½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	68½
31 Oct.'67	6.25	—	145	28	4	18th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	17
31 Oct.'67	25.00	—	529	70	18	Union (Philadelphia)	764,927	400.000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	....	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	6.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	—	—	—	—	—	—	—
31 Dec.'62	2.61	—	—	—	—	Passenger (Cinc')	89 887	80,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	p c	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brook yn and Rockaway:					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg:					
1st Mortgage	50,300	7	J. & J	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1878	....
Real Estate	124,500	7	J. & J	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1880	90
Frankfort and Philadelphia					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1880	....
Green and Contes St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,000	7	J. & J	1880	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S	1872	....
Lynn and Boston:					
1st Mortgage (road)	50,000	6	J. & J	71-72	91½
Malden and Melrose:					
1st Mortgage gun antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	..	.....	.....	-
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	83½
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	98
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	—
Pittsb, Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1888	99
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue.					
1st Mortgage	300,000	7	J. & J.	1870	....
Real Estate bonds	190,000	..	.....	.....	....
Union:					
Real Estate Mortgage	100,000	6	J. & D.	1875	....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N	1872	....
West Philadelphia:					
1st Mortgage	180,000	7	J & J	1868	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Bloomsburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref.....	600,000	7	....	44
Catawissa,* pref. and guar.....	2,200,000	7	7	67½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	....	....
Central Ohio, preferred.....	400,000	7	7	....
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	71
Chicago and Alton, pref.....	2,425,400	7	10	154
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	92½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.....	241,900	8	8	....
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	101
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	78
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.....	5,253,836	....	....	114
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	23½
" " 2d pref....	4,061,744	6	....	8½
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	....	79
Mine Hill and Schuylkill Haven,* guaranteed.....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.....	3,500,000	7	7	76
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,561,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,500	....	7	....
Rutland, preferred.....	.....	7	7	76
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	65
Sandusky and Cincinnati, pref.....	445,596	6	6	37½
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	65
Schuylkill Navigation, pref.....	2,883,997	6	6	35
Union, preferred.....	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	....	37
Mariposa Mining, pref.....	5,774,400	7	7	34½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 42 50
Pig, American, No. 1 (good to best)		40 — @ 42 —
Pig, American, No. 2		38 — @ 40 —
Pig, American, Forge		37 — @ 38 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	Store Prices.	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		— — @ 92 50
Bar, English and American, Common		— — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅜@3-16 inch		95 50 @155 —
Hoop		125 — @180. —
Nail Rod	per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold) per ton.	— — @ 55 —
Rails, American		74 — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— — @ — 40
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 25
Bolts, Yellow Metal		— — @ — 27
American Ingot		— — @ — 27

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 34
Straits	(gold).	— 32½@ — 33
English	(gold).	— 31½@ — 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 75 @ 8 87½	11 75 @ 12 25
I. C. Coke	6 87½@ 7 50	9 25 @ 10 50
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 50	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 18
Crude, 40 @ 47 gravity (in shipping order)		— 22 @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29 @ — —
Refined, Standard White (in ship'g order)		— 31 @ — —
Refined, prime White (in shipping order)		— — @ — 32
Refined, S. W. (in merchantable order)		— — @ — 31
Naptha, Refined, (60 @ 63 gravity)		— 8 @ — 8½
Residuum	per bbl.	— — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities.		
(Single Thick.)	(New List, March 11th.)	
6 by 8 to 8 by 10	per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15		9 — @ 6 75
11 by 14 to 12 by 18		10 — @ 7 50
13 by 18 to 16 by 24		11 — @ 8 —
18 by 22 to 18 by 30		13 50 @ 9 —
20 by 30 to 24 by 30		16 50 @10 —
24 by 32 to 24 by 36		18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)		20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)		22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)		24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)		27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending March 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22	Tu. 23.	W. 24
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co	....	....	....	59	....	....
Central of N. Jersey	110	110½	110	110	110	109¾
Chicago & Alton	....	....	....	150	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	174½	....	....	....	....
" 8s, 1883	111	....	....	....	....	....
Chi. & Gt. Eastern 1st m	....	....	....	....	....	....
Chic. & Northwestern	83½	85	85	83	85½	....
" pref	91½	....	....	91½	....	92½
" 1st M	....	90	....	....	91½	91½
" Interest	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	94½	94½
Chic., Rock Isl. & Pac	....	....	128	128	....	....
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1906	94	....	94	94	....	93¾
Clev., Col., C. and Ind	64½	63	....	63	62	62
Clev. and Pittsburg	87½	87	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
" Con	....	....	....	....	....	....
Clev. and Toledo	107½	....	106¾	106¼	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	43	....	....	43¼	43¼	....
" 1 M	86¾	86¾	86½	86¾	....	86¾
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	128½	....	....	128½	....	127½
Del., Lack. & Western	115	114¾	....	114½	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	92½	....	....	....
Erie Railway	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	85½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	79	79	79	....	79	78¾
Hannibal & St. Joseph	....	....	....	114	116	118
" pref.	113½	114½	....	....	113½	114½
Hudson River	....	....	139½	138	139	139½
" 1 M. 7s, 1869	100	....	....	100	100½	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	140	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	....	....	....	....	107½	106¾
Marietta & Cin. 1st pref	....	....	....	....	....	23
" 2d pref	....	....	....	....	....	....
Michigan Central	118	....	....	....	117½	....
" S.F. 8s, 1882	117½	118¾	....	119	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I	98	98¾	98½	95¾	96¾	....
" 1 M. S. F.	98	98	99	98¾	98¼	99
" 2 M	....	....	....	93¾	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
" 1st M	....	....	....	....	....	....
Milw. and St. Paul	69½	69½	69½	69½	69½	70
" pref	79½	80½	79	....	78¾	79
" 1st mort	89	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	102¾	....
Missouri 6s	....	....	....	....	88½	....
" 7 3-10s con.	91½	....	....	....	88½	....
" H. & St. J. iss	....	....	....	....	....	88
Morris and Essex	87½	....	....	....	88	....
" 1st mort	99½	100	....	....	100	100
" 2d mort	90	90	....	....	....	90
N. Jersey R.R. & T. Co	....	....	....	....	....	....
New York Central	158½	....	155½	156½	....	161
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91½	....	....	....	....	91½
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	62¾	....	62½	62½	....	....
" new	57½	62	58½	58½	57½	57
Ohio and Miss	32	32½	32½	32½	32¾	....
" pref	....	....	....	....	....	....
" 1st M	....	....	....	....	95	....
Pacific Mail S. S. Co	90¾	91½	91½	85¾	91½	89½
Panama	....	....	....	....	....	....
Phila. and Reading	....	91	....	91	....	....
Pitts., Ft. W. & Chicago	120½	....	120	119½	122	121½
" 1 M	101½	....	....	....	....	....
" 2 M	....	98	....	97½	97½	....
" 3 M	....	....	....	91	....	....
Quicksilver Mining Co	20	20½	21	20	21	....
St. L., Alton & T. H	....	....	....	....	35	36
" pref	....	....	....	65	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	82	....	....	....	81	....
" Income bds	....	....	....	....	....	....
Tennessee 6s	68½	66½	....	65½	....	....
" new	65½	65	....	64½	64½	....
Tol., Wab. & Western	67	67	67	66½	....	67
" pref	....	....	....	....	....	....
" 1 M. ex	....	91	90½	....	....	90
" 2 M	....	....	....	....	....	84½
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	....	56½	56½	....	....
" new	....	61	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending March 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	.....	123	....	....	....	
U. S. 5s, 1871, coup.	....	....	....	....	....	
U. S. 5s, 1874, reg.	....	....	....	....	....	
U. S. 5s, 1874, coup...118	....	....	....	....	....	
U. S. 5s, 10-40s, coup..105⅞	105⅝	105½	105⅝	105½	105⅛	
U. S. 5s, 10-40s, reg.	....	....	105⅛	....	104⅞	
U. S. 6s, 1881, reg.	....	116	....	....	....	
U. S. 6s, 1881, coup...116⅛	116⅛	....	116⅛	116⅛	....	
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	
U. S. 6s, 1881, .. ½y.	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62.114¼	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.119⅛	119⅛	118⅛	118⅛	118⅛	118⅛	
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.115½	115	114⅛	114⅛	114⅛	114⅛	
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.117⅛	117	116⅛	116⅛	116⅛	116⅛	
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	
U. S. 6s, 5-20s, c. n. '65.113⅛	113⅛	113⅛	113⅛	113⅛	113⅛	
U. S. 6s, 5-20s, reg. '67.113⅛	....	....	....	....	113	
U. S. 6s, 5-20s, c. 1867.113⅛	113⅛	113⅛	113¼	113¼	113¼	
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68 ..113⅛	114	....	113⅛	....	....	
U. S. 6s, Pac.R.R.issue102⅛	103⅛	....	103⅝	103⅞	103⅞	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	....	....	....	....	....	....
.. preferred	....	33½	34½	....	33⅜	
Camden and Amboy...124	....	....	128½	123	121½	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875 .... 92½	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889 85	....	....	....	....	86	
.. mort. 6s, '89....	93½	....	93½	93½	....	
Elmira & Williamsport. 31	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s..... 90	....	....	....	....	....	....
Lehigh Navigation.....	29⅛	....	....	29⅞	30	
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.... 90½	90⅜	90⅜	90⅜	91	90⅞	
.. R. R. L.... 85⅜	86	....	....	86	86	
Lehigh Valley R. R.... 56	56	55⅞	....	65⅛	56	
.. 6s new.	....	....	....	....	93⅜	
Little Schuylkill R.R.	....	....	....	....	43	
.. 7s.	....	....	....	....	....	
Minehill	....	....	....	....	....	
Morris Canal	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 6s, 1876	96½	....	....	....	....	
North Pennsylvania	34	33⅞	34	....	....	
.. 6s, 1880	....	....	....	89	....	
.. 7s.	....	....	....	91	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central	48⅛	....	....	....	....	
Pennsylvania R. R.... 57⅛	57⅛	57⅛	57⅛	57⅛	57⅛	
.. 1st M.	....	99⅜	99⅛	....	....	
.. 2d M.	....	....	....	....	....	
Penn. State, 6s, 1st series102⅛	....	....	....	....	....	
.. 6s, 2d series.... 105	105⅛	105⅛	105	105		
.. 6s, 3d series....	....	....	107	106⅛	....	
.. 6s, W. L...100½	....	....	....	....	....	
Philadelphia City, 6s.....	....	....	98	....	98	
.. new 101	101	101	101	101	100⅛	
Philad., Germ. & Nor.	....	....	....	....	....	
Phila. & Reading 45⅞	45⅞	45⅛	45⅛	45¼	46	
.. 7s, 1893	....	....	....	....	....	
Philadelphia and Erie.. 25½	....	....	25⅛	25½	25⅛	
.. 6s.	....	....	....	....	89½	
Schuylkill Navigation.	....	....	....	....	....	
.. pref.	18	....	....	17	17⅛	
.. 6s, 1882	66⅜	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
Susq. Canal	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	56	
Union Canal, pref.	....	....	....	....	....	
.. 6s, 1878.	....	....	....	....	....	
Wyoming Valley Canal.	....	....	....	....	....	
.. bonds.	....	....	....	....	....	
Hestonville, (Horse).. 12	....	12	12	....	12	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	38	....	38	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts. 17	....	....	....	....	17	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875.....	94½	....	94⅜	94½	94	
.. 1886	....	....	....	....	....	
.. 1890	92⅜	....	92⅜	92⅜	92⅜	
.. 1893	....	....	....	....	....	
Balt and Ohio.....121	120⅛	....	....	....	....	
.. bonds, 1875.....	....	....	....	....	....	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885.....	93⅛	....	....	....	93⅛	
Marietta & Cin. 1st M.....	....	....	87⅛	....	....	
.. 2d M.	....	73	73	....	72⅛	
Northern Central..... 48⅛	48⅛	48⅛	....	48⅛	....	
.. bonds, 1885.....	84	....	....	....	83⅛	
.. .. 1900.....	....	....	....	....	....	
N. W. Va. 1st mort.	....	....	....	....	....	
.. 2d mort.	....	....	....	....	....	
.. 3d mort.	....	....	....	....	....	
City Passenger R. R.	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending March 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany 148⅛	145⅛	148⅛	148	148⅛	....	
Boston and Lowell.	....	138	....	....	....	
Boston and Maine.	139	138⅛	....	....	....	
Boston and Providence.	....	....	135	....	....	
Boston, Hartford & Erie 25⅛	25⅛	....	24⅛	23⅛	24	
.. 7s, new..... 62⅛	....	62	....	....	....	
Cheshire, pref.	....	....	....	....	71	
Concord.	....	76	....	....	....	
Connecticut River.	....	....	....	....	....	
Eastern	114	114½	....	114½	114⅛	
Fitchburg.	132	....	133	133	133⅛	
Manchester & Lawr'ce.	....	....	....	....	130½	
Michigan Central.....118	118	....	118½	....	118	
Northern, N. H.	....	....	....	....	....	
Ogdens. & Lake Champ 68	....	....	....	....	....	
.. pref.	....	....	....	....	....	
Old Colony & Newport.	....	94	93½	93⅛	93⅛	
Ph., Wil. & Baltimore.. 51⅛	51½	....	....	....	51⅛	
Portl'd, Saco & Ports.	....	....	....	....	....	
Vermont & Canada....101⅞	101⅞	....	....	....	....	
Vermont & Mass..... 60	....	....	....	61	....	
Vt.C. & Vt. & C. Eq. 8s.	....	....	....	....	102⅛	
Broadway (Horse).	....	....	....	....	62⅜	
Cambridge	....	....	....	....	....	
Metropolitan	....	66⅛	66⅛	66⅜	67	
Middlesex	....	....	....	....	....	
Central Mining Co.	....	....	....	....	....	
Copper Falls	....	....	....	13	13	
Franklin 20	20	19½	19	....	....	
Huron	....	....	....	....	....	
Isle Royale	....	....	....	....	....	
National	....	....	....	....	....	
Minnesota	....	....	....	....	....	
Pewabic 11⅞	11⅛	11⅛	11⅛	10⅞	10⅞	
Pittsburg	....	....	....	20	....	
Quincy 30	....	....	....	....	....	

London Stock Exchange.

	Closing Prices.— Feb. 26.	March 5.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880.	67 — 72	65 — 70
Do. do., 2d mort., 1881.	60 — 65	55 — 60
Do. Penn., 1st mort., 1877.	67 — 72	65 — 70
Do. do., 2d mort., 1882.	60 — 65	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890.	31 — 32	31 — 32
Detroit and Milwaukee 1st mort. 7s..	60 — 62	62 — 64
Do. 2d mort. 8 p. c.	60 — 63	62 — 65
Erie shares 100 dol. all paid.	24¼— 24⅜	24½ — 25
Do. sterlg. 6 p. c. convertible bonds	70 — 72	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875.	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875.	79 — 81	79 — 81
Do. 100 dol. shares, all paid.	96½— 97⅛	96⅛— 97⅛
Marietta and Cin. R. R. bonds 7 p. c..	76 — 80	75 — 80
Panama General mort. 7s, 1897.	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct..	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910.	87 — 89	87 — 89
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, March 27, 1869.

Stock Exchange and Money Market.

Money has been quite active and close, though not particularly stringent, during the week. The banks have not been as liberal of accommodation outside of the line of their own regular customers. Private lenders have been more cautious in making advances, especially on railway and miscellaneous stocks, as collaterals. The large dealers in the public funds have had their wants amply provided for at the legal rate of 7 per cent.; and, in exceptional instances, as low as 5@6 per cent. On stocks, however, the minimum price to even the best houses has been 7 per cent. Some of the dealers have been compelled to pay this figure in coin, or equal to about 10 per cent. in currency. The call for temporary aid has been mainly from the Stock and Gold Exchange operators. In the mercantile line, more inquiry has been noted for money, and with more liberal offerings of business paper, discount rates have been firm at from 8@12 per cent. per annum, on choice to good grades of commercial paper. There has been a growing demand for currency from the west and northwest in preparation for the opening of inland navigation, and the resumption of the forwarding business, chiefly in the way of breadstuffs, large supplies of which have been accumulating at the leading points of the interior, since the close of canal navigation early in December. It is anticipated that this inquiry will be rather urgent for a few weeks, when a return flow of currency to this centre may be looked for. It is not apprehended that we shall have any serious disturbances in the movements of money thereafter, during the spring and summer months. The city banks, last week, added $1,135,249 to their legal tender reserve, $1,112,541 to their deposits, and $1,428,607 to their loan and discount averages. They put out $50,865 more of circulating notes. They lost $2,145,365 of specie, chiefly by the influx of coin into the Sub-Treasury, in the form of customs. They now hold nearly 11½ millions more of gold and legal tender notes than the 25 per cent. of their liabilities in the way of deposits and circulation, required by the provisions of the banking act. The U. S. Sub-Treasury added $5 955,366 to its cash balances, last week, and closed the week with an aggregate reserve of about 93¾ millions, of which about 83 millions were in coin. Our Washington dispatches report the grand total coin reserve of the Treasury Department at about 107 millions, including about 29 millions on deposit to private account, and about 12 millions of currency.

The specie reserve of the city banks is now $15,213,306, against $17,944,308 same time last year. The city bank deposits are now $183,504,999, against $191,191,526 week ending March 21, 1868. The legal tender reserve amounts to $50,774,874, against $52,261,086 same time last year. The circulation now stands at $34,741,310, against $24,212,571 same time last year. The loans are now $263,098,302, against $261,416,900 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $121,785,000 a day, against a daily average of $104,862,927 the preceding week, and $121,191,355 the week ending with March 3, 1869. The current week's exchanges average about $137,650,000 a day. The city banks, last week, reported a further loss of $2,145,365 of specie, with a gain of $1,112,541 of deposits, and of $1,135,249 of legal tender notes. They increased their loans, $1,428,607; and their circulation, $50,865.

National Bank notes to the amount of $100,800 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $313,301,730, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $13,446,890, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,854,840. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,690,200; and for the public deposits, $32,716,350—making a total of $375,406,550. The Treasury Department last week redeemed and destroyed $431,921 of worn and mutilated fractional currency, and issued $683,099 of new. The outstanding amount of fractional currency on the 1st of March, 1869, was $36,781,548, against $35,511,127, on Feb. 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending

with March 20, were $11,821,643, including $2,993,002 from customs duties; payments, $5,366,277, including $380,416 of coin interest; balance at the close of the week, $93,742,441, against $87,787,075, at the close of the preceding week, showing an increase of $5,955,366. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $962,418, including $393,696 from customs; payments, $853,530 including $39,805 of coin interest. On Tuesday, receipts, $1,359,450 including $578,000 from customs and, payments $477,082 including $20,460 of coin interest. The balance at the close of business on Tuesday stood at $94,762,700, against $91,631,258 a week previous; and $83,286,391, on March 3, 1869. The aggregate receipts of the office in February were $31,657,457, including $12,179,726 from customs, aggregate payments, $26,789,619, including $1,923,545 of coin interest.

The outstanding amount of coin certificates on the 1st of March, 1869, was $28,775,560, against $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $418,600, and retired $2,890,879 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during February, reached $1,634,240.

Government revenues have been yielding quite respectably, during the week. Secretary Boutwell has expressed himself very well satisfied with the progress made thus far in this year in collecting the revenues especially from excises, and in economizing in the line of expenditures. His gold revenues from customs are so productive that it is deemed probable that he will use portions of the accumulations in the Treasury either to buy U. S. bonds at the market rate, or to anticipate the payment of the interest on the funded debt. With a view to the accomplishment of the latter object, if deemed judicious, a bill has been passed by the U. S. Senate giving power to the Secretary to anticipate the interest claims against the Government, by a period of six months. The excises, last week, yielded about four millions; customs at the port of New York, $2,973,002, and at the outports about $965,000 (in coin) more, making the grand total income for the week equal to abou. $9,145,400 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 107 millions, according to the latest Washington advices.

The gold market has been remarkably steady again this week in its working, the extreme rates having been 130⅛@131⅛, and the closing quotation on Wednesday 131⅛@138¼. The speculative demand has been active most of the week. The animation in money has been operating against the inflationists of the Gold Board. The reports from Washington, relative to the views of the new Secretary of the Treasury, on the financial issues, and the probability of the Governments becoming an early seller of gold, either directly in the open market, or indirectly by the exchange of gold for bonds on the basis of the market rates, have likewise been embarrassing to the *bull* interests. The customs demand for coin keeps up close to a daily average of half a million dollars. There is, however, no export inquiry of any moment. The exports of specie, last week, were only $181,332, chiefly by the steamer of the 18th inst., to Havana. The New York city banks now hold a specie reserve of 15¼ millions. The Treasury Department controls a specie balance of 107 millions.

The Gold Exchange Bank clearances on Wednesday, were $107,245,000, and the resulting balances $4,830,473 in coin, and $6,692,531 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,807,796, average amount of specie $564,457, average amount of deposits $1,127,933.

The customs demand for Gold last week, averaged $498,833 a day; thus far, this week, it has averaged $485,848 a day, or equal to a weekly aggregate of $2,915,088. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $175,390, and since Jan. 1, $2,411,767 against $1,129,828 same time in 1868. The receipts from California, last week, were none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $90,729,931, against $81,124,248 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Feb., 27th 1869, $1,062,192, against $1,195,059 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $16,122,166, against $23,573,010 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $7,450,844. The exports of specie, from this port, last week, were $181,332, against $275,502 same week last year; total, since July 1, 1868, $29,177,865, against $41,681,748 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $380,416; since July 1, 1868, $66,529,793, against $54,119,606 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to March 2, 1869, were $6,875,729, against $5,470,869 same time in 1868.

There has been a very full offering of foreign exchange, during the week, and the market has been depressed throughout, much below the specie shipping point. Foreign buyers of U. S. bonds for export have experienced much difficulty in marketing the exchange made against their purchases, unless at very low rates. On Monday and Tuesday, some disposition was manifested to purchase bond drafts on speculative account, at the going figures, which tended to strengthen the market. Bankers' prime sixty day bills on London closed on Wednesday at 108⅛@108½, and on Paris to 5.23¾@5.18¾; sight bills on London to 108⅝@109, and on Paris to 5.18¾c. @5.17½. The offering of produce bills has been only to a moderate average this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,440,120, against $1,946 378 same week last year; total, since July 1, 1868, $116,749,923, against $130,748,206 same time in preceding fiscal year of 1867–'68.

Owing to the difficulties experienced in marketing foreign exchange, there has been only a limited inquiry for the earlier issues of Government securities, such as the six per cents of 1881, the 5-20s of 1862, and the May and November coupon Five-Twenties of 1865, which are now called in the street the exportable issues, though the 1867 Five-Twenties have been gaining rapidly in favor with export purchasers, since the enactment of the Public Credit bill on the 18th inst. The home demand has also been on a restricted scale. Though the offerings of bonds have not been extensive, prices have yielded ¾@1¾ per cent. during the week, depressed, in part, by the adverse influence of the activity in money. The large dealers have not been buying very freely, and are not likely to purchase largely until the Money Market shall have assumed a steadier temper and tendency. The market closed firmly on Wednesday at the quotations given herewith on quite limited offerings of bonds.

U. S. sixes of 1881 closed here on Wednesday at 116⅛@116¼; U. S. Five-twenties of 1862, 118⅛@118¾; U. S. Five twenties of 1864 at 114¼@114½; U. S. Five-twenties of 1865 at 116½@116⅝; U. S. Five-twenties of 1865, consolidated, 113⅛@113⅜; U. S. Five-twenties of 1867, 113¼@113⅜; U. S. Five-twenties of 1868, 113¼@113½; U. S. Ten-forties at 105@105¼; U. S. Six per cent. currency bonds, 103¾@104.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 10.	Mar. 17.	Mar. 24.
Consols	92⅞	93⅛	93⅛
U.S. 5-20's of 1862	82⅛	83½	83⅝
Erie	24¼	24¾	24½
Ill. Central	97	96¾	97

Railway and miscellaneous share property has been decidedly most active, having been the feature of the board and street dealings, through the week. Prices have been notably firmer for the street favorites, particularly for the New York Central shares, which have advanced sharply, Pacific Mail has been quite feverish and variable. The general market closed on Wednesday briskly and on the whole buoyantly.

There has been a moderate inquiry for most kinds of Produce, since our last; but, as a rule, the tendency of prices, particularly of Cotton, Breadstuffs, and Provisions, has been in favor of buyers. There is a notable want of consistency between the Liverpool and New York Cotton market, which keeps a very large stock here, under heavy money advances at extra charges for Interest, Brokerages and Storage. Middling upland cotton closed tamely on Wednesday at 28½ cts. per lb. The stock of cotton now here is estimated at about 124,000 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,847,000 bales, against 1,842,000 bales same time in 1867–'8; exports, same time 924,000 bales, against 1,195,000 bales same time in 1867–'8; stock on hand at latest dates, 890,000 bales, against 832,500 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 6,085 pkgs., against 2,650 pkgs., same time last year. From Boston, 8,023 pkgs., against 2,284 pkgs. same time in 1868. Tobacco has been more sought after, as have been likewise Petroleum and Naval stores. Wool has been

quiet but steady. Fish have been in light demand and declining. Hay, Hops and Seeds have been inactive. At the Live Stock markets, this week, Beeves have been in fair demand at from 11@17½c., per lb.; week's receipts, 5,538. Milch cows at from $40@$125, each, receipts, 79. Veal calves at from 10@13c. per lb.; receipts, 825. Sheep and lambs at from 6½@9½c., per lb.; receipts, 18,802. Swine at from 10¾@11⅜c. per lb.,; receipts, 11,543. A fair business has been noted in foreign goods. Sugars have been particularly active and have advanced again. Seasonable syles of dry goods have been held firmly. The total imports of foreign dry goods, last week, were $2,619,046, and the total amount marketed $2,934,744. The value of foreign merchandise imported last week, was $3,627,361—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,426,407, against $7,576,117 same week last year; total since July 1, 1868, $187,295,711, against $167,338,980 in 1867–'8. There has been more doing in the freight line, and rates close with more firmness. For Liverpool we quote flour at 1s. 3d. @1s. 6d. by sail, and 1s. 6d.@1s. 9d. by steamer, per bbl.; grain at 8@8½d. by sail, and 4d.@4½d. by steamer, per bushel; cotton at¼d. by sail, and ¼d.@⅜ by steamer, per lb.; and heavy goods 12s. 6d.@22s. 6d. by sail, and 15s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 452.

The imports for the week ending March 20, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,568,530	$2,619,046
Gen. merchandise	6,007,587	3,627,361
Total for the week	$7,576,117	$6,246,407
Previously reported	42,753,908	65,635,909
Since January 1	$50,330,025	$61,182,316

The New York exports, exclusive of specie, for the week ending Mar. 23, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$1,946,378	$2,440,120
Prev. reported	36,520,120	31,577,637
Since January 1	$38,466,498	$34,017,757

The balance in the Sub-Treasury on Wednesday was $95,105,928 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Wabash and Western consol. bonds, 81; Long Dock bonds, 92½; New Jersey Central 1st mort., 99; Mississippi Central 1st mort., 72; Rome, Watertown and Ogdensburg R. R., 111⅛; Hartford and New Haven R. R., 202; Norwich and Worcester, 100; Dubuque and Sioux City R. R., 118; Long Island R. R., 46⅛; Erie, 33⅝@35⅞; Montgomery and West Point R. R., 25; Georgia 7s, 92½; do., 6s, 82; Indiana 5s, 97½; Louisiana 6s, 71½; do., 6s, Levee bonds, 68; do., 8s, Levee bonds, 86; Alabama 8s, 99; Michigan 6s, 1878, 98; New York City 6s, 1887, 98¾; N. Y. State 7s, Bounty Loan reg., 109¼; do., 6s, 1877, 103; Boston Water Power Co., 16; Adams' Exp. Co., 59; Merchants' Union Exp., 16; Am. Mer. Union Exp., 40⅛; U. S. Exp., 54⅛; Wells-Fargo Exp., 80⅛; Western Union Telegraph, 87⅞; do., 7s, 86¾; Mariposa Mining, 19¼; do., pref., 34¾; do., Tr. 10s, ctfs., 68; Pennsylvania Coal, 215; Buchanan Farm oil, 0.55; Central Petroleum, 68; Consolidated Gregory Gold, 2.60; Combination Silver, 3.50; Corydon, 0.10; Grass Valley, 1.15; Hilton Copper, 1.50; La Crosse Gold, 0.17; Montana Gold, 0.34; Northern Light oil, 0.40; New York and Eldorado, 0.41; Owyhee, 20.00; Pit Hole Creek petroleum, 1.35; People's Gold and Silver, 0.09; Quartz Hill Gold, 0.85; Smith and Parmalee Gold, 1.40; United States petroleum, 1.00; Wallkill Lead, 0.20.

Philadelphia.—Phila. and Reading 6s, 1880, 90; Steubenville and Indiana 1st mort., 75; West Penna. R. R. bonds, 81⅜; West Jersey R. R., 60; do., 6s, 89⅝; Belvidere Delaware 2d mort., 80½; Phila. and Sunbury 7s, 92; Junction R. R. 6s, 89; West Phila. R. R., 61; Phila., Wil. and Balt. R. R., 51½; Oil Creek and Allegheny River R. R., 37½; Girard College R. R., 27¾; St. Louis 6s, Gold Loan, 103; Pittsburg 5s, 71; Penna. coupon 5s, 92½; Allegheny County 5s, 74½; Chesapeake and Delaware Canal, 41; Niagara oil, 1⅝; Ocean Oil, ⅜; Fulton Coal, 5⅛; St. Nicholas Coal, 1; Big Mt., 5⅜; N. Y. and Middle Coal Fields, 4⅜. The latest quotations are: City 6s, 98@98¼; do., free of tax, 100⅞@101; State 5s, reg., 98@100; do., coupon, 92½@98; do., 6s, W. L., 100@101; do., 1st series, 101½@102; do., 2d series, 104@105; do., 3d series, 106½@106¾; Reading, 45½@45⅝; do., 7s, 1893, 105@106; do., 6s, 1880, 90@90½; Camden and Amboy, 121@121½; do., mort. 6s, 1889, 93@94; do., 1883, 85@86; Penn. R.R., 57½@57¾; do., 1st mort., 99¼@99⅜; do., 2d mort., 97@98; Little Schuylkill R. R., 42¾@43; Morris Canal, 27@30; do., pref., 65@68; do., bonds, 85¼@87; Wyoming Valley Canal, 30@30; do., 6s, 77@85; Susquehanna Canal, 12@14; do., 6s, 56@56¼; Sch. Nav., 9@10; do., pref., 17½@18; do., 6s, 1882, 66½@67; Delaware Div. Canal, 47½@48½; do., bonds, 80@85; Elmira and Williamsport, 30@32; do., pref., 39@40; do., 7s, 1878, 89¼@89¾; do., 6s, 58@61¾; Lehigh Coal and Navigation, 30½@30⅝; do., 6s, 1884, 82@82½; do., R. R., Loan, 85¾@86; do., Gold Loan, 90¾@90⅞; North Pennsylvania, 33¾@34; do., 6s, 89@89¼; do., Chattle 10s, 110@—; Philadelphia and Erie, 25½@25¾; do., 6s, 87@87½; Minehill, 54½@55; Catawissa, 10@—; do., pref., 33⅛@33⅛; Lehigh Valley, 55¾@55⅞; do., 6s, new, 93½@93¾; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 40@45; West Philadelphia, 61@61; Spruce and Pine, 26@30; Green and Coates, 37@39; Chestnut and Walnut, 46@46½; Thirteenth and Fifteenth, 17@17⅛; Girard College, 28@30; Tenth and Eleventh, 71@75; Union, 40@43; Hestonville, 12@12⅛.

Boston.—Vermont Central 1st mort. 7s, 77; do., 2d mort., 37; Eastern R. R. 6s, 1885, 95; do., 1874, 94¾; Boston, Concord and Montreal 7s, 95¾; Central Pacific 7s, 1883, 107; do., 1884, State Aid, 111¾; do., 6s, 100; Cedar Rapids and Missouri 7s, 1891, 93; Union Pacific R.R. 6s, 98; Cheshire R. R. 6s, 92½; Jackson, Lansing and Saginaw R. R. 8s, 1885, 98; Ogdensburg and Lake Champlain Equipment 8s, 101½; Vermont Central and Vermont and Canada Equipment 8s, 102½; Boston, Hartford and Erie 7s, 1884, 83; do., 1899, 62⅛; Stanstead, Shefford and Chambly 7s, 76¼; Indianapolis and Cincinnati R. R., 20; Worcester and Nashua R. R., 127½; Union Railway, 83; Cape Cod R. R., 67¼; Norwich and Worcester, 102¼; Taunton Branch, 115; Summit Branch, 20½; Rutland R. R., 33½; Boston Water Power Co., 16¾; Cary Imp., 8½; Ophir (N. S.) gold, 40c.; Massachusetts 5s, 1894, 108; do., 6s, 5-20s, currency, 101¼; Rhode Island 6s, 99½; Cambridge 6s, 1875@1887, 99¼; Chicago 7s, 99¼; Charlestown 6s, 1874@1889, 100; Boston 5s, 1874@1884, gold, 106½; do., 6s, 1874, currency, 101; Brooklyn 6s, 1891, W. L., 95; Albany 6s, 1879, 92½; do., 1896, 90¾; do., 1894, 95¾; Hartford 6s, 1876, 95; Lynn 6s, 1885, 99; Allouez Mining Co., 5½; Concord, 2½; Hecla, 80; Manhattan, 40c.; Ridge, 6; St. Clair, 87½c.

Baltimore.—Maryland Defense Loan, 100; Virginia 6s, old, reg., 49¾; do., coupon 6s, new, 60; Memphis City 6s, 51¼; Central Ohio R. R., 82⅛; Richmond and Danville bonds, 72⅞; Orange, Alex. and Manassas 2d mort. 7s, 74; Western Maryland 2d mort. pref., 42½; do., 2d mort. guar., 86; Wilmington and Weldon 7s, gold, endorsed by N. C., 91; Virginia and Tennessee 8s, 72¾; Bare Hill Mining, 0.20; Bartlett Zinc, 5. The latest quotations are: Balt. and Ohio, 120¼@121; do., 6s, 1875, 90@92; do., 1880, —@98; do., 1885, 93@93½; Northern Central, 48@48¼; do., bonds, 1885, 83¼@83½; do., 1900, 85@85¼; Parkersburg Branch, 24@24½; N. W. Va. 1st mort., 93¼@93¾; do., 2d mort., 90@91½; do., 3d mort., 1873, 85@88; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87¼@87¾; do., 2d mort., 72⅝@78; Central Ohio, 32@32½; do, 1st mort., 82½@83; Western Md. 6s, 1890, 60@75; do., guar., 85@90; do., 2d mort., guar., 85½@90; Richmond and Danville bonds, 72¼@72¾; Baltimore 6s, 1875, 94¼@94¾; do., 1886, 94@95; do., 1890, 92⅝@92½; do., 1893, 97@—; do, 5s, 1838–'70, 73@75; City Passenger R.R., 17½@18; George's Creek Coal, 65@67¼; Santa Clara, 1.25@1 75; Atlantic Coal, 3.00@3.20.

☞ A DESIRABLE INVESTMENT. ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD CO. First Mortgage 7 per cent. Bonds. Twelve Thousand Dollars per mile Guaranteed by—The Terre Haute and Indianapolis Railroad Company. The Columbus, Chicago and Indiana Central Railway Company. The Pittsburg, Cincinnati and St. Louis Railway Company. The Pennsylvania Railway Company, for sale by LUDLOW THOMAS, 39 Pine street, New York.

☞ THE FIRST MORTGAGE BONDS of the Rockford, Rock Island and St. Louis Railroad Company, pay both the Principal and Seven per Cent. Interest—1st Feb. and 1st Aug.—in GOLD COIN, Free of Government Tax.

A limited amount only of these Bonds may be had at par and accrued interest in currency, of H. H. BOODY, Treasurer, 12 Wall street, or of HENRY CLEWS & CO., Bankers, 32 Wall street.

☞ Levi P. Lincoln, Esq., has been appointed Superintendent of the Portland and Kennebec Railroad.

☞ About 8½ miles of the Monongahela Valley Railroad have been surveyed. Sigismond Loew, Esq., is Chief Engineer.

From Herapath's Railway Journal.

Railway Economy.—Permanent Way.

We pointed out in our last article that an undoubted advantage is realised by supporting the rail continuously on the sleeper instead of at intervals, not only because by so doing we obtain a stronger road for the same or less cost, but also that a greater surface is provided on the sleepers for the rails to rest upon, which obviates the premature destruction of the sleepers caused by crushing when the points of support are insufficient, as is the case when chairs are interposed, and which is more apparent when the traffic is heavy and the speed great. It would therefore appear that, considered simply as a mechanical structure, a longitudinal system of permanent way has many advantages over one constructed with cross sleepers. This latter system, however, possesses one advantage over the other in affording greater facilities for drainage, and this is a point that no engineer will neglect who wishes to maintain his permanent way in perfect order, but it is one of those points upon which it is impossible to generalise, as the provisions to be made for it depend entirely on local circumstances and the geological formation through which the line passes, but even should circumstances render it expedient for the more perfect drainage of the ballast to use cross sleepers, the foot rail without chairs would still possess an advantage over the double-headed rail with chairs; and it is very probable that such a course of reasoning as has been propounded has led to the adoption of this system in many recent instances.

Having therefore determined certain fixed principles as a guide generally to the mechanical construction of the permanent way, we arrive at that most important point, viz., of what material to make the rail.

Ten or a dozen years ago we should have had no choice in the matter. Wrought iron was then the only suitable material obtainable, but now steel rails of good quality are to be had at not very much above the price that has sometimes been paid for iron. The point, however, to determine is, which is the more economical, a steel rail at £12 per ton or an iron rail at £8? This will depend greatly on the amount of traffic to be carried, and what consequently will be the ultimate durability of the rails, for besides the first cost of the steel rail being 50 per cent. more than that of the iron, there is also the interest on this additional 50 per cent. of capital to be taken into account on one side, and the interest on the capital required for renewals on the other, and we must know upon how many years this interest is to be estimated, as well as the relative durability of the two rails, before we can form an exact comparison between the two. We have also to credit each with the value of the worn out rails. The average life of Bessemer steel rails may, we should say, be fairly estimated from two to three times that of the iron of good quality; and supposing that a line is laid with steel rails which lasts say nine years, at a cost for the rails of £1,500 per mile the same line laid with iron rails would have to be renewed say three times at a cost of £8,000. In the account with the steel rails at the end of the nine years we should have on the debtor side say simple interest at 5 per cent.—£675, which, added to the capital of £1,500, makes £2,175, less the value of the old rails, say half price, £750, making £1,425 expended in steel rails for nine years. In the account with iron rails at the end of nine years we should have expended as follows:—First capital invested £1,000; at the end of three years' credit old rails sold at half price, £500 less three years' interest on capital of £1,000 at 5 per cent. £150, leaves £350, to which add £650 to make up the £1,000 for the purchase of new rails for another three years, at the end of which time sell old rails again for £500, from which deduct interest on £1,000+£650 for three years £247 10s. leaves £252 10s., to which add £747 10s. to make another £1,000 to purchase the rails for the remaining three years, at the end of which time sell old rails again for £500, against which debit interest for three years on £1,000+£650+£747 10s., amounting to £359 12s. 6d., which leaves £140 7s. 6d. to credit. We shall thus have expended as capital at the end of the nine years £1,000+£650+£747 10s., altogether £2,397 10s., the interest on which has been paid in account, from which we have to deduct the balance remaining from sale of old rails of £140 7s. 6d., leaving a net capital sum expended of £2,257 2s. 6d. in iron rails for nine years, the difference in favor of steel being £2,257 2s. 6d.—£1,425= £832 2s. 6d. This is on the assumption that the steel rails last three times as long as iron rails. We will now take a case in which they only last twice as long, say five years for the iron and ten years for the steel rails.

Taking first the account with the steel rails as before, we have first the capital of £1,500, the interest on which for ten years at 5 per cent. £750 will just be met by sale of old rails, leaving the amount expended in steel rails for the ten years £1,500.

In the account with the iron rails we have for the first five years capital £1,000, at the end of which time credit old rails for £500, less five years' interest on capital of £1,000 at 5 per cent. £250, leaves £250, to which add £750 to make up the £1,000 to purchase new rails for remaining five years, at the end of which time sell old rails for £500, from which deduct interest five years on £1,000+£750 amounting to £434 10s., which leaves £62 10s. to credit. We shall thus have expended as capital at the end of the ten years £1,000+£750, altogether £1,750, the interest on which has been paid in account, and we have a balance from the sale of old rails of £62 10s., which deducted from £1,750 leaves £1,687 10s., the net capital sum expended on iron rails for ten years, and this put against the cost of the steel rails for the same time shows a balance in favor of the steel rails of £1,687 10s.—£1,500, equal to £187 10s., notwithstanding we have in this case only estimated the duration of the steel as double that of the iron rails; we have supposed the interest to be paid in each case out of the traffic receipts of the line, and only dealt with it as an actual money value; there would also be a further saving in favor of the steel rails on account of the additional expense of taking out and putting in the iron rails, which ought to be allowed, but we do not put this forward as an exact estimate, but a rough approximate calculation, in order to show that to arrive at a correct estimate of the ultimate economy of using steel in the place of iron rails various circumstances have to be taken into account, and that the actual saving over iron rails will not always bear the same relative proportion to the increased durability taken with reference to the first cost of the rails respectively; there can be no doubt, however, that there must be a saving, and it is further evident from the above investigation that the saving will be greatest when the traffic is heavy, and the wear and tear most. With respect to the actual life of a rail, so many causes come into operation which affect its existence, that its ultimate duration is most difficult to predict with any accuracy. It is not only the number but also the weight of the trains which pass over it in a given time, and it is not only the gross weight, but the way that weight is distributed on the wheels, and then again this is modified by the speed. On the Great Northern, about 60,000 trains, weighing altogether 12,500,000 tons, which passed over iron rails, destroyed them in three years, whereas on the Lancashire and Yorkshire Railway 62,000 trains, with a gross tonnage of about 12,450,000, only wore out the best rails in 7¼ years, and in another part of the line, where the trains draw up, it took 208,000 trains and nearly 39,000,000 tons to wear out the rails in 7¼ years. The greater rapidity with which the rails on the Great Northern were destroyed could not therefore be due alone to the number or weight of the trains; it must have been either to the greater speed or some other cause, such as greater weight on the wheels, or perhaps, to an inferior quality of rail. It therefore becomes a most difficult matter to determine how long a rail will last unless its own constitution and all the circumstances of its future life are known beforehand, but of this we may be sure, that great weights accumulated on small surfaces, as in the case of the driving wheels of engines, together with excessive speeds, do more to destroy the rails of the permanent way than double the amount of heavy traffic with a moderate speed and the weight properly distributed; if, however, the rail is fairly adjusted to its work, and subjected only to fair wear and tear, there is no reason why the life of a rail should not be as accurately ascertained as the mileage of a tyre or the duration of an axle bearing; steel is the material we shall eventually have to look to for rails which have to support heavy traffic, and the sooner it is cheapened and improved the better for the railway interest. There is one point in reference to the use of this material to which we wish to direct the attention of railway engineers, and which we are somewhat surprised has not, so far as we know, received it before. We allude to the advantageous effect produced by tempering in oil. This process has long been in use most successfully for the steel inner tubes of ordnance; it was introduced many years ago by Mr. Anderson in the Royal Arsenal. The experiment was a bold one, for although previously it was a common practice to treat small articles of refined steel, such as saws, springs, &c., in this manner to give them hardness and elasticity, no one ever contemplated increasing the *strength* and *toughness* of the material in *large masses* thereby, and it showed an intimate knowledge of the peculiar property of the new material, this mild steel, or as some call it homogeneous metal, to foresee in this process the great advantage resulting therefrom; but that the effect is great is now established beyond question, for it has been ascertained by repeated experiments that the ultimate strength of mild steel is by this treatment increased 25 per cent., while its safe working strength is nearly doubled. If such is the case with gun tubes why should it not be so with rails? and why should not this be taken advantage of for fishing plates? for these necessary adjuncts to the permanent way being confined in size by the channels in the rails, it is of importance to make up for this and contribute to their strength in every way possible. No doubt some difficulties stand in the way of carrying out the process in the possible warping of the rails, but a gain of 25 per cent. in strength, for scarcely any cost, is worth something, and should be a strong inducement towards finding a way to surmount them.

These, and the other points we have discussed, may, we hope, lead to a more careful consideration of the subject by those within whose province the subject of permanent way more immediately comes. The cost of maintenance is a serious item of railway expenditure, and this expenditure is necessitated by the permanent way not being what its name implies; but if it cannot be made actually permanent, no effort should be spared to make it as nearly so as possible.

Portland and Franklin Railroad.

A meeting of the friends of this road was held in Upper Gilmanton, N. H., on the 20th inst. Large delegations were present from all the towns along the proposed route of the road. The meeting was organized by the choice of Hon. Austin F. Pike, of Franklin, as President, and Wm. M. Leonard, of Upper Gilmanton, as Secretary. Remarks in favor of immediately organizing the company under the charter granted by the last Legislature of New Hampshire were made; and a committee chosen to report as soon as possible the time and place for a meeting to permanently organize the company. This road commences at Downing's Crossing on the Cocheco road and runs through the towns of Alton, New Durham, Barnstead, Gilmanton, Upper Gilmanton and Sanborton to Franklin where it intersects with the Northern road, and is intended as a connecting

link between the Portland and Rochester and Northern Railroad thus making a great through line to the West.

Journal of Railroad Law.

COMMON CARRIERS—WHEN DELIVERY TO SERVANT BINDING UPON COMPANY—PRIVATE INSTRUCTIONS—PRINTED RULES OF COMPANY NOT ALWAYS BINDING.

The facts in the late case of Winter *vs.* Pacific Railroad Co., (41 Mo., 503) are clearly stated in the following able opinion by

WAGNER, J.—Plaintiff brought this action in the court below against the defendant, as a common carrier, for the value of a piece of carpeting, alleged to have been delivered to the defendant for transportation from St. Louis to Kansas City, and by the defendant lost. The defendant denied that the carpeting was ever delivered to it, and on this fact the issue was joined. The facts appear to be that, on or about the 20th of October, 1865, plaintiff came to defendant's passenger depot at St. Louis, Missouri, having with him a trunk and the piece of carpeting in controversy; that, having purchased a ticket to his destination in Kansas City, he demanded of the defendant's agent for receiving and checking baggage at the depot a check for the trunk, which was given, and at the same time asked for a check for his carpeting, when the agent told him that "it was unnecessary" that "he would strap it on the trunk; one check would do for both; it would go safely." Plaintiff then delivered the same to the baggage agent, who took it into his charge and custody, but it was lost in the course of the transit and never returned to plaintiff.

The trunk went safely and was duly delivered. The defendant resisted a recovery exclusively on the ground that the agent had no authority to receive the carpeting to be carried by the passenger train, and that it should have been taken as freight to another and distinct depot and carried on another train. It also introduced in evidence its instructions to baggage men, by which they were prohibited to check or receive any articles of freight or merchandise on passenger trains. On the above facts the court gave judgment for the plaintiff.

A delivery to a servant or duly authorized agent of a common carrier, who is in the habit of receiving packages, is unquestionably to be considered a sufficient delivery. Ang. on Car. § 146. But to make the common carrier responsible as such, the delivery must be made to a servant who is instructed to receive the goods and not a person engaged in other duties. Aug. § 129.

In Blanchard *vs.* Isaacs 3 Barb. 388, a coat was delivered to the driver of a stage coach by a person not a passenger, to be delivered to another in a different place, but nothing was paid for the transportation of the coat, and the driver refused to put it on the way-bill, saying that he had no right to do so; and there was no proof that the coat ever came to the possession of the proprietor of the stage or any of his agents; it was held that there was no delivery of the coat to the proprietor, and that he was not responsible as a common carrier for the loss. The driver of the stage coach had no authority to receive the coat, and he distinctly informed the owner of the fact. It was not put upon the way-bill nor was it taken as baggage, because the person to whom it belonged was not a passenger. Under the circumstances the proprietor was clearly not liable, and the owner knowingly sent the coat at his own risk. When there is no special contract, a common carrier is only bound to carry the passenger, with such baggage as the traveler usually carries, comprising clothing and such articles as are generally taken along for personal convenience. Aug. on Car. § 115; Sto. on Bail. § 499.

But if the traveler takes with him other articles, which do not come strictly within the denomination of baggage and exposes them to view, so that no concealment is practised, and the carrier chooses to treat them as personal baggage and carries them accordingly, and a loss occurs, he will be responsible therefor—Great Northern Rail Co. *vs.* Shepherd Eng. Rail Cas. 310.

Will the fact that the company instructed the baggage master not to receive or check any article of merchandise on the passenger train exonerate them from liability? It is not pretended that the plaintiff had any notice of such instruction, or that the agent was not acting within the general line of his duty. The general rule is that "if a servant is acting in the execution of his master's order, and by his negligence cause injury to a third party, the master will be responsible, although the servant's act was not necessary for the proper performance of his duty to his master, or was even contrary to his master's order." Smith on Mast. & Serv. 157. And so Story lays down the law, that the acts of the agent bind the principal in all cases where the agent is acting within the scope of his usual employment, or is held out to the public, or to the other party, as having competent authority, although in fact he has, in the particular instance, exceeding or violating his instructions, and acted without authority (Sto. on Ag. § 443), and by the application of these elementary rules to railroad companies, it has been held to make no difference in regard to the liability of the company for the act of the servant, while acting in due course of his emplement, that he did not follow their instructions either general or special—Derby *vs.* Plil. and Read. R. R., 14 How. (U. S.) 468.

Now, the right of the plaintiff to recover here, is because the carpeting was placed in charge of the baggage master to be transported to Kansas City. The company had intrusted to their agent authority to receive and check baggage, and have also given him power to determine what property came within that class, or description of property. The agent, in the usual and ostensible scope of his employment, received the carpeting without hesitation, and said that one check would answer for both the carpeting and the trunk; that he would strap them together and they would go safe. This was a complete reception by and delivery to the company. The plaintiff was not apprised or notified that it was any law or regulation of the company for the article to be carried on the train on which he took passage; the person authorized and appointed for that purpose received it willingly, and any private order or instruction given by the company to its agents as to what articles should be received and checked for, could not exonerate it from liability or impair the rights of the plaintiff. The disobeying of orders on the part of the servant cannot be allowed to work an injury to innocent third persons.

Judgment affirmed. The other judges concur.

Pittsburg, Ft. Wayne & Chicago Railway.

The seventh annual meeting of the stockholders of this company was held in Pittsburg on the 17th inst., J. S. Craft, Esq., in the Chair. The report o the President which was read by the Secretary, F. M. Hutchinson, Esq., was unanimously adopted and ordered to be printed.

W. L. Hickox, of Mansfield, Ohio, offered the following, which was unanimously agreed to:

Resolved, That an issue of bonds, to be denominated "Equipment Bonds," bearing interest at the rate of eight per cent. (free of Government tax) per annum, and to be payable at such time or times as the Board of Directors may deem advisable, and amounting in the aggregate to one million of dollars, including $500,000 heretofore authorized by the Board of Directors, be and the same is hereby authorized, consented to and recommended to the Board of Directors.

John L. Larwell, Esq., of Wooster Ohio, offered the following, which was unanimously adopted:

Resolved, That the acceptance by the Board of Directors of the amendment by the Legislature of Pennsylvania to the charter of the company authorizing a classification of the Board be approved, and their action under it, and also that the acceptance by the Board of Directors of the act of the Legislature of Pennsylvania "Relating to railroad companies and common carriers, defining their liabilities, and authorizing them to provide means of indemnity against loss of life and personal injury," approved April 4th, 1868, be approved.

Mr. Wm. Dill, of Allegheny, offered the following:

Resolved, That when this meeting adjourn it will adjourn to meet at such time and place as may hereafter be designated by the President, on notice of ten days, to be published in the usual manner.

A motion was then adopted to proceed to the election of three Directors to fill the vacancy in the Board. The President nominated William Thaw, Esq., of Pittsburg, and John M. Wilt, of Fort Wayne, Indiana, as Inspectors to conduct the election, which were approved.

The election was then proceeded with under the provisions of the law passed by the present Legislature, and the result was announced as follows: *For four years*—Messrs. Wm. B. Ogden, Jesse L. Williams, L. H. Meyer. *To the vacancy for two years*—John Sherman.

The Board consists of the following members: George W. Cass, Pittsburg, Pa.; Springer Harbaugh, Pittsburg, Pa.; J. Edgar Thomson, Philadelphia, Pa.; Jno. L. Dawson, New Geneva, Fayette County, Pa.; J. F. D. Lanier, New York; Louis H. Meyer, New York; Samuel J. Tilden, New York; Pliny Hoagland, Fort Wayne, Indiana; Kent Jarvis, Massillon, Ohio; R. R. Springer, Cincinnati, Ohio; Hon. John Sherman, Mansfield, Ohio; W. B. Ogden, Chicago, Illinois.

Hoosac Tunnel.

By the Report of the Commissioners of the Troy and Greenfield Railroad and Hoosac Tunnel, submitted to the Massachusetts Legislature on the 28d inst., it appears that up to Feb. 1, the total length of the tunnel bored was 9,338 feet, leaving to be bored 15,693 feet. The length of the east end heading is now 5,282 feet; of the east end enlargement 2,500 feet; of the west end heading 4,056 feet; of the brick arch 931 feet, of the whole length of the central shaft, (1,030 feet) 583 feet have been finished, leaving 447 feet to be completed.

Railroad from Northampton to Sudbury.

The Legislature of Massachusetts have been petitioned to grant a charter to Edward Denny and others, to construct a railroad from Northampton to Sudbury, and to pass over the Wayland and Sudbury Railroad. The route of the road as proposed is substantially as follows: Starting at Northampton it passes through South Hadley, Granby, Belchertown, down to near the junction of the three rivers in Chicopee, near Palmer, thence through Ware, up the Ware River Valley in a northeasterly direction, passing through Hardwick, Barre, Oakham, Rutland, Holden, West Boylston, Sterling Junction, and down through Boylston, Clinton, Berlin, Bolton and Hudson to Sudbury, where the Sudbury and Wayland road, chartered by the Legislature last year, is to be passed over, and Boston entered by means of the Fitchburg and Boston road. The route is twenty miles shorter than any other at present, making the distance from Northampton to Boston 95 miles. It was stated that it is to pass through a portion of the State which is wanting in railroad communications, and, in addition, is the beginning of a great trunk line of communication with the West. There is now a railroad from Northampton west to Williamsburg, and a chartered road from the latter place to North Adams, and direct connection thence with Troy. There appeared no opposition to the road, and it is stated that many of the towns through which it passes are willing to subscribe for stock in the road. The charter which is proposed will make the capital stock not less than $3,000,000, nor more than $5,000,000, and the road must be located in three years and constructed in five.

Railroads in Iowa.

The Des Moines *State Register* publishes a statistical article showing the total amount of lands granted the railroads of Iowa, and their gross earnings for 1868. The data are up to January 1, as regards the number of miles built and the number of acres granted. The Burlington and Missouri River road at that time had 181¼ miles finished; had received 287,097,034 acres of land. Its gross earnings for 1868, were $841,653 27. The Chicago, Rock Island and Pacific road had 276⅛ miles completed; had received 47,467,436 acres of land; its gross earnings for 1868, were $1,051,828 84. The Chicago and Northwestern road had 385 miles built; had received 701,545,419 acres of land; the earnings for 1868, were $3,371,682 28. The Dubuque and Sioux City road had 143 miles built; had received 12,265,822 acres of land; its earnings for 1868, were $9,707,692 52. The McGregor and Sioux City road had 85 miles built; had received 372,800 acres of land; earnings $498,235 05. The Des Moines Valley road had 162 miles built; had received 46,402,347 acres of land; earnings, $710,240 94. Of the St. Paul and Sioux City there is no portion in Iowa yet built; it has received 500,000 acres of land. The Sioux City and Pacific road had 75 miles built, with a large land grant, all in Nebraska; earnings, $127,000 02. The Council Bluffs and St. Joseph road had 52 miles; no land grant; earnings, $153,854 93. The Cedar Falls and Minnesota road had 42 miles; no land grant; earnings, $55,465 67. The Dubuque and Southwestern had 25 miles built; no report of earnings.

Southern Maryland Railroad.

The preliminary surveys of the route of this proposed road have been finished. The contemplated cost of the road is $1,200,000, and the act of incorporation passed by the Maryland Legislature, provided that the work should only be begun when one million dollars worth of stock had been subscribed for. Though that amount has not yet been subscribed, enough has been guaranteed to authorize a commencement, in consequence of which the Legislature will be asked to allow the work to proceed with the funds already accumulated. Of the amounts required to build and equip the road, $350,000 has been subscribed by the State of Maryland; $500,000 is expected from Washington, D. C., and $300,000 in individual subscriptions from farmers along the route of the road, in addition to a free gift of the right of way and cross ties. The length of the road will be seventy-eight miles, extending from Point Lookout, in St. Mary's County, Maryland, through St. Mary's, Charles and Prince George's Counties to Washington City, crossing the Eastern Branch at or near Benning's Bridge, and entering the city *via* Maryland Avenue. It will cross the Potomac Railroad at Brandywine, in Prince George's Co., seventeen miles from Washington City. The Alexandria *Gazette* says that the friends of the road are sanguine in their expectation that in a few years there will be a harbor built at Point Lookout, so that coal can be taken in the winter time over the road and shipped from there, it being in contemplation to form a connection with the Alexandria, Loudoun and Hampshire Railroad. Coal can be carried over the Southern Maryland Railroad from Point Lookout to Washington City all winter without hindrance from stress of weather, as no ice ever forms at the Point. The President of the road is J. T. Durant, Esq.; directors, Messrs. Chapman, Morgan, Hutchins and Boland; Chief Engineer, Benjamin Tippett.

☞ The Albany *Argus* says that subscriptions are being taken in that city to the capital stock of a company that proposes to build a railroad from Albany, westward, the ultimate object being to secure the completion, by the localities interested, of a series of railroads forming a continuous line to the West. It is contemplated to build the road on the west side of the Mohawk River. Prominent gentlemen in Albany are interested in and promoting the movement, and it is said Eastern capitalists are actively engaged.

☞ The citizens of Wayne County, Kentucky, recently held a meeting in Monticello, and approved of the construction of the proposed line of road from Burnside's Point, on the Cumberland River, to intersect the McMinnville and Tennessee Railroad at or near the State line, and resolved to vote the sum of $200,000 toward the construction of said branch road.

☞ A dispatch from Fort Wayne, Ind., says the action of the Michigan Legislature in continuing the land grants of the Grand Rapids and Indiana Railroad secure to that company the use of $2,000,000 from Eastern capitalists for the completion of the road. It is understood they will commence work on the Fort Wayne end of the road immediately, and continue it as rapidly as possible.

☞ On the 4th inst., articles of association were filed in the office of the Secretary of State, for the construction of a railroad from Binghamton, along the line of the Susquehanna river, to the Pennsylvania State Line. The road is to be 15 miles long, and the capital stock of the company is $500,000. It will make connections with the tracks and depots of the Erie, Syracuse and Binghamton, and Albany and Susquehanna railroads.

☞ The receipts of the Monongahela Navigation Co., for the year ending December 31, 1868, from coal, freight, passengers and tonnage tax, were $176,790 34—an increase over the previous year of $42,904 45. Number of passengers carried, 99,634. Pounds of coal and slack shipped, 45,301,000.

☞ Thomas Dodamead, Esq., having tendered his resignation as President of the Richmond and York River Railroad Company, the board of directors have unanimously elected A. S. Buford, Esq., to fill the vacancy. Mr. Buford is President of the Richmond and Danville Railroad Company.

☞ A contract has been closed by which the Alexandria, Loudoun and Hampshire Railroad is to be completed to Winchester this year, and a new board of directors has been elected. Lewis McKenzie, President, and Oakes Ames, of Massachusetts, H. D. Cooke, of Washington, and S. McComb, of Delaware, are the new directors. Branches of the road are to be built to Washington.

☞ The Cleveland and Toledo and the Lake Shore (formerly the Cleveland, Painesville and Ashtabula) have completed their consolidation; a ten per cent. dividend, in the form of a thirty years' seven per cent. bond, has also been declared on the consolidated stock.

☞ The survey of the Ponaganset Railroad, to run from Hope Village to Danielsonville, Connecticut, is completed, the route is reported feasible, and there is good reason to expect that the road will be built.

☞ A special despatch from Des Moines, Iowa, says $5,000,000 of first mortgage bonds of the Iowa and State Line Railroad Company will soon be issued by that company, with J. Edgar Thomson, of the Pennsylvania Railroad, as Trustee.

☞ The Pensacola and Georgia Railroad and the Tallahassee Railroad were sold at public auction on the 20th inst. The first was knocked down at $1,220,000, and the last named at $195,000, to F. Dibble and associates—$60,000 to be paid on taking possession and the balance as called for by the Trustees of the internal improvement fund.

☞ The extension of the Attica Branch Railroad is proposed to run from Batavia and join the New York Central either at Lockport, Medina or Albion. This branch is intended to reach the valuable gypsum deposits in the vicinity of Oal-field, Genesee County.

☞ The stockholders of the Dubuque and Sioux City Railroad have unanimously confirmed the lease of said road to the Illinois Central Railroad Company.

☞ A Nashville correspondent of the Louisville *Courier-Journal* says that Gen. Forest and Major Merriwether have purchased the Selma and Marion Railroad, and that the iron of the Newborn road has been turned over to them—giving 30 miles of track now in running order, and iron for 12 miles more to begin the great Selma and Memphis road.

PLAYER & HENDERSON,

(John Player, Engineer, lately of Norton, England.)

FURNISH PLANS TO BUILD

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FOR ALL KINDS OF FUEL AND ORES.

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WHEELS WITH TWO FLANGES, FLAT, LEVEL, 25 degrees, two extra wheels on the same. Steel Axles for safety. A covering of metal ¾ is shrunk on the Rail without removing the Rail Crank Levers on Balance Wheels for Steam Vessels, with double power. For sale, and may be seen at my office, No. 78 Cedar street, from 12 to 3.

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350 TONS 40 LBS. RAILS, BEST AMERICAN MAKE. For sale by

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FOR SALE.

1500 TONS, 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address

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TO CONTRACTORS.

Pittsburg and Connellsville Railroad.

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MASONRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.

OFFICE PITTSBURG AND CONNELLSVILLE R. R. Co., Pittsburg, March 18th, 1869.

5t13

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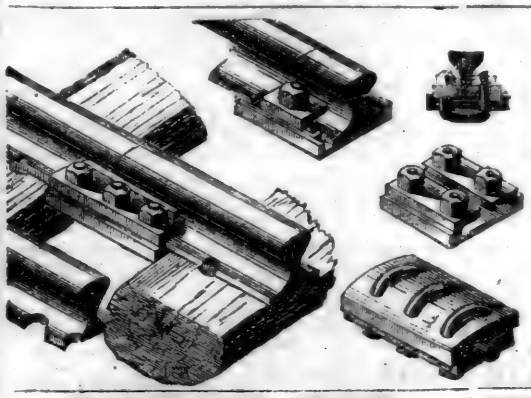
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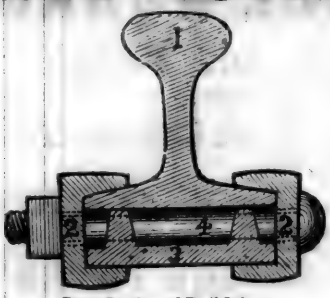
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THE PHŒNIX IRON COMPANY'S

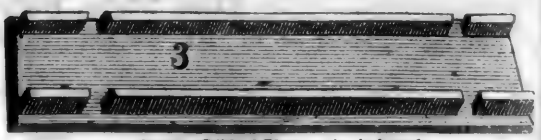
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new ***Suspension Rail Joint,*** which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (*1*) resting upon the ribs of the bottom plate (*3,*) with the flanges of the rail and the bottom plate embraced by the side clamps (*2,*) and held firmly in place by bolts (*4.*) In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at the joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly,* is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHŒNIX IRON COMPANY, Philadelphia, Pa.

Scott's Wrought Iron Clamp Truss Joint

FOR RAILROAD RAILS.

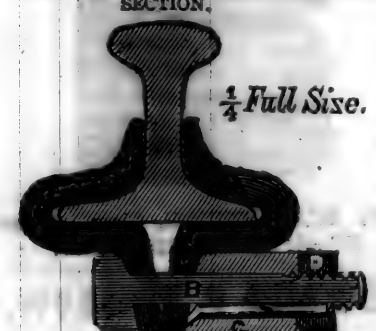
LENGTH 9 TO 12 INCHES, WEIGHT 20 TO 30 LBS.

THICKNESS ⅝ OF AN INCH. COST FROM $1.30 TO $1.50.

Has been tested to ***24,000*** lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a ***TRUSS,*** supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

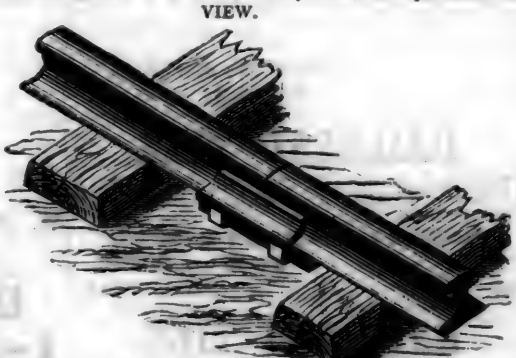
It is ***SIMPLE,*** can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



¼ Full Size.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two ¾ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

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in working order—Gauge 4 ft. 8 1-2 inches.

	No.	Div.	Diam. Drivers.	Cylinder.	Fire Box.	No. Flues.	Size of Flues.	Diam. Boiler.	Weight in running order.	Connect'n.
1st.	4		5 feet.	14 ×20	38×87	127	10 feet 8×2	42 in.	50,100 lbs.	Inside.
2d.	4		5 feet.	13 ×20	42×40½	131	10 feet 2×1¾	42 in.	45,700 lbs.	Outside.
3d.	4		5 ft. 6	15 ×20	44×88	150	11 feet ×1¾	44 in.	52,600 lbs.	Inside.
4th.	4		5 feet.	15 ×24	41×87	140	11 feet 2×2	48 in.	57,000 lbs.	Outside.
5th.	4		5 feet.	13½×22	40×38	103	11 feet ×2	40 in.	43,400 lbs.	Outside.

The above engines arranged for burning wood, are now running, and are in fair working order, and will be sold low for cash.

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Steamer leaving April 11, connects closely with steamer JAPAN, leaving San Francisco May 1, for China and Japan.

NOTICE TO SHIPPERS.—Freight for steamer ARIZONA received until 4 P. M. on WEDNESDAY, March 31. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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TESTIMONIAL.

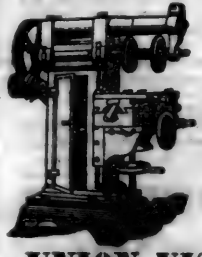
Baltimore, Md., April 16, 1868.

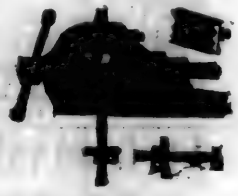
We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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Purchasing Agent Baltimore and Ohio Railroad.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXV., No. 14.] SATURDAY, APRIL 3, 1869. [WHOLE No. 1,720, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 3, 1869.

New Railroad Corporations.

Articles of Association have been filed in the office of the Secretary of State of the State of New York, for the organization of the following Railroad Companies :

The Carthage, Watertown and Sackett's Harbor Railroad Company. This road is to run to and from the vicinity of Carthage, connecting at that point with the Utica and Black River Railroad, *via* the Black River Valley through Watertown to Sackett's Harbor, in the county of Jefferson. Length of road about twenty-seven miles. The capital stock is fixed at $700,000. The Directors are James H. Morrow, Wilna; Wm. H. Coburn, Champion; David Dexter, Rutland; Hiram Converse, Pamelia; Norris Winslow, Watertown; Pearson Munday, do.; Lotus Ingalls, do.; Lyman D. Doolittle, do.; Geo. A. Bagley, do.; George A. Shersmin, do.; Geo. B. Phelps, do.; Theodore Canfield, Hounsfield, Walter B. Clark, do.

The Syracuse and North Western Railroad Company. This road is to run from Syracuse to the village of Mexico, in Oswego county, a distance of about thirty-two miles. The capital stock is fixed at $1,250,000. The Directors named are: John A. Green, Patrick Lynch, G. G. Breed, J. Dean Hawley, Joseph J. Glass, Charles Nichols, John Greenway, George G. French, Jay L. Johnson, Ezra Downer, Charles Andrews, E. B. Alvord and F. Alvord,

The Auburn and Port Byron Railroad Company. This road is to run from the city of Auburn to the village of Port Byron, a distance of eight and one half miles. The capital stock is fixed at $300,000. The Directors named are: S. B. Kendrick, of Port Byron; Thomas B. Bunting, New York; H. H. Wainright, do.; Geo. H. Bardwell, Philadelphia; Wm. Hayden, Auburn; C. H. Wilson, New York; C. A. Stetson, Jr., do.; Robert S. Bunting, do.; Howard Bunting, do.; Faanklin Ellis, do.; Joseph C. Kerr, Philadelphia; Joseph K. Caldwell, do.; Robert A. Packer, Wilkesbarre, Pa.

The Buffalo Creek Railroad Company. This road is to run from a point on the Buffalo and Washington Railroad Company, in the city of Buffalo, to a point upon the land between the Blackwell Canal and Lake Erie. Length of road three miles. Capital stock $40,000.

The Gallupville Railroad Company. This road is to run from some point on the line of the Schoharie Valley Railroad to a point near the village of Gallupville, in Schoharie county. The length of the road is to be 4½ miles. Capital stock, $85,000. The Directors named are: Simon Morgan, A. R. Hunting, Peter Weidman, Chester Passen, Ira Zeh, Charles Armstrong, Sanford Merselis, L. Zimmer, David Becker, Weidman Dominick, Nelson Hunting, Henry Slansburgh and Lambert Bassler.

The Hudson and Mohawk Railroad Company. This road is to run from the city of Schenectady through the counties of Schenectady and Albany, in the most direct and eligible route. Capital stock $1,000,000. Distance about twelve miles. The Directors named are: Frank Chamberlain, Albany; Townsend Fonday, do.; J. E. Walker, do.. Robert L. Banks, do.; Robert M. Waterman, do.; Albion Ransom, do.; Stephen Munson, do.; H. S. McElwain, Amsterdam; William H. Taylor, Albany; Luke Dodge, Schenectady; John L. Dodge, do.; A. Bleecker Banks, Albany; James Hendrick, do.

The Northern Air Line Railroad. Capital stock, $1,000,000. The road is to run from Plattsburgh, Clinton county, through the towns of Peru and Ausable, Clinton county, and through the towns of Chesterfield, Willsborough, Essex, and into the town of Westport, in the county of Essex, and on or near the line surveyed by P. H. Green in 1852. Length of road about 75 miles. The Directors named are: Silas Arnold, Wills Mould, Thomas A. Tomlinson, Aden Weston, Abraham Welden, Lyman Barton, Eli W. Rogers, John Ross, William P. Merriam, James W. Eddy, Andrew Williams, Alvin Thomas and Robert P. Moun.

The Brooklyn Steam Transit Company. This road provides for running cars through various streets and avenues in the city of Brooklyn. Capital stock, $5,000,000. Length of road about 35 miles.

The Hamilton Avenue and Prospect Park Railroad Company. The capital stock, $125,000. Distance about three and one-half miles, in the county of Kings.

The Brooklyn and Winfield Railway. Capital stock, $150,000. Distance about five miles, all in King's county, and mainly in Brooklyn.

Columbus and San Antonio Railroad.

The San Antonio *Herald* of 6th ult., gives the proceedings of a railroad meeting at that place, which, that paper says, was a grand success, notwithstanding the bad weather. It was called to hear a proposition from Col. J. W. Stell, agent of the Columbus Railroad, in relation to the building of a railroad to San Antonio. After Col. Stell and others had spoken, the *Herald* says Col. S. was called on to open the books—and now came the most eloquent railroad arguments—namely, subscriptions of ten thousand, one thousand, five hundred, &c., until some sixty thousand dollars was forthwith subscribed as donations to the road. It now being late the meeting adjourned, not, however, before appointing three committees to keep the ball in motion. San Antonio must raise $200,000, and the balance of the country $100,000 in land, cattle, &c.

Middleburgh and Schoharie Railroad.

At the annual meeting of the stockholders of this company on the 22d ult., the following persons were unanimously elected directors for the ensuing year: D. D. Dodge, G. E. Danforth, Wm. H. Engle, L. Sanford, P. S. Danforth, M. L. Borst, G. N. Frisbie, David Becker, J. Neville, A. Haines, A. J. Freemyre, J. M. Scribner, E. Cook; David Zeh, Town R. R. Commissioner. At a subsequent

meeting of the directors, the following officers were chosen: D. D. Dodge, President; L. Sanford, Vice President; P. S. Danforth, Treasurer; J. Neville, Secretary.

Pittsburg, Ft. Wayne & Chicago Railway.

To the Shareholders and Bondholders of the Pittsburg, Fort Wayne and Chicago Railway Company:

Your Board of Directors in making this, its Seventh Annual Report, congratulate you on the prosperity that has attended the business of the Company during the last fiscal year.

While it entertained the hope during the earlier months of the year of a moderate increase in the gross and net revenues, such hope has been more than realized in the gratifying result attained, exhibiting, as it does, a large increase in the gross earnings, and a relative reduction in the expenses.

The earnings of the main line were:

From local freights		$2,021,567 93
" foreign freights		3,210,289 80
" local passengers		1,306,391 76
" foreign passengers		1,185,873 70
" express matter		119,973 00
" mail service		63,900 00
" rent of railway		85,000 00
" rent of other property		6,754 16
" miscellaneous sources		11,430 35
Total		$8,041,180 70
Gross earnings of Main Line in 1867		7,242,125 96
Increase (11¼ per cent)		$799,054 74

The gross earnings, per mile, of road, in 1868, were $17,171 00, being an increase of $1,706 39 per mile.

The expenses incurred in transacting the foregoing amount of business were:

For conducting transportation		$1,341,459 66
" motive power		1,409,545 67
" maintenance of way		1,257,735 45
" motive power		596,208 31
" general expenses		397,161 41
Total		$5,002,110 60

These expenses show an absorption of 62 1-5 per cent. of the earnings, which is five per cent. less than in 1867.

The net earnings of the main line in 1868, were	$3,039,070 10
The net earnings of the main line in 1867, were	2,378,553 89
Increase, (23 3-5 per cent	$660,516 21

NEW CASTLE BRANCH.

The net earnings of this branch were	$217,663 68
Of which was paid to the N. C. & B. V. R. R. Co	87,065 47
Leaving as this company's proportion	$130,598 21
From which deduct the expenses	69,808 46
Gives as a profit to this company	$60,789 75
Profit for 1867	55,343 93
Increase	$5,445 62

The gross earnings per mile of road of this branch (15 miles), in 1868 were $14,510 91, and compared with 1867, show an increase of $33,456 37.

LAWRENCE BRANCH.

Since the date of the last annual report, the track of this road has been extended into the city of Youngstown, an entrance having previously been effected by using about two miles of the track of the Cleveland and Mahoning Division of the Atlantic and Great Western Railway Company. At this place an engine house, freight and passenger stations, and a water house, have been erected by the Lawrence Railroad Company, giving the business of this road, at the point named, these important facilities it had previously so much needed.

The earnings during the year were	$106,153 30
And the expenses were	48,267 78
Net earnings	$57,885 52
Amount paid to the Lawrence R.R. Co.	47,762 09
Leaves as profit to this company	$10,123 43
From which should be deducted an overcharge to the Lawrence R. R. Co. last year	7,022 31
Leaving to the credit of income acc't of this company	$3,101 12

It will be noticed the gross earnings on this branch (17¼ miles), which were $6,065 90 per mile of road, have very largely increased during the year; such increase having been $33,620 21, or about 46⅓ per cent.

The rapid development of iron manufacturing in the Mahoning Valley; the prospective creation of a large coal traffic between points on the New Castle Branch over the Lawrence road to Cleveland, and the intimate relations that now do, and will continue to exist between the iron interests in, and about, Youngstown and the city of Pittsbug, give promise of remunerating returns at an early day on the investments of this company in that branch, amounting to $175,000, and represented by 35,000 shares of the capital stock. This company has continued to operate it without a permanent contract, as was stated in the last annual report, awaiting a further development of its business to serve as a reliable basis on which to form an equitable agreement or lease.

AKRON BRANCH.

The extension of this road south of Millersburg, Ohio, to the coal fields referred to in the fifth annual report, was completed during the last year, but thus far the results of the increased business have not equaled the expectations of your Board. It is expected, however, that the favorable location of the coal lands, and the superior quality of the coal to be obtained, with the advantages of a near and ready market for the same afforded by this road, will shortly attract the experience and capital requisite to properly develop the business, and thus create a large augmentation of the traffic of this branch.

The amount expended during the year for the extension was $50,685 31, principally for the iron rails for the track, making the total cost of such extension—four miles—$78,430 94.

The earnings of this road in 1868 were	$167,088 65
And the expenses were	139,169 11
Net earnings	$17,919 54

The gross earnings show an increase of $6,801 48, and the net earnings an increase of $3,037 85. The latter, after paying the interest on the mortgage debt, and about $20,000 for new equipment and right of way, have continued to be applied to the extinguishment of such debt, which at this date has been reduced from $200,000 to $153,000. During the year, one locomotive and fifty coal cars have been added to the equipment. The rails and bridges have been renewed to a considerable extent, and the whole property is in good condition, being managed with much skill and economy under the superintendence of Col. Simon Perkins.

MASSILLON AND CLEVELAND RAILROAD COMPANY.

An organization recently perfected, is now engaged in building a railroad, about twelve miles in length, from Massillon, on the main line of your road, to Clinton on the Akron branch, which will open a new line to Cleveland over the latter road, for the country contiguous to the main line, between Orville and Alliance, besides developing a region along the proposed railroad which is known to be peculiarly rich in coal deposits. The present products of the mines now open in the coal field through which this road is being built, is fifteen hundred tons per day, most of which reaches the Cleveland market by canal. With a view of increasing the developments of this business, and enlarging the traffic over the Akron Branch, between Clinton and Hudson (twenty-seven miles), your board has subscribed for one thousand shares ($50,000) of the capital stock of the Massillon and Cleveland Railroad Company. The whole road is under contract, and will be in use by the first of July of this year.

A summary of the net results of the company's business for the year is as follows:

Net earnings of main line		$3,039,070 10
Profit in operating New Castle Br.		60,789 75
" Lawrence Br.		8,101 12
Total net revenue		$3,102,960 97
From which deduct interest on mortgage debt	$816,202 17	
Sinking fund instalments	104,100 00	
Interest on bonds purchased by trustees of sinking fund	18,592 48	
Due Cleveland and Pittsburg R. R. Co., under contract for division of earnings	210,308 50	
		1,149,203 15
Balance, equal to 16 5-6 per cent. on the capital stock		$1,935,165 34
From which has been paid four quarterly dividends at the rate of 10 p. c. per annum	$1,149,725 00	
U. S. tax on the same.	60,511 83	
		1,210,236 83
Leaving surplus for year		$743,520 99
To which add:		
Increase of miscellaneous liabilities.		57,743 19
" amounts due for current expenditures		103,470 23
Reduction of supplies on hand		22,102 86
To be accounted for		$926,837 27
Appropriated as follows:		
New construction and equipment		$519,726 51
Extension of Akron Branch		50,685 31
Increase of amount due by other companies		21,541 15
Increase sinking fund		119,849 76
" miscellaneous assets		149,431 29
" cash on hand		65,603 25
Total as above		$926,837 27

The foregoing results place the financial condition of the company, at the close of the year, as follows:

Capital stock		$11,500,000 00
Bonds—1st mortgage	$5,250,000	
" 2d "	5,160,000	
" 3d "	2,000,000	
" Bridge, O. & P. R. R. Co	153,100	
		$12,563,000 00
Miscellaneous liabilities		201,582 49
Due for current expenditures, mainly in December		676,759 63
Balance to credit of income acc't		1,945,732 96
Total		$26,887,075 08

To represent, or to pay which, you have the following named property:

Main line of road, equipment, &c.	$23,402,985 17
Akron Branch	258,260 34
Stock of supplies for current operations	539,341 13
Cost of 1st and 2nd mortgage bonds held by trustees of the sinking fund	524,560 02
Due by other companies	$462,411 92
Less due them	148,789 23
	312,622 69
Miscellaneous assets, including investments	887,172 73
Cash on hand	962,132 70
Total	$26,887,075 08

The unexpected large increase of the gross earnings for the year, without a corresponding increase of the business of the Cleveland and Pitts-

burg Railroad, causes, under the contract for a division of the joint earnings, a large sum to be paid that company out of the earnings made by the road of this company. Experience will doubtless soon enable us to so adjust the per centages due to each as to practically conform to the earnings due on the business belonging legitimately to the respective roads.

A comparison of the earnings of the main line will be afforded by following statement:

	1868.	1867.
Local freights	$2,021,567 93	$1,821,207 86
Foreign "	3,210,289 80	2,662,409 06
Local passengers	1,306 391 76	1,361,188 73
Foreign "	1,185,873 70	1,077,823 66
Express matter	119,973 00	100,632 26
Mails	93,900 00	93,900 00
Rent of road	85,000 00	85,000 00
Rents	6,754 16	6,651 92
Miscellaneous	11,430 35	33,311 97
Totals	$8,041,180 70	$7,242,125 96

The total tonnage transported during the year was 1,509,052 tons of which 886,981 tons was local, and 622,071 foreign or competitive tonnage, showing an increase of 215,633 tons, or 32 1-10 per cent. in the local, and 139,068 tons, or 28 4-5 per cent. in the foreign business; in the aggregate, an increase of 354,701 tons, or about 30 7-10 per cent.

It will be noticed that neither in the cases of the local, nor the foreign or competitive freight traffic, has the increase in the revenue equaled the increase of tonnage moved. In the local business this difference is caused by the fact of a shorter haul per ton, and a less average rate received per ton per mile, amounting in each case to about eight per cent., and in the foreign business it is owing entirely to a decline in the average rate received, the average haul per ton having increased about 9¼ per cent.

In the absence, however, of this reduced rate received, it is quite probable the volume of traffic would have been diminished to an extent which would have prevented much, if any, of an increase in the freight revenue. The rates for transportation of freights, especially those that are competitive, must to a great extent be governed by the state of the markets, and the policy of other railway companies.

An analysis of the Eastern Division* shows that the tonnage, especially between way stations, continues to increase largely, and in nearly the same ratio in both directions; the large trade from the New Castle and Lawrence Branch having caused the eastward movement to preponderate over the westward movement about 11⅛ per cent. A very satisfactory increase is also shown on this Division in the competitive tonnage, especially in that moved westward; the increase in this direction having been nearly fifty-one per cent., and in the resulting earnings thirty-seven per cent.

The increase in the eastward movement was 13¾ per cent. in the tonnage, with a decline in the earnings of about 5⅛ per cent. the latter being consequent on the fact of a reduction of 13 per cent. in the average rate received, and a greater amount of tonnage carried short distances.

The freight traffic on the Western Division, also exhibits a large increase in the tonnage, more particularly in that received from or destined to other railways; but, in consequence of lower rates having prevailed the increase in the revenue derived did not quite equal the gain in the tonnage, compared with last year. A uniform degree of improvement continues to manifest itself in the local freight business on this Division.

An aggregate of 1,411,677 passengers of all classes were carried during the year, equal to 81,910 transported over the entire length of road eastward, and 105,844 westward. The number of passengers strictly local to the road was 1,252,067, and foreign or competitive, 159,610, showing an increase of 101,409, or 8 4-5 per cent. in the number of local passengers, and 16,143, or 11 1-5 per cent. in the foreign passengers. By referring to the table of earnings it will be noticed there was a dimunition in the revenue from local passengers, amounting to about four per cent. This, in the face of so large a gain in the number carried, would seem anomalous, were it not explained by the fact of the average length of the trips having been reduced twelve per cent. compared with the previous year, in addition to a slight reduction in the average rate received.

The increase in the earnings from foreign passengers has very nearly kept pace with the increase in the number carried; the slight difference being attributable to the many large gatherings of the people at different points last year, to whom was granted a reduced price for passage.

A gratifying improvement will be perceived in the travel, both local and foreign, and in the earnings therefrom, on the Western Division, and taken in connection with the increase in the freight business, before alluded to, affords a reliable indication of the progress being made in the development of the country contiguous to this part of your road. The increase referred to was 92,709, or 20 3 5 per cent. in the number of passengers carried, (of which increase about 75 per cent. occurred in the local travel), and $85,561 83, or 7 per cent. in the revenue received.

While the entire expenses exhibit an absolute increase of $138,538 53, compared with last year, a relative reduction has been effected, equal to about five per cent. of the gross earnings, which is the same as the reduction in the cost per mile run by trains. This cost in 1867 was $1 03 per mile run, and in 1868 97 6-10 cents—the latter being as low a rate of expense as is shown by other leading railway lines. In some cases it will probably be found to be lower.

An absolute decrease of expenses is shown in the motive power and maintenance of way departments. A much larger volume of traffic having been carried over the road, and, in consequence a greater amount of service by the machinery, and a larger extent of wear upon the track, indicates not only that a saving has been accomplished by reason of the general decline in the prices of material, but that a greater degree of perfection has been attained in the management of these departments.

Due consideration must be given in this connection to the favorable effect produced on the track and rolling stock by the salutary rule, rigidly enforced, of not allowing freight trains to exceed a *maximum* speed of twelve miles per hour, schedule time being ten miles. Had your road a double track on its entire main line, which would allow the transportation department to reduce the speed of all its freight trains to a *maximum* rate of eight miles per hour, and move them without intermission, except the ordinary stops, as it is now prevented from doing, by reason of the necessity of holding such trains on side tracks for the passage of other trains of a like or superior class, it is questionable whether the greater economy effected in the repairs of locomotives and cars, and the less wear on the track, would not quite, if not more, than equal the dividend on the increased capital requisite for laying such second track. A continuous movement of freight trains so far as possible, at a low speed, with an equipment and a track in high condition, and a skillful manipulation, so to speak, of the cars, so as to lessen the mileage of empty cars to a *minimum* amount, with a reduction of dead weight of both engines and cars also to a *minimum*, is undoubtedly the end to be attained in conducting a freight traffic, rates remaining the same, with the greatest profit. This end the officers of the transportation department keep constantly in view and much credit is due to them for the satisfactory results already accomplished in this direction.

The steel rails hitherto placed in the track continue to wear satisfactorily, no crushing or lamination being yet perceptible, and it is the purpose of your board to continue the use of such kind of rails to a moderate extent on such particular portions of the road as most signally exhibit the inefficiency of the ordinary iron rail.

The renewal of the track has been continued to about the same extent as for the past five years, 123 miles, or one-fourth the entire line, having been re-laid with new rails and cross ties during the year.

A solid road bed, and a smooth track, are most essential to an economical working of the other departments of transportation service, and, therefore, much attention is properly given to perfect both, as far as practicable. An improvement in this respect has been effected during the past year.

The expenditures for permanent additions to the railway and equipment have been continued during the past year to a comparatively limited extent and are shown in detail by the following statement:

Ballast	$2,232 48
Bridge masonry	41,417 42
Bridge superstructure	33,267 08
Cars—freight	144,271 49
Cross ties	3,406 91
Engine houses	12,732 88
Engineering	17,891 28
Fencing	13,805 21
Grading	75,562 46
Incidental and sundry small items	20,437 91
Iron rails	22,593 37
Locomotives	85,822 47
Real estate	970 60
Right of way	10,918 48
Splices and bolts	1,011 37
Stations and warehouses	20,495 70
Track—labor laying	2,084 58
Work and water houses	11,801 82
Totals	$519,726 51

The report of the Chief Engineer, under whose supervision $282,692 39 of the aggregate was expended, will explain more fully the particular purposes and location of such expenditures.

It will be noticed that of the estimate for the year 1869, of the expenditures to be made under the direction of the Chief Engineer, the sum of $252,400 is for bridges and culverts, about one-half of which sum is chargeable to repairs, and the remainder to construction. This is in accordance with the policy inaugurated by your Board of Directors at the organization of the present company, under which all wooden structures of this nature which might gradually be replaced by others of stone or iron, should be paid in part by the income of the road, and in part by new capital.

The amount to be charged to construction for the renewal of such bridges and culverts is for the estimated excess of the cost of the proposed new structures, over that of renewing them on the present plan, and with like material.

Additions have been made by the General Superintendent, under the authority of the Board of Directors, of seven locomotives, and two hundred freight cars have been built at the company's shops, to supply the urgent demand for increased transportation.

The equipment is still insufficient for the prompt and profitable transaction of the business offered, and your Board has accordingly authorized to have added 12 locomotives, 10 first class passenger coaches, 4 palace sleeping coaches for through passengers, and 600 freight cars, at a cost of about six hundred and fifty thousand dollars. It is expected that all of this new equipment can be turned out of the shops of the company. This class of your property now consists of: Locomotives, 205, first class coaches, 93, second class coaches, 26, baggage cars, 28, mail cars, 7, express cars, 19, paymaster's cars, 1, director's car, 1, box freight cars, 1,157, stock cars, 542, flat and gondola cars, 1,085, market cars, 6, caboose cars, 94, tool cars, 8.

A continued improvement has been made during the year in the condition of the equipment

* That portion of the Railway (188 miles in length) between Pittsburg and Crestline, is called the *Eastern Division*, and that portion (280 miles in length) between Crestline and Chicago, is called the *Western Division*.

generally, and, as will be noticed by the report of the General Superintendent, but a very small relative portion is now undergoing repairs.

The local travel on the eastern end of the Eastern Division warrants the extension of the runs of the present accommodation trains: in one case to Beaver Falls, (about 1½ miles,) and in the other to Enon Valley, (about 16 miles.) Engine houses, and turn-tables for the use of the locomotives detailed for these trains, are accordingly in course of construction at the above named points, a blacksmith shop being added at Enon Valley. This new arrangement is expected to take effect during the month of April proximo.

The continued increase in the tonnage and trains over the Eastern Division of the main line, particularly in that received from the New Castle and Lawrence Branches, has rendered imperative the construction of the second track from Rochester, its present terminus, to Beaver Summit, a distance of nearly ten miles. Your Board of Directors has ordered this work to be put under contract, and it is expected to complete it for use during the present summer. Before commencing the undertaking, the Chief Engineer, under general instructions, has succeeded in greatly improving the allignment of the present track. The extent of this improvement will be better understood and appreciated when it is stated that the curvature will be reduced from the original location as follows: between Rochester and New Brighton, three miles, seventy-five degrees, and between New Brighton and Homewood, six miles, three hundred and eighteen degrees, being in the aggregate thirty-three degrees more than contained in a perfect circle. The distance will be reduced eight hundred and forty-three feet, and the radii of the curves very greatly increased.

The improved allignment must greatly lessen the cost of operating and maintaining this portion of the road, besides materially reducing the risks of accident.

The completion and opening of the Central and Union Pacific Railroads from the Missouri River to the Pacific Ocean, during the present year, with the completion of other roads in process of construction immediately west of the Mississippi River, will undoubtedly develope a very largely increased traffic on all the leading east and west railway lines, of which you may reasonably expect your road to receive its full share, occupying as it does a central position, and forming, as it will, with its eastern and western connections, the shortest and best line between the two oceans. To which may be added, the growth of the way-side traffic, resulting from the constant and regular development of the country immediately tributary to the railway. This prospective increase in the business to be accommodated will render necessary continued expenditures for additional sidings and new equipment, besides increased facilities in the way of station houses, machine shops and engine and car houses, together with purchases of real estate on which to locate them, and the side tracks pertaining thereto.

Indeed the accommodation of the business at the eastern terminus of the road has for more than a year past been such as to cause it to be done at a serious expense, vexatious delays, and causing great annoyance to the officers and patrons of the road by reason of the restricted facilities in the station grounds, side tracks and suitable buildings. These have remained nearly stationary for the past six years, while the tonnage traffic at this particular point has doubled. To terminate these evils, and anticipate reasonable future demands for station grounds, track and building room, as well to avoid an enormous futnre outlay by reason of the rapid growth of Allegheny City, and advance in real estate, about ten acres of additional grounds have been purchased or arranged for adjoining the outer depot in that city, at a cost of about $100,000. The grading of the grounds, and putting down the additional side tracks necessary for the present business, will involve an expenditure of about $35,000 this year.

The means of the company, after paying the dividends, will not be sufficient to pay for all the equipment, improvements and additions, that it is decided to make during the present year, and therefore your Board, under and to the extent of the authority conferred by the company and charter enabling it to incur a temporary debt, not exceeding five per cent. of the capital stock, has caused to be prepared $500,000 of bonds, maturing in five years from March 1st, 1869, and bearing interest at the rate of eight per cent. per annum, and to be known as "equipment bonds." These bonds will not be sold under par, and the proceeds applied to payment for the additional equipment already ordered as heretofore stated in this report.

Your Board of Directors, in pursuance of the authority conferred by the charter, has accepted as a part of the charter of the company "An act relating to railroad companies and common carriers, defining their liabilities, and authorizing them to provide means of indemnity against loss of life and personal injury," approved April 4th, A. D., 1868. The principal provisions of the act are to limit the liabilities of the company to three thousand dollars for personal injuries, and five thousand dollars in the event of loss of life.

The policy of aggregating capital and roads, referred to and commented on in the last Annual Report, continues, and has to some extent agitated that portion of the public pecuniarily, or otherwise, interested in railways and their management. The public prints have, without sufficient reason, identified this company and railway in these movements. Since the date of the last report no contract arrangement, or alliance of any kind, has been made with any other railroad company other than the usual arrangement with connecting roads, for interchange of business. With a view to quiet the apprehensions of the very large class of stock and bondholders of this company, who held for investment, and not for speculation or other purposes, and who desired some assurance of permanence in the policy and management of a property in which they desired to allow their investments to remain, application has been made to the Legislature of Pennsylvania to so modify the charter of the company as to give a degree of permanence to the Board by making it a continning body; that is, that the services of only a portion of the Board should terminate at each successive annual election. The Legislature, recognizing the principle as one familiar to the State, as applied to municipal, money and elemosynary corporations, and as wise in itself, granted the application by enacting a law in the form following, viz:

SUPPLEMENT TO AN ACT,

Entitled "An Act to provide for the re-organization of the Pittsburg, Fort Wayne and Chicago Railroad Company, approved March thirty-first, Anno Domini, one thousand eight hundred and sixty, to provide for a classification of the Board of Directors."

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That it shall be lawful for the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Company, by lot, or otherwise, to so classify the members thereof, that one-fourth (as near as may be) shall terminate their official term, as Directors at the first next annual election thereafter, and one-fourth at each subsequent election, and after being thus classified the stock and bondholders shall elect only the numbers of the Board of Directors necessary to fill the vacancies created by the expiration of the period of services fixed as aforesaid.

[Signed.] JOHN CLARK,
Speaker of the House of Representatives.
RUSSELL ERRETT,
Speaker of the Senate, pro. tem.

Approved the third day of February, Anno Domini, one thousand eight hundred and sixty-nine, JOHN W. GEARY,

By virtue of the powers conferred in the second section of the law chartering the company, the Board has accepted this modification of the charter, and filed the acceptance with the Secretary of State of the several States of Pennsylvania, Ohio, Indiana and Illinois, and acted under the same by classifying the Board of Directors into classes as follows:

First Class—W. B. Ogden, John Sherman, Jesse L. William, whose term of service expires at this election (1869.)

Second Class—Springer Harbaugh, Pliny Hoagland, R. R. Springer, whose term of service expires at the annual election in 1870.

Third Class—John L. Dawson, Kent Jarvis, L. H. Meyer, whose term of service expires at the annual election in 1871.

Fourth Class—G. W. Cass, J. F. D. Lanier, J. Edgar Thomson, S. J. Tilden, whose term of service expires at the annual election in 1872.

So far as the shareholders have been heard from an unqualified approval of this amendment of the charter has been expressed, and your Board cannot doubt you will collectively approve of the policy and wisdom of it.

So far as your property is concerned, the only combination of railway interest of any significance which has taken place during the year, is the practical absorption by the Pennsylvania Railroad Company, of the road and branches of the Columbus, Chicago and Indiana Central Railroad Company, throngh a lease by the Pittsburg, Cincinnati and St. Louis Railway Company (popularly called the Pan Handle Line,) the majority of the capital stock of this last named company being owned and voted upon by the Pennsylvania Railroad Company. The road thus coming into the practical ownership and control of the Pennsylvania Railroad Company extends from Columbus, Onio, to Chicago, and by a bifurcation eighty miles west of Columbus to Indianapolis, Indiana, and by means of a second bifurcation at Logansport, Indiana, to the State line of Illinois, there connecting with the Toledo, Peoria and Warsaw Railroad, and the significance consists in the fact that it gives to the Pennsylvania Railroad Company an alternative route to Chicago in which she has a very large sum of money invested, and upon such terms (for the present at least) as must make the officers of that Company very solicitous to augment the business of their new acquisition; and also the further fact that its pecuniary interest in the route to St. Louis by way of Columbus and Indianapolis is also greatly increased by the lease of the Indiana road, and may thereby cause her to discriminate against the route to St. Louis over your road via Crestline and Indianapolis; and to this last view of the case must be added the further fact that the Pittsburgh, Cincinnati and St. Louis Railway Company (Pennsylvania Rail Road Company in fact) in now aiding in building, as the four-fifths owner, the road from Terre Haute to St. Louis, via Vandalia, so as to make almost a continuous ownership, and doubtless a practical control, from Pittsburgh to St. Louis.

Having fully stated these facts, and the results which might flow from them, we have this qualification to add that we have the assurance of the present officers of the Pennsylvania Rail Road Company, that it is their purpose to so liberally manage their roads west of Pittsburgh, as not to improperly interfere with the business of this Company, and that the Pennsylvania Rail Road shall always be open for the business of this road, in either direction, on terms as favorable as to those roads in which she is pecuniarily interested.

The last Annual Report explained the terms and object of the lease of the St. Louis, Alton and Terre Haute Rail Road to the Indianapolis and St. Louis Rail Road Company, and the interest which this Company held therein, as also the failure of the original plan by reason of the Pennsylvania Rail Road Company having withdrawn from the arrangement, and the hope was expressed, that this last named company might yet harmonize its interests with the remaining parties originally intended. This hope has not been realized, but as stated above, the Company is now

already engaged in the building of a parallel line, and as no satisfactory arrangement of a permanent character can be made with the* Terre Haute and Indianapolis Rail Road Company for the use of their road, no alternative remains but for the Indianapolis and St. Louis Rail Road Company to build a parallel road from Indianapolis to Terre Haute. The surveys, location and estimates have been completed, bids for the work received, and contracts in part awarded. To aid in the construction, your Board has authorized the President to subscribe for six thousand shares (fifty dollars each) of the capital stock of the company. The Cleveland, Columbus, Cincinnati and Bellefontaine Rail Road Company has subscribed for a like amount, and the necessary financial arrangements have been made to furnish all the money necessary to complete the road, which with the proper effort, can be done this year. When completed the whole line from Crestline to St. Louis (460 miles), will pass under the management of the Indianapolis and St. Louis Rail Road Company, of which this company will be the owner of half the share capital, and have an equal voice in the management of the road.

Since the date of the last Annual Report, the greater portion of the unfinished part (between Connellsville and Cumberland), of the Pittsburgh and Connellsville Rail Road, has been put under contract, and the whole line from Pittsburgh to Baltimore will doubtless be brought into use next year.

An effort is being made by the Allegheny Valley Rail Road Company to extend its road across the mountains into the Susquehanna Valley, by a route of very easy grades and curves, and a moderate cost of construction. The completion of these two roads cannot but magnify Pittsburgh as a railway center, and increase the business of your road.

Your Board has again to congratulate you on the fact that the utmost harmony and good feeling exists in all departments of the Company's service, and that it fully exhibits itself in the result as set forth in this Report.

G. W. Cass, *President.*

Pittsburgh, March 17, 1869.

Supreme Court of the United States.

Thomas C. Butler, Plaintiff in Error, vs. Benjamin F. Horwitz. In error to the Court of Common Pleas of the State of Maryland. Mr. Chief Justice Chase delivered the opinion of the Court.

The principles which determined the case of *Bronson vs. Rodes* will govern our judgment in this case.

The record shows a suit for breach of a covenant for payment of rent contained in a lease of certain premises in the City of Baltimore, made in 1791, for ninety-nine years, renewable for ever, upon an "annual rent of fifteen pounds current money of Maryland, payable in English golden guineas, weighing five pennyweights and six grains, at thirty-five shillings each, and other gold and silver at their present weights and rates established by act of assembly."

The obvious intent of the contract was to secure payment of a certain rent in gold and silver, and thereby avoid the fluctuations to which the currency of the country, in the days which preceded and followed the establishment of our independence, had been subject, and also all future fluctuations incident to arbitrary or uncertain measures of value, whether introduced by law or by usage.

It was agreed in the court below that the rent due upon the lease, reduced to current gold and silver coin, was, on the first day of January, 1866, forty dollars; and judgment was rendered on the 27th June, 1866, for fifty-nine dollars and seventy-one cents.

This judgment was rendered as the legal result of two propositions: (1) That the covenant in the lease required the delivery of a certain amount of gold and silver in the payment of rent; and (2), that damages for non-performance must be assessed in the legal-tender currency.

The first of these propositions is, in our judgment, correct; the second is, as we think, erroneous.

It is not necessary to go at length into the grounds of this conclusion. We will only state briefly the general propositions on which it rests; some of which have been already stated, more fully, in *Bronson vs. Rodes.*

A contract to pay a certain sum in gold and silver coin is, in substance and legal effect, a contract to deliver a certain weight of gold and silver of a certain fineness, to be ascertained by count.

Damages for non-performance of such a contract may be recovered at law as for non-performance of a contract to deliver bullion or other commodity.

But whether the contract be for the delivery or payment of coin or bullion, or other property, damages for non-performance must be assessed in lawful money; that is to say, in money declared to be legal tender in payment, by a law made in pursuance of the Constitution of the United States.

It was not necessary in the case of *Bronson vs. Rodes*, nor is it necessary now, to decide the question whether the acts making United States notes legal tender are warranted by the Constitution. We express no opinion on that point; but assume, for the present, the constitutionality of those acts.

Proceeding upon this assumption, we find two descriptions of lawful money in use under acts of Congress, in either of which damages for non-performance of contracts, whether made before or since the passage of the currency acts, may be properly assessed, in the absence of any different understanding or agreement between parties.

But the obvious intent, in contracts for payment or delivery of coin or bullion, to provide against fluctuations in the medium of payment, warrants the inference that it was the understanding of the parties that such contracts should be satisfied, whether before or after judgment, only by tender of coin, while the absence of any express stipulation, as to description, in contracts for payment in money generally, warrants the opposite inference of an understanding between parties that such contracts may be satisfied, before or after judgment, by the tender of any lawful money.

This inference as to contracts made previous to the passage of the acts making United States notes a legal tender, is strengthened by the consideration that those acts not only do not prohibit, but, by strong implications, sanction contracts made since their passage for payment of coin; and consequently, taken in connection with the provision of the act of 1792, concerning money of account, require that damages upon such contracts be assessed in coin, and judgment rendered accordingly; leaving the assessment of damages for breach of other contracts to be made and judgments rendered in lawful money. It would be unreasonable to suppose that the legislature intended a different rule as to contracts prior to the enactment of the currency laws, from that sanctioned by them in respect to contracts since. We are of the opinion therefore that under the existing laws, of which, in respect to legal tender, the constitutionality is, we repeat, in this case assumed, damages may be properly assessed and judgments rendered so as to give full effect to the intention of parties as to the medium of payment. When, therefore, it appears to be the clear intent of a contract that payment or satisfaction shall be made in gold and silver, damages should be assessed and judgment rendered accordingly.

It follows that in the case before us the judgment was erroneously entered. The damages should have been assessed at the sum agreed to be due, with interest, in gold and silver coin, and judgment should have been entered in coin for that amount with costs. The judgment of the Court of Common Pleas must, therefore, be reversed, and the cause remanded for further proceedings.

Journal of Railroad Law.

RAILROAD COMPANIES—ACCIDENTS—RULE OF DAMAGES—CONTRIBUTORY NEGLIGENCE.

The facts of Rothe *vs.* Milwaukee and St. Paul Railway Company (21 Wisc., 256,) are as follows: This action was brought by the administrator of one Schuh, under Secs. 12, 13, ch. 135, of the Revised Statutes to recover damages from the defendant for having negligently caused the death of said Schuh. The Circuit Court non-suited the plaintiff, on the ground that it appeared from his own evidence that the deceased was guilty of negligence which contributed to the injury. Plaintiff appealed from the judgment.

The facts upon which the decisions of this Court and the Circuit Court are based, will sufficiently appear from the opinion. Those facts on which the plaintiff relied to show negligence in the defendant, are not deemed important here.

Cole, J.—We think the evidence introduced by the plaintiff clearly showed that the deceased, Schuh, was guilty of great negligence, which contributed to produce his death. It seems that he had just passed over the railroad track into the mill, went down stairs, and placed two bags of shorts on his right shoulder, so as to completely obstruct his view on that side, (and probably so as to prevent his hearing in the right ear,) and walked directly up out of the mill on to the track, where he was struck by the cars. Persons standing around saw the cars approaching, and the deceased would doubtless have seen them too, had he exercised ordinary care and prudence in looking about him before passing on to the track. Although the space lying between the mill and Third street was open, and used by the public to pass and repass to and from the mill and elsewhere, yet it was not one of the street crossings. The deceased knew about the location of the track, and that cars were passing there frequently, and it was his duty to look about him, and not to walk blindly against moving cars. It seems to us, after carefully considering all the evidence, that the deceased was guilty of great negligence, which directly contributed to produce the injury. Under such circumstances, the law is well settled that the company is not liable.

By the Court.—The judgment of the Circuit Court is affirmed.

Kansas Pacific Railway.

The following is a copy of the joint resolution of the Senate and House of Representatives of the United States of America, authorizing the Union Pacific Railway Company, Eastern Division, to change its name to the "Kansas Pacific Railway Company."

Be it resolved, etc., That the Union Pacific Railway Company, Eastern Division, is hereby authorized, by resolution of its board of directors, which shall be filed in the office of the Secretary of the Interior, to change its name to the "Kansas Pacific Railway Company."

Approved March 3, 1869.

☞ The New Bedford and Taunton Railroad Company have unanimously accepted the act in addition to the charter, authorizing the extension of the road from Taunton to Hebronville.

*The Terre Haute and Indianapolis Rail Road Company is the owner of one-fifth of the new road building from Terre Haute to St. Louis via Vandalia.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,500,000	A. & O.	Oct. 68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A J&O	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 1½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy..... 100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,110	----------	Jan.'69 4
Central of Georgia.....100	4,668,300	J & J.	Jan. '69 5
Central of New Jersey....100	13,768,600	J.A.J&O	Jan.'69 3½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy .. 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	----------	Jan.'69 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R I & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	Sept.	Sep.'68 5
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,676,346	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	3,760,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo*.... 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan '69 4½
Concord..... 50	1,500,000	M. & N.	Nov. '68 4½
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	800,000	----------	----------
Conn. & Passump. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.100	1,200,000	----------	----------
Dubuque and Sioux City.100	1,673,641	Annual.	Jan. '69 4
Do. do. pref 100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,800	----------	----------
East Tenn. and Georgia...100	2,389,730	----------	----------
East Tenn. and Virginia...100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'69 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	2,143,448	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	----------	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl.'68 4
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 336,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	614,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '69 3
Macon and Western.....100	1,500,000	----------	Mar.'69 4
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan.'69 5
Michigan Central 100	8,477,386	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	588,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan.'69 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & P'rairie du Chien..100	2,980,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,496,883	J. & J	J'n'69 14s
" " pref.....100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,778,800	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,610,350	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 5
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600	----------	----------
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Feb. '69 2
North Eastern (S. C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh,..100	3,06',400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl.'69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500.000	J. & D.	Dec'68 3½
Oil Creek & Al'egheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,518	----------	----------
Panama.....	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov. '68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,998,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,098,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	400,000	J. @ J.	Jan. '69 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec...100	579,500	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041.800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred..... 100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Manef. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susquch'n. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	650,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul.'68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	J. & J.	Jan '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (R. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	Nov68 3½
Troy and Boston.....	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	6,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee....100	3,497,721	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon 100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4

CANALS.

Chesapeake and Delaware 50	1,813,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	----------	----------	----------
" preferred 50	2,907,850	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec'68 2
Central Coal 100	2,000,000	J. & J.	Jan.'66 4
Fulton Coal.....	----------	J & J.	Jan. '69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal..... —	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr. '68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,248	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,564	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,198	503,746	4 9,569	361,701	4,506,613
1869	330,762	304,828	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,(37	3,096,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,251	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	808,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,091	767,508	946,707	932,683	764,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,659	9,299,430
1867	696,147	574,604	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,899	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,506,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	226,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	951,530	685,401	681,041	7,817,629
1869	681,656	558,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,276,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	208,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,228
1867	305,857	311,088	399,372	409,248	357,749	307,968	313,130	434,318	488,388	550,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,309	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,609	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,809	613,381	955,650	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,123
1866	1,086,360	896,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	846,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,066	279,647	284,729	282,930	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,037	233,861	2,964,041
1869	180,366	216,080	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,085	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	632,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	966,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	296,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,887	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	655,222	7,467,217
1867	542,416	526,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	506,505	604,316	689,317	770,198	615,000	601,239	556,828	656,424	781,562	827,630	685,554	746,990	8,041,181
1869	625,721	685,997	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,753
1869	132,623	127,817	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2,050,(2?
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,250	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,(94
1869	284,192	266,137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61.770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	67,852	60,558	58,262	73,525	126,495	120,208	79,431	54,710	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,400	67,145	45 470	764,971
1869	41,991	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1869.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	113
" " " ..... coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	123
" " " ..... coupon		5	" "	1871	108
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	115
" " " ..... coupon		6	" "	1881	115⅝
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	111
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	264,246,400	6	Jan. & July.	1881	115
" " " ..... coupon		6	" "	1881	115⅜
Loan of Feb. 25, 1862 (5-20s) ... registered	1,602,687,350	6	May & Nov.	1882	113⅜
" " " (5-20s) ..... coupon		6	" "	1882	118⅛
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	112
" " " (5-20s) ..... coupon		6	" "	1884	114
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	112⅜
" " " (5-20s) ..... coupon		6	" "	1885	115⅞
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	112⅜
" " " (5-20s) ..... coupon		6	" "	1886	113
" " 3d series (5-20s) ... registered		6	" "	1887	112⅞
" " " (5-20s) ..... coupon		6	" "	1887	112⅞
Loan of March 3, 1864, (10-40s) ... registered	194,567,300	6	Mar. & Sept.	1904	104½
" " " (10-40s) ..... coupon		6	" "	1904	105⅛
Pacific R. R. Bonds ..... (currency)	53,937,000	6	Jan. & July.	'95-'97	103⅝
Treas'y Notes (7-30s) June 30, '64: 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	6,166,464	---	presentation.	------	----
Gold Certificates of Deposit	28,775,560	---	presentation.	------	----
Compound Interest Notes 1864 '65	------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	------	------	----
Three per cent. certificates	57,140 000	---	------	------	----
Fractional currency	36,781,547	---	------	------	----
Navy Pension Fund	14,000,000	3	------	------	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	68½
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) ... coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) .. "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... cupon	3,727,500	7	Jan. & July.	1877	125½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861 ...	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863 ...	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free) ..	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " ..... "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	'72-'74	93½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,589,000	6	" "	'68-'74	82
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	22,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	100
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,367,253	6	" "	'77-'79	100½
" —War Loan Bonds ..... "	945,200	6	" "	1879	100
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,329,936	5	" "	1866	97½
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Ponds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	698,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	71½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	68
" — " " (New) ..... "	892,800	6	"	'88-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1879	99½
Maryland—State Bonds (Balt. & Susq. R.R.).	1,017,622	3	J. A. J. & O.	1890	95½
" — " " (S. & T. W. Can.) sterl.	24,000	6	" "	1865	----
" — " " (Balt and Ohio R.R.)	1,405,507	6	" "	1880	----
" — " " (C. and O. Can.) sterl.	120,000	5	" "	1889	----
" — " " (R.R. various) "	159,974	5	" "	1889	----
" — " " (") currcy.	3,277,388	5	" "	'89-'90	96
" — " " (B. & O. R.R.) sterl.	3,259,616	5	" "	1890	----
" — " " (C. and O. Can.) "	2 000,000	6	" "	1860	----
" — " " Chea. & Ohio Can.).	1,000,000	6		1870	96½
" — " " (Balt. & Susq. R.R.).	501,000	6		1870	96½
" — " " (Bounty)	30,000	6	"	abt.'74	100
" — " " (Ches. & Ohio Can.).	429,888	6	"	1885	----
" — " " (Balt. & Susq. R.R.).	15,000	6		1890	----
Massachusetts—Funding Loan	21,000	5	June & Dec.	1868	----
" — " "	50,000	5	" "	1870	----
" —General Statutes Loan	17,000	5	Jan. & July.	1 270	----
" —Funding Loan		6	June & Dec.	1871	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	120½
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	588,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	108
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'72	120
" — " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenf'd R.R.	966,500	5	" "	'91-'93	107½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sau't Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	97
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ...	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ...	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ...	500,000	6	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'90	----
" — " " 1864	793,500	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	109
" — " " " ...registered	27,726,500	7	" "	1877	109
" —General Fund Bonds	1,139,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100
" — " " "	5,000,000	6	" "	1873	102½
" — " " "	2,250,000	6	" "	1874	101½
" — " " "	1,400,000	6	" "	'75-'77	103
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	99½
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'60-'78	64
" — " "	3,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	55
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	----
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	100
" — " "	4,095,309	6	" "	1881	101
" — " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty) ...	218,674	6	Jan. & July.	1876	102
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	----
" — " " ..... registered	5,083,052	5	"	'98-'70	92½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	100
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	101½
" — " " 2d series	7,909,620	6	" "	1882	104½
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	289,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	6	April & Oct.	1868	60½
" — " "	239,167	5½	" "	Var.	----
" — " "	1,700,000	6	" "	1868	67
" —Railroad, &c., Loan Bonds	14,000,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	64
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " " ..... "	21,489,598	6	" "	long.	47½
" — " " ..... loan on	10,900,000	6	" "	long.	56
" — " (new) ..... registered	1,379,500	6	" "	1876	60
" — " (") ..... coupon	489,300	6	" "	1886	----
" — " (")	89,600	6	" "	1890	----
Wisconsin—State Bond	496,100		Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	521,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	91
Loan of 1850	602,000	6	" "	"	1880	92
Loan of 1853	1,744,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	256,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	95½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	62½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,800	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	89
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$250,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	90
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	80
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	94
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1868	89
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1898	98½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						93½
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1905	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,480	6	Jan. & July.	" "	1892	75
Consol. & F. Mort. ($5,000,000)	126,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99¾
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	86½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84¼
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	89
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	800,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	92
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	90
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,540,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1885	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	88½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6		" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	100
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1888	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	900,000	6	April & Oct.	Philadelphia.	1896	89

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	86–'8	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	100,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	88
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	620,000	7	May & Nov.	Baltimore.	1896	73
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6.	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	88½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,990	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Tauntou:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87½
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	458,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	106
2d Mortgage	274,500	7	— & —	"	18—	91
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18–	....
North Western Virginia:						96½
1st Mortgage	.....	6	— & —	Baltimore.	187	90
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	86½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1898	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101⅛
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84⅛
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94⅛
Company Bonds	32,000	5	March & Sept.	"	1884	86⅛
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102⅛
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82⅛
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	73
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97⅛
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98⅛
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97⅛
1st Mortgage (General)	5,000,000	6	" "	"	1881	86⅛
2d Mortgage	4,000,000	7	" "	"	1901	80⅛
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	102⅛
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105⅛
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101⅛
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97⅛
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'90–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72⅛
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guarnnteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	100
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84⅛
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97⅛
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98⅛
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible reg stered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,875	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Loganspert & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	80
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Loganspert:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	98
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1845	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	81½
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,600	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000.	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam			**den and A**	**mboy R. R.)**		
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	80½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	91½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	84
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1876	56
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshir	e.)	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	88.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Aven, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	....	—	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,708	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,689	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	9	6	761	Belvidere Delaware .....New Jersey.	3,673,040	.....	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.5	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,381	*	4,555,514	1,388,457	13,725,160	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	143
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	.....	.....	624,660	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240.040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	24
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,871	15,029,600	12,054,236	998,068	234,805	8	500	137½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119.4	896,661	42,096,255	12,886,085	1,565,462	435,780	10	100	139
Nov. 30, 1867	47.0	7.0	48.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,699	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,962	10	100	134
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb., Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	900,000	2,396,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	846,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	122½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	141
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6	100	66
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,909	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	.....	.....	.....	3,359,500	202,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,606,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	108½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	32½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	61
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	150
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,630	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,329	132,435,027	6,197,729	2,721,851	15	100	173
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,600	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	00	....
May 31, 1868	809.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	84½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	130
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	100,000	100,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,462,004	*	.....	.....	1,862,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,384	6,000,000	425,000	—	895,967	187.8	1,123,780	18,477,257	51,281,857	1,903,488	554,507	8	100	....
Dec. 31, 1867	341 4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	294.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	66
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	—	(Leased	to Atl. &	Gt. W n	.....	.....	3	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,059,347	983,418	10	50	106½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	89½
May 31, 1867	113.0	35.0	17.0	—	40	39	16	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,522	32,121,284	61,206,114	2,492,215	932,497	14	100	107
Feb. 12, 1868	688.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and	Ind. Centr.	Chic. &	G. Etn.)	—	100	43½
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	76
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,280	288,125	137,010	17,084	1,961,700	977,800	144,067	55,939	110.3	185,392	3,518,067	3,712,070	481,809	171,914	6	100	90
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	132½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	965,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	106,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	551,999	75,283	34,256	48,085	400,000	180,000	.....	9,628	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	219,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	318,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,066	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	.....	.....	.....	594,260	912,260	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	96.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	263.3	2,084,524	.....	.....	2,613,979	loss.	10	50	114
Dec. 31	162.0	—	9.4	—	7	16	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,082,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,267,043	*	107,393	64,767	3,682,123	900,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	115½
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,350,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	34,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	250,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	865,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore	Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Reading.)	28,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,604	*	.....	.....	654,000	574,000	.....	.....	36.0	221,129	.....	.....	538,531	259,092	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia	Tenn. & G.	3,466,211	*	275,910	138,944	2,369,750	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	146,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia	Tenn.	3,282,090	*	1,114,861	115,978	657,900	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	2.9	—	—	—	—	—	Edgefield and Kentucky	Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	....	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northern	Central.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northern	Central.)	165,000	5	40	62
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	456	5,387	Erie	New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	34
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,681,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	....	....	....	....	European and North American	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American	N. Brunsw	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)	.....	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,357	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	107,400	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	826,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	70.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,208,518	1,101,444	354,744	9	100	133½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,423	30,291	13.9	38,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,960	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	loss	4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,096	*	7,190	69,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,543	90,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	390,368	4,156,000	389,500	194,687	1,130,529	232.0	675,007	.....	.....	1,003,724	491,859	6½	100	80
Dec. 31, 1867	20.0	—	....	350.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	95.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	308	219	85	4,041	Grand Trunk	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,805	74,473,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	220.0	95.5	....	—	94	123	20	1,368	Great Western	Canada.	24,434,558	*	1,200,000	1,565,835	16,668,020	8,601,221	1,208,680	367,157	350.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia	S. Carolina.	2,602,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	191.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	208.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph*	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	118
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Pennsy	lvania.)	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.5	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	202
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,037	.....	766,361	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.0	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	76,237,028	5,111,800	1,815,851	8	100	139
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	68	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,242	—	50	....
Dec. 31, 1868	560.9	146.5	....	—	170	95	39	2,815	*Illinois Central*	Illinois.	31,900,487	*	10,195,466	2,012,927	25,296,980	9,377,500	9,424,500	—	707.7	4,593,446	47,227,821	25,853,410	7,817,629	2,414,984	10	100	140
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,209,134	1,686,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	40
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	—	3	2	—	64	Iron	Ohio.	181,750	*	.....	7,064	152,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,496,000	157,091	46,624	45.0	.....	.....	.....	189,439	94 904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	548	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,355	2,000,000	3,139,000	220,822	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	.....	152,927	7	100	96
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,169,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central	l.)	.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	—	13,793	.....	.....	75,203	32,180	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	278.0	3	5	2	80	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	94.0	2	2	1	28	Knoxville and Kentucky	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.0	—	28	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	2,231,358	521,772	.....	.....	1,335,000	2,273,295	68,890	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	.....	.....	.....	.....	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	.....	.....	.....	.....	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	.....	.....	.....	(Open. J an.1,'68)	.....	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	(Opened Jan. 1, 1868, & ope	r. by L. C	& N.Co.	.....	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,285	*	18,257	9,140	514,646	44,000	114,749	8,267	.....	(Operated by Louisv.. Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,055	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operated in connection with Col. & Xenia.)			.....	.....	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	4	50	36
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	20.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	46½
Jun. 30, 1868	—	—	—	51.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	206	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central †.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	8.6	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)			.....	97,925	9	100	138
Mar. 31, 1867	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,286	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,089	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio †.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	118½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,805,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	98½
Dec. 31, 1867	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,908	2,017,923	—	100	72
Oct. 31, 1867	93.3	—	51.9	—	33	.....	.....	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	8	50	109
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. †..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee †..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,563,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	95
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex.....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee.....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	645	Nashville and Chattanooga †..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur †...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern†.Tenn. & Ky.	4,600,455	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck.....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,861	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	3	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	.....	.....	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	.....	.....	.....	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W and B.)			18,294	.....	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	558,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	129
Nov. 30, 1867	100.0	—	10.0	—	16	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and G. North.†.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †..La.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central.....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	698,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	161½
Sept. 30, 1867	—	5.0	—	34.8	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,983,625	37,000	.....	132.9	1,788,437	29,430,718	16,156,304	2,688,121	1,144,018	8	100	137
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,340	2,218,509	864,879	10	100	144
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,838	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg †.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1866	223.0	—	....	—	25	20	—	204	North Carolina †.....North Carolina.	4,956,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—				—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,648	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—				—	North Missouri ¶.....Missouri.																				
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5a	50	68
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.									97.3				561,370		—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,804	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,660,868	917,016	3	50	95½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	3	100	111½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		24,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,863,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	3	100	100
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	67½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	77
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,757	1,381,065	473,987	6	100	93½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	0.1	—	....	—				—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—				—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	380
Dec. 31, 1867	14.5	—	14.5	—				—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—				—	Paterson and Newark.....New Jersey.															—	100	....
Dec. 31, 1867	15.1	—	—	—				—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867		—	—	109.0				—	Peninsular .....Mich. Ind. and Ill.					400,000										—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	201	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	115½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,804	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—				—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—				—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0						—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	53
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	134
Nov. 30, 1867	98.0	54.0	271.1	—	268	79	31	3,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,625	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	97½
Oct. 31, 1867	26.5	—	32.2	—				—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	124
Oct. 31, 1867	96.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	103½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	124½
Dec. 31, 1867	43.0	—	....	—				—	Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	82
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	115
Mar. 31, 1867	50.0	—	....	—				—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—				—	Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—				—	Raleigh and Gaston ¶.....North Carolina.															—	100	....
Dec. 31, 1867	73.8	8.5	....	—				—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	26,144	506,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—				—	Richmond and York River ¶....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0				—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.0				—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		383,643	221.0				1,215,471	449,003	10	100	111½
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,283,000	3,177,500			143.3	612,563			840,855		—	100	33½
May 31, 1867		—	—	133.0				—	*St. Croix and Lake Superior*.Minn. & Wis.															—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	36
Dec. 31, 1866	80.9	—	....	—				—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.			(Re-organized by 1st Mortgage bondholders.)						54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.															—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	6	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000									—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,634	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—				—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—				—	Salem and Lowell .....Massachusetts.	361,471	82,542	.....	6,679	243,305	226,900	487			(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—				—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)				125,000	—	50	50
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,218		64.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—				—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	858,200	409,893	212,266	542,588	80.0	168,087			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,664	*			990,050	796,830			119.3				312,677	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—				—	Shamokin Valley and Pottsville.....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—				—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,675	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9				—	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—				—	Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—				—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,784	647,007	3,110,721	435,383	5,819,275	2,767,944	658,801	668,430	243.0	609,871			1,316,000	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	18	South Shore .....Massachusetts.	462,067	30,436	.....	.....	1,150,685	160,000	20,147	100,533	11.5	52,209	2,200,600	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	54.0	—	....	21.0	9	17	3	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	6.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,990	*	12,924	40,200	1,366,000	1,708,900	668,047	22,766	132.5	200,058	1,861,845	5,329,282	880,080	67,921	—	100	....
Dec 31, 1867	30.5	—	...	46.0	3	2	1	78	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	—	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.													1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	—	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000				196,000	150,000			68.0						—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	(Leased to Cinc., Dayton and Eastern.)						—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,[illegible]141	*		.....	1,983,141	6,739,000			13.0	56,004	2,626,176	.....			—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700				201.0	.....	12,861,340	.....	268,894	112,915	10	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,385			.....	267,300								1,276,161	91,332	—	100	....
Dec. 31, 1867	—	—	—	22.0	....	....	....	....	Sullivan and Erie.....Pennsylvania.										(Leased to Housatonic.)				31,409	7	100	....
Sept. 30, 1867	51.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,814,130	1,721,514	35,900	478,754	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	165.0	....	....	....	....	Tennessee and Pacific ¶.....Tennessee.																50	....
Nov. 30, 1867	78.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	809,925	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	859,995	255,180		.....	576,400	250,000	35,000		73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	66½
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908		.....	.....	274,400				55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	40
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,088,640		.....	.....		680,000				(Leased to Hudson River.)				19,208	7	100	
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238		.....	.....	30,000	310,000				(Operated by Vt. & Mass., & T. & B.)				32,000	—	100	
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000		.....	.....						(Owned by railroads contring in Troy.)							
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000		.....	.....	5,000,000	17,600,000				(Leased to Pennsylvania.)							
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000		.....	.....	1,000,000	3,200,000											
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000		.....	.....	5,000,000	11,392,000											
Sept. 30, 1867	34.9	—	2.6	51.3	8	7	2	54	Utica and Black River.....New York.	962,732	*	.....	.....	831,300				34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712				12.0				159,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000		.....	.....	2,500,000										—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	(Leased to Vermont Central.)						8	100	102
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000			77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200			184.5	1,225,068	14,537,172	41,465,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	.....	.....	357,408	1,997,693			(Leased to Rutland.)						—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,556	372,297	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,352	.....	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Wawick Valley .....New York.	172,577				98,650	85,000	600	.....	18.3				458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.			(In hands of receiver.)						10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									7.0							100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23.0	(Opened Nov. 20, 1867.)						100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,220,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	378,680	165,260	—	50	....
Sept. 30, 1867	136.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....		4,972,000	.....	.....	178.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,206	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.						2,318,000			45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329		49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	20	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	(Leased to Pennsylvania.)						—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	....	....	....	....	Whitehall and Plattsburg ¶...New York.			(Under construction.)						37.5				278,639	119,287	—	100	60
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000				200,000											100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	(Leased to Boston, Concord and Montreal.)						6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	171.0	.....	.....	.....	463,289	201,369	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000		.....	.....	213,000				181.0	.....	.....	.....	583,837	118,663	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	(Leased to Nashua and Lowell.)					13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500		69,906	56,720	(Leased to Balt. and Ohio.)					27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	293,230		.....	.....	317,050	(52,000	24,180		45.7	260,000	4,932,160	5,288,667	449,383	151,361	8	100	127½
																			(Leased to Northern Central.)							50	....
									CANALS, &c.																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000			13.6				346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*			8,229,594				184.5							25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350				1,683,350	800,000			(Leased to Lehigh Nav. Co.)						4	50	95
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0						—	100	126½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*			2,521,300	(See Cam. & Amb.R.R.)			65.5						16	100	
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*			64,000		1,300,985	.....	161.0				871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,987,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0				120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*		68,683	2,200,000	1,049,260	120,563	61,091	101.0					247,603	3	50	61½
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*			2,751,765				178.0				449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,169,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2				262,654	46,450	—	50	....
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*		.....	2,002,746	2,611,310	150,506		45.0				1,099,013		6	50	24½
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850			.....	2,907,850	3,000,000			87.6				155,872	42,170	—	50	26
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000		117,000	.....	1,100,000	750,000	.....	.....	123.0				75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*		.....	800,000	600,000	.....	.....	64.0				211,829	61,218	—	50	....
																						132,037	23,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.63	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	39½
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	326,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	102½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	106	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	164,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	701	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	—	66½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,086	10,087	—	—	70
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,773	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,800	—	13,500	865	loss.	—	—	—
30 Nov.'67	7.45	—	65	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	60	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	89½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	0.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Melrose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	383,870	200,000	24,000	117,842	363,351	13,015	6	—	53
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	—
30 Sep.'67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	894,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	10.70	—	—	37	—	Broadway (Brooklyn)	266,561	200,000	35,000	10,015	107,738	28,744	8	100	—
30 Sep.'67	18.0	—	103	—	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,435	253,214	3½	100	—
30 Sep.'67	8.00	—	17	—	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	207	—	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	49	—	—	Brooklyn City & Newtown	553,340	400,000	200,000	29,587	129,267	14,852	—	100	—
30 Sep.'67	5.12	—	14	—	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	—
30 Sep.'67	11.0	—	57	22	—	Brooklyn Central & Jamaica	995,782	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.00	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	—
30 Sep.'67	24.00	—	121	14	—	Central P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	231,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 035	12	100	—
30 Sep.'67	10.24	—	—	47	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	33,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,200	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,200	124,000	7,500	63,603	4,518	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	861,500	191 500	181,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	197,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1 501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	127,69	458,946	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	29,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,033	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	31,000	—	—	6,595	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 223	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	4.26	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,09	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	24	—	Orange and Newark	618,296	287,550	300,000	30,750	124,67	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	57,150	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	92,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	2½	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	117,204	15,978	12½	50	27½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,045	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,71b	880	49,980	lo s.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,882	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	43½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,553	285,307	—	—	9,888	23,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	168,895	110,000	35,000	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct.'67	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,636	120,500	63,300	—	40,749	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	480	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	40½
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,868	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,100	21½	50	71
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	17
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,068	50,692	10	50	61
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc)	69 837	80,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	per c.	Months.	Year.	per c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1854	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway: 1st Mortgage	25,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica: 1st Mortgage	198,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	.....	.....	—
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	—
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	.....	—
Forty-second street: 1st Mortgage	127,150	7	J. & J	1873	—
Real Estate	134,500	7	J. & J.	.....	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1860	90
Frankfort and Philadelphia 1st Mortgage	50,000	7	.....	.....	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Morris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	—
Hestonville Mantua & Fairmount: 1st Mortgage	185,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J	71-72	91½
Malden and Melrose: 1st Mortgage guaranteed	75,000	6	A. & O.	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	—
Middlesex: 1st Mortgage	38,000	—	.....	.....	—
Malden & Melrose bonds	46,971	—	.....	.....	—
Real Estate	6,000	—	.....	.....	—
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	—
North Philadelphia: 1st Mortgage	100,000	7	.....	1880	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark "	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	83½
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1880	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,100	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D	1876	—
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N	1878	—
West Philadelphia: 1st Mortgage	60,000	7	J. & J	1909	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,404,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	67
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	72½
Chicago and Alton, pref.	2,425,400	7	10	154
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	93½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	18
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	114
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	600,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23½
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65½
Sandusky and Cincinnati, pref.	445,596	6	6	87½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	79
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	35
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	37
Mariposa Mining, pref.	5,774,400	7	7	84½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 42 50
Pig, American, No. 1 (good to best)	40 — @ 42 —
Pig, American, No. 2	38 — @ 40 —
Pig, American, Forge	37 — @ 38 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
	Store Prices.
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	— — @ 92 50
Bar, English and American, Common	— — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 13
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton.	— — @ 55 —
Rails, American	72 — @ 76 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 18
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— — @ — 35
Braziers'	— — @ — 36
Nails	— — @ — 40
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 24 @ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold).per lb.	— — @ — 33½
Straits (gold).	— 32½@ — 33
English (gold).	— — @ — 31½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 75 @ 8 87½	11 75 @ 12 25
I. C. Coke	7 — @ 7 50	9 25 @ 10 50
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 50	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 18½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30
Refined, Standard White (in ship'g order)	— — @ — 31½
Refined, prime White (in shipping order)	— 33 @ — —
Refined, S. W. (in merchantable order)	— 31 @ — —
Naptha, Refined, (60 @ 63 gravity)	— — @ — 8½
Residuum per bbl.	— — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @22 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending March 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 31
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co	....	....	....	59	....	....
Central of N. Jersey	109½	....	109½	109½	108¾	108¾
Chicago & Alton	....	....	149½	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	172	172	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	....	....	84½	84	83½	83½
" pref.	....	....	92¾	91½	92½	92½
" 1st M.	....	....	91½	....	91	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	95	....	....	....
" Consol.	....	....	....	94½	94	....
Chic., Rock Isl. & Pac.	....	....	....	....	....	131
Chicago & R. I. 7s, 1870	....	....	....	....	98½	....
Chi., R. I. & Pa. 7s, 1896	94	....	94	93½	93½	93½
Clev., Col., C. and Ind.	62	....	....	65	....	....
Clev. and Pittsburg	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 8 M.	....	....	....	....	....	....
" 4 M.	....	....	75	75	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	106½	106¾	106¼	106¾
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	43½	....	....	43½
" 1 M.	....	86½	86½	86½	86½	86½
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	127	127	....	....
Del., Lack. & Western	....	....	114	114	114	114
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	101½	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	89	....	....	89½
" 4 M. 7s, 1880	....	....	....	87	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	78¾	....
Hannibal & St. Joseph	....	....	119	118	....	....
" pref.	114	....	114	....	....	....
Hudson River	....	....	....	138	138¾	....
" 1 M. 7s, 1869	....	....	100½	....	....	....
" 2 M. S. F.	....	....	102½	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	118	....	....	....	....	....
Lake Shore (C., P. & A.)	107	....	....	106¾	106¾	106¾
Marietta & Cin. 1st pref.	23½	....	....	....	....	....
" 2d pref.	....	....	8½	....	....	....
Michigan Central	....	118½	118½	....	119	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	96½	95¾	....	95¾
" 1 M. S. F.	....	....	....	99	....	98½
" 2 M.	....	....	93¾	....	94½	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	70	....	....	....	72	71½
" pref.	....	....	79½	79½	79¾	80
" 1st mort.	89	....	....	....	90	90
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	103
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	....	....	87½	87½	87	87½
" H. & St. J. 1ss.	....	....	....	88½	89	88½
Morris and Essex	88	....	88	88	87½	87½
" 1st mort.	100½	....	....	100	....	....
" 2d mort.	90	....	90½	89¾	90	89½
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	102	....	101½	160	160½	160
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	135	137	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	....	61	60½	60½
" new	57½	....	57½	57½	57½	57
Ohio and Miss.	....	....	32½	32½	32½	....
" pref.	....	....	....	....	76	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co	88½	....	88½	90	90	89½
Panama	....	....	....	....	330x	....
Phila. and Reading	....	....	....	91	....	....
Pitts., Ft. W. & Chicago	....	....	123	122½	125	....
" 1 M.	102½	....	....	....	102¾	101½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	19½	....	19¾	20
St. L., Alton & T. H.	....	....	38	....	....	....
" pref.	....	....	....	65¾	....	....
" 1 M.	93¾	....	....	....	93	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds	79	....	....	....	....	79
Tennessee 6s	....	....	66½	66½	66	66¾
" new	64½	....	....	64½	64½	64½
Tol., Wab. & Western	....	....	....	66½	....	66½
" pref.	....	....	....	79	....	....
" 1 M. ex.	90	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	....	56½	57	57	56½
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending March 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	105½	105½	105½	105½	
U. S. 6s, 10-40s, reg	....	104¾	104¾	104¼	....	
U. S. 6s, 1881, reg	....	....	....	....	115	
U. S. 6s, 1881, coup	....	115¾	115¼	115⅜	115¼	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	113	113⅛	
U. S. 6s, 5-20s, c. 1862. 118¼	....	118⅜	118¼	118¼	118	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864. 114	....	114	113¾	113¾	114	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865. 116¼	....	116¼	115¾	115¾	115¼	
U. S. 6s, 5-20s, r. n. '65	....	....	112¾	....	....	....
U. S. 6s, 5-20s, c. n. '65	....	113¼	112⅝	112⅝	112⅝	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	112⅝	
U. S. 6s, 5-20s, c. 1867. 113¼	....	113¼	112⅝	112⅝	113	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	113¼	113	....	
U. S. 6s, Pac.R.R.issue	....	104¾	104¾	104⅝	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa	....	....	....	....	....	....
.. preferred .. 33¾	....	....	....	33¼	33¼	....
Camden and Amboy...121¼	121¼	....	....	122¼	....	122¾
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	85	....	....	....	....	....
.. mort. 6s, '89 93¼	93¼	....	....	93	93¼	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	89¼	....	....	....	....	90
Lehigh Navigation	30¼	31	....	31	30¼	30¾
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	90¾	91	....	90¾	91¼	91¼
.. R. R. L.	85¼	....	....	85¼	....	85¼
Lehigh Valley R. R.	55¼	55¾	....	55¼	55¼	....
.. 6s new	93¼	....	....	....	93	....
Little Schuylkill R.R.	....	....	....	48	....	....
.. 7s	....	....	....	....	....	....
Minehill	54¼	....	....	54¼	....	54¼
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876 87	....	....	....	87	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	59	....	....
.. 7s	....	....	....	91	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	48	....	....	....	47¾	....
Pennsylvania R. R.	57¼	57¾	....	57¼	57¼	58
.. 1st M.	99¼	99	....	....	....	98¼
.. 2d M.	98	....	....	....	....	....
Penn. State, 6s, 1st series	102	....	....	101	102	101
.. 6s, 2d series	....	....	....	104¼	104¼	....
.. 6s, 3d series	106¾	....	....	....	....	....
.. 6s, W. L.	100	....	....	....	....	....
Philadelphia City, 6s	98	98	....	98	....	....
.. new	100¾	100¼	....	100¼	101	101
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	45¼	45¼	....	45¼	45¼	45⅜
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	25¾	25¼	....	26⅛	26¼	26¼
.. 6s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1972	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	13
.. 6s, 1878	....	....	....	....	....	56
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	12	12¼	....	....	....	12¼
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	38	....
2d and 3d streets	....	40¼	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	....	92¼	....	94¾	94¼	....
.. 1886	....	....	....	....	92	....
.. 1890	92¼	92¼	....	92¼	92¼	92¼
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	120¼	....
.. bonds, 1875. 91¼	....	....	....	....	....	91
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	93	....	....	....	....	....
Marietta & Cin. 1st M.	87¼	....	87¼	88	88	....
.. 2d M.	....	....	73	73	73	....
Northern Central	48	48	48	....	....	....
.. bonds, 1885.	83¼	83¼	83¼	....	83¼	....
.. .. 1900.	....	....	....	....	....	....
N. W. Va. 1st mort.	93¼	....	....	....	93¼	....
.. 2d mort.	....	88¼	....	....	....	88¼
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending March 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
Boston and Albany	....	149	....	148¾	148	
Boston and Lowell	....	....	....	....	137½	
Boston and Maine	....	139	....	139	....	
Boston and Providence. 135½	....	135	134½	....	134	
Boston, Hartford & Erie 24	....	23¼	23½	23	22¾	
.. 7s, new	....	....	....	....	....	....
Cheshire, pref.	....	72	....	....	72¾	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern 114½	....	114½	....	....	114¾	
Fitchburg	....	133¾	....	....	....	
Manchester & Lawr'ce	....	130	....	....	....	
Michigan Central	....	118¼	....	....	....	
Northern, N. H.	....	....	....	112¼	111½	
Ogdens. & Lake Champ.	....	67½	....	....	....	
.. pref.	....	....	106	....	....	
Old Colony & Newport. 93¾	....	93¾	93¾	....	93¾	
Ph., Wil. & Baltimore	....	51¾	51¾	....	51¾	
Portl'd, Saco & Ports.	....	....	....	....	....	
Vermont & Canada	....	....	....	....	102	
Vermont & Mass.	....	....	....	60	60	
Vt.C. & Vt. & C. Eq. 8s.	....	102	....	....	....	
Broadway (Horse)	....	....	....	....	62¾	
Cambridge ..	....	....	....	....	....	
Metropolitan ..	....	67¼	....	66¾	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co.	....	....	10	....	....	
Copper Falls .. 11¾	....	11¼	....	8⅛	8⅛	
Franklin .. 19	20	....	....	16	15¾	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic .. 11¼	10¼	10	9¾	....		
Pittsburg ..	....	....	20	20	....	
Quincy .. 50	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. March 12.	March 5.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	33 — 34	31 — 32
Detroit and Milwaukee 1st mort. 7s.	63 — 65	62 — 64
Do. 2d mort. 8 p. c.	64 — 67	62 — 65
Erie shares 100 dol. all paid	25¾ — 26¼	24½ — 25
Do. sterlg. 6 p. c. convertible bonds	68 — 70	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —102
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	96½— 97¼	96½— 97¼
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	87 — 89
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, April 3, 1869.

Stock Exchange and Money Market.

Money has been working closer and closer each successive day of the week under review. The city banks have been heavily drawn upon by their country correspondents, and have been endeavoring, not only to respond to those calls, but to strengthen their own now rather imprudently expanded position, in anticipation of a demand from the Comptroller of the currency, for an exhibit of their resources under the amended law which gives to the Comptroller the power practically to designate the day's business which shall be made the basis of the sworn return to the Bureau. The banks have lost during the week, nearly 3½ millions of deposits, over three millions of specie and nearly a quarter of a million of legal tender notes. They have now within their control but 50½ millions of legal tender reserve, and about 12 millions of specie, making an aggregate of gold and greenbacks, of about 62½ millions, as against over 82 millions in the middle of January. Their loan averages on the other hand were increased nearly a million last week, and the aggregate is now about 264 millions as against 259 millions early in January. Their deposits are now down 180 millions against over 197 millions at the close of January. Their daily clearances last week averaged nearly 133 millions, showing a remarkable increase within the part three weeks. The Sub-Treasury made heavy disbursements on Tuesday, exceeding eight million dollars, thus reducing its cash balances to 88½ millions, as against 94¾ millions on the preceding Tuesday. The offerings of money to even street houses have been much less liberal both on bank and private account, and exceptionally high rates have been exacted for accommodation. Very few borrowers have been aided at the legal rate of 7 per cent. in current. The more general rate has been 7 per cent. in gold, on call. On Wednesday Money was in particularly brisk request, and quoted up to ⅛ @⅛ per cent. a day. Business paper has been rated at from 9@12 per cent. per annum, and has been sparingly dealt in at even these advanced figures. The city bank exchanges on Wednesday were $131,905,291, and the resulting balances $2,658,043.

The specie reserve of the city banks is now $12,073,722, against $17,323,367 same time last year. The city bank deposits are now $180,113,910, against $186,525,128 week ending March 28, 1868. The legal tender reserve amounts to $50,555,103, against $52,123,078 same time last year. The circulation now stands at $34,717,814, against $24,190,808 same time last year. The loans are now $263,909,859, against $257,378,247 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $139,997,747 a day, against a daily average of $121,785,000 the preceding week, and $104,862,927 the week ending with March 10, 1869. The current week's exchanges average about $145,089,000 a day. The city banks, last week, reported a further loss of $3,139,584 of specie, $3,391,089 of deposits, and of $219,771 of legal tender notes. They increased their loans, $811,387; and their circulation, $36,504.

National Bank notes to the amount of $159,160 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $313,460,896, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $13,564,573, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,896,323. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,740,100; and for the public deposits, $32,418,350—making a total of $375,158,450. The Treasury Department last week redeemed and destroyed $563,335 of worn and mutilated fractional currency, and issued $452,253 of new. The outstanding amount of fractional currency on the 1st of March, 1869, was $36,781,548, against $35,511,127, on Feb. 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with March 27, were $6,208,777, including $2,537,835 from customs duties; payments, $5,260,937, including $184,590 of coin interest; balance at the close of the week $94,690,283, against $93,742,441, at the close of the preceding week, showing an increase of $947,842. The business of the Office during the first two business days of the current week, was as follows: On Monday,

receipts, $2,178,336, including $598,796 from customs; payments, $2,405,468 including $65,545 of coin interest. On Tuesday, receipts, $1,206,104 including $670,000 from customs and, payments $8,150,708 including $29,911 of coin interest. The balance at the close of business on Tuesday stood at $88,518,543, against $94,762,700 a week previous; and $91,631,258, on March 10, 1869. The aggregate receipts of the office in March were $40,051,331, including $13,241,405 from customs, aggregate payments, $40,897,476, including $3,698,831 of coin interest.

The outstanding amount of coin certificates on the 1st of April was $21,672,500 against $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $384,000, and retired $2,437,251 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached $1,793,180.

Government revenues have been yielding more satisfactorily since our last. The excises, last week, yielded about 4⅛ millions; customs at the port of New York, $2,537,835, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $9,158,275 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 111 millions, according to the latest Washington advices.

Gold has been firm and active, most of the week, at from 130⅞@131⅝ closing on Wednesday at 131⅜. No business was transacted at the Gold Board on Good Friday. The speculative inquiry has been quite confident. There has been an increased customs call. The export demand, however, has been quite insignificant. The severe decline in foreign exchange leads to the belief that we shall soon have to record the importation of gold from Europe, to pay for the export purchases of American bonds, securities, and produce. It is also thought probable that the Government will make an anticipatory payment of the accruing May interest on the public debt.

The Gold Exchange Bank clearances on Wednesday, were $74,805,000, and the resulting balances $2,256,900 in coin, and $3,056,407 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,825,892, average amount of specie $622,265, average amount of deposits $1,298,879.

The customs demand for Gold last week, averaged $423,000 a day; thus far, this week, it has averaged $624,398 a day, or equal to a weekly aggregate of $3,806,388. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $1,099,945, and since Jan. 1, $3,611,742 against $1,638,199 same time in 1868. The receipts from California, last week, were $103,261. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $93,333,860, against $84,043,248 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Feb., 27th 1869, $1,062,192, against $1,195,059 same time last year. The *Alaska* delivered $350,619 of California Gold on Thursday.

The total receipts of California gold at this port, since July 1, 1868, have been $16,225,428, against $24,741,789 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $8,516,361. The exports of specie, from this port, last week, were $1,857,163, against $556,675 same week last year; total, since July 1, 1868, $30,535,028, against $42,288,423 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $184,590; since July 1, 1868, $66,714,383, against $54,244,606 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to March 10, 1869, were $7,721,269, against $7,034,562 same time in 1868.

Foreign Exchange has been very freely offered, and has declined materially in price. The demand has been unusually limited most of the week. On Wednesday, rates were lower, irregular, and more or less nominal, under the Money pressure. Bankers' prime sixty day bills on London closed on Wednesday at 107⅜@107⅞, and on Paris to 5.25@5.20; sight bills on London to 108@108½, and on Paris to 5.20c. @5.18¾. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,085,395, against $3,996,447 same week last year; total, since July 1, 1868, $119,835,318, against $134,744,653 same time in preceding fiscal year of 1867–'68.

Government securities have been in much less request, but the light offerings have promptly found buyers, without any material fluctuation in values. The market showed rather more firmness on Tuesday and Wednesday, notwithstanding the activity in Money.

U. S. sixes of 1881 closed here on Wednesday at 115⅜@115⅝; U. S. Five-twenties of 1862, 118@118½; U. S. Five twenties of 1864 at 113⅞@114; U. S. Five-twenties of 1865 at 115⅞@116; U. S. Five-twenties of 1865, consolidated, 112⅞@113; U. S. Five-twenties of 1867, 113@113½; U. S. Five-twenties of 1868, 113⅛@113¼; U. S. Ten-forties at 105⅜@105½; U. S. Six per cent. currency bonds, 103¼@104½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 17.	Mar. 24.	Mar. 31.
Consols	93⅛	93⅛	93⅛
U. S. 5-20's of 1862	83½	83⅜	83¾
Erie	24¾	24½	24¾
Ill. Central	96¾	97	96¾

The dealings in Railway and miscellaneous share property have been quite extensive at generally much firmer and decidedly buoyant prices, despite the stringency in Money.

Most kinds of domestic produce closed tamely and heavily, influenced, in part, by the activity in Money. There has been more movement in Cotton, Provisions, and Breadstuffs at variable figures, closing weak in most instances. Middling upland cotton closed on Wednesday at 29 cts. per lb. The stock of cotton now here is estimated at about 115,000 bales. The receipts at the port this week, have averaged about 2,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,869,000 bales, against 1,868,000 bales same time in 1867–'8; exports, same time 962,500 bales, against 1,265,000 bales same time in 1867–'8; stock on hand at latest dates, 398,000 bales, against 330,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 6,429 pkgs., against 2,743 pkgs., same time last year. From Boston, 3,050 pkgs., against 3,420 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand at from 11@17c., per lb.; week's receipts, 4,227. Milch cows at from $40@$125, each, receipts, 89. Veal calves in fair request at from 10½@13c. per lb.; receipts, 866. Sheep and lambs at from 6½@9¾c., per lb.; receipts, 16,192. Swine very quite at from 10¾@11¼c. per lb.,; receipts, 11,958. At the auction sale of Scranton Coal on Wednesday 80,000 tons were disposed of at a shade firmer prices, ranging from $4.25@5.00 per ton of 2,240 lbs. deliverable at Elizabethport, N.J. Foreign merchandise has been less freely dealt in, and prices have been less buoyant. The total imports of foreign dry goods, last week, were $1,984,205, and the total amount marketed $1,883,029. The value of foreign merchandise imported last week, was $5,818,251—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,802,546, against $5,297,173 same week last year; total since July 1, 1868, $195,098,000, against $167,338,980 in 1867–'8. The freight market has been quiet though quoted firm. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 6d. @1s. 9d. by steamer, per bbl.; grain at 8@8½d. by sail, and 4d.@4½d. by steamer, per bushel; cotton at ¼d. by sail, and ¼d.@$\frac{1}{16}$ by steamer, per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 541.

In regard to the possibility of the Secretary of the Treasury entering the market as a buyer of U. S. bonds, it is urged that he has been given full authority to do so, in the Sinking Fund law of Feb. 25, 1862, and other enactments as set forth in the annexed provisions:

SINKING FUND LAW, FEB. 25, 1862.

SECTION 5. *And be it further enacted*, That all duties on imported goods shall be paid in coin or in notes heretofore authorized to be issued and by law receivable for public due, and the coin so paid shall be set apart as a special fund, and shall be applied as follows:

FIRST—To the payment of the interest on the bonds and notes of the United States.

SECOND—To the purchase or payment of one per centum of the entire debt of the United States, to be made within each fiscal year, after the first day of July, 1862, which is to be set apart as a sinking fund, and the interest of which shall in like manner be applied to the purchase or payment of the Public Debt, as the Secretary shall from time to time direct.

THIRD—The residue thereof to be paid into the Treasury of the United States.

AUTHORITY TO DISPOSE OF GOLD—MARCH, 1864.

Resolved, That the Secretary of the Treasury be authorized to anticipate the payment of interest on the Public Debt by a period not exceeding one year, from time to time, either with or without a rebate of interest on the coupons, as to him may seem expedient, and he is hereby authorized to dispose of any gold in the Treasury of the United States not necessary for the payment of interest on the Public Debt. *Provided*, That the obliga-

tion to create the sinking fund, according to the act of Feb. 25, 1862, shall not be impaired thereby.

The New York exports, exclusive of specie, for the week ending Mar. 30, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,996,447	$3,085,395
Prev. reported	38,466,498	34,017,757
Since January 1	$42,462,945	$37,103,152

The imports for the week ending March 27, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,670,180	$1,984,295
Gen. merchandise	8,626,993	5,818,251
Total for the week	$5,297,173	$7,802,546
Previously reported	50,330,025	61,882,316
Since January 1	$55,627,198	$69,684,862

The balance in the Sub-Treasury on Wednesday was $87,695,447 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Great Western 1st mort. 10s, 1868, 100; do., 7s, 1888, 87½; New York and New Haven 6s, 94; Toledo, Wabash and Western consol. bonds, 80; Norwich and Worcester R. R., 100; Dubuque and Sioux City R. R., 115¼; N. Y. State 7s, Bounty Loan, 109⅛; Georgia 6s, 82; do, 7s, 93½; Alabama 8s, 99½; do., 5s, 68¾; Brooklyn 6s, W. L., 94½; Adams' Exp. Co., 58½; Wells-Fargo Exp., 31; Am. Mer. Union Exp., 40¾; U. S. Exp., 56; Merchants' Union Exp., 15¾; Mariposa Mining Co., 18¾; Western Union Telegraph, 39⅛; Wilkesbarre Coal, 28; Boston Water Power Co., 16; Brunswick City Land, 9¾; Buchanan Farm oil, 0.55; Consolidated Gregory Gold, 2.75; Central Petroleum, 0.68; Grass Valley, 1.25; Montana Gold, 0.34; Northern Light oil, 0.40; New York and Eldorado, 0.45; Pacific Oil, 0.17; Phillips Oil, 0.20; Quartz Hill Gold, 0.92; Smith and Parmalee Gold, 1.90; United States Oil, 1.05; Wallkill Lead, 0.20.

Philadelphia.—Allegheny County 5s, 74; Pittsburg 5s, 60; Penna. State 6s, 1877, 92½; West Jersey R. R., 60; do., 6s, 90; Camden and Burlington Co., R. R. 6s, 85; Phila and Sunbury 7s, 92; Belvidere Delaware 3d mort., 80; Girard College R. R., 27¾; Tenth and Eleventh streets R. R., 71; Big Mt. Coal, 5½; N. Y. and Middle Coal Fields, 4½; Fulton Coal, 6; Niagara Oil, 1⅝; Keystone Zinc, 1¼. The latest quotations are: City 6s, 98@98⅛; do., free of tax, 100⅞@101; State 5s, reg., 100@100; do., coupon, 92@93; do., 6s, W.L., 99⅞@100; do., 1st series, 101½@101¾; do., 2d series, 104½@105½; do., 3d series, 106@107; Reading, 45⅝@45¾; do., 7s, 1893, 105@106; do., 6s, 1880, 90@90½; Camden and Amboy, 122¼@122½; do., mort. 6s, 1889, 93@93½; do., 1883, 85@85¼; Penn. R.R., 58@58⅛; do., 1st mort., 98¼@99; do., 2d mort., 97@98; Little Schuylkill R. R., 42⅝@43; Morris Canal, 28@30; do., pref., 65@66; do., bonds, 85@86; Susquehanna Canal, 12¼@18; do., 6s, 56½@56¾; Sch. Nav., 9@10; do., pref., 17@18; do., 6s, 1882, 65@67; Delaware Div. Canal, 47½@48; do., bonds, 80@85; Elmira and Williamsport, 30¾@32; do., pref., 39@40; do., 7s, 1873, 89¼@90; do., 5s, 60@65; Lehigh Coal and Navigation, 30⅜@30½; do., 6s, 1884, 82@82¾; do., R. R., Loan, 85@85¼; do., Gold Loan, 91⅜@91½; North Pennsylvania, 33¾@34¼; do., 6s, 89@89; do., Chattle 10s, 111@—; Philadelphia and Erie, 26¼@26½; do., 6s, 87¼@87½; Minehill, 54¼@54½; Catawissa, 10@—; do., pref., 33¼@33½; Lehigh Valley, 55⅞@56; do., 6s, new, 93⅜@93½; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 41@45; West Philadelphia, 59@61; Spruce and Pine, 26@30; Green and Coates, 38@39; Chestnut and Walnut, 46@46½; Thirteenth and Fifteenth, 17@17½; Girard College, 27½@30; Tenth and Eleventh, 70@71; Union, 40@43; Hestonville, 12¼@12¼.

Boston.—Union Pacific R. R. 6s, gold, 93; Vermont Central 1st mort. 7s, 77; Old Colony and Newport 7s, 1877, 102¼; do, 6s, 1876, 94¼; South Shore R. R. 6s, 1880, 94¼; Cheshire R. R. 6s, 92; Ogdensburg and Lake Champlain Equipment 8s, 101¾; Stanstead, Shefford and Chambly 7s, 76½; Cape Cod R. R, 66¼; Conn. and Pass. Rivers R. R., 90; Indianapolis and Cincinnati R. R., 20; Boston Water Power Co., 15½; Cary Imp., 8⅛; East Boston Co., 11; Connecticut 6s, 1883, 99; New Hampshire 6s, 1871, 99½; Bath 6s, 1898, 92; Bangor 6s, 1894, 92; do., 1879, 94¼; Portland 6s, 1877, 96¾; Albany 6s, 1879, 94½; do., endorsed, 90½; do., 1894, 95¾; Cincinnati 7 3-10s, 1898, 104; Cook Co., Ills., 7s, 96½; Boston 5s, 1878, gold, 106½; do., 6s, 1874, currency, 100¼; Charlestown 6s, 1889, 100; Salem 6s, 1893, W. L., 100; Chicago 7s, 98⅝; Hartford 6s, 1879@1881, 95¾; Brooklyn 6s, 1891, W. L., 93¾; Allouez Mining Co., 5; Concord, 1¾; Hancock, 5; Petherick, 88c.

Baltimore.—Virginia 6s, old, reg., 47¾; Memphis City 6s, 51; Virginia and Tennessee 8s, 72¾; do., 3d mort. 6s, 66¼; Western Maryland 2d mort. guar., 86; Central Ohio R. R., 32¼; do., 1st mort., 82½; Orange, Alex. and Manassas 2d mort. 7s, 78; Baltimore Copper, 48¾. The latest quotations are: Balt. and Ohio, 120@120½; do., 6s, 1875, 91@91½; do., 1880, 91@92, do., 1885, 93@93¼; Northern Central, 47¾@48; do., bonds, 1885, 83½@83⅝; do., 1900, 84½@85½; Parkersburg Branch, 24@24½; N. W. Va. 1st mort., 93¼@93½; do., 2d mort., 88½@90; do., 3d mort., 1873, 85@88; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 72¾@73; Central Ohio, 32¼@32¾; do., 1st mort., 82@82½; Western Md. 6s, 1890, 70@74; do., guar., 87@90; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 72½@72½; Baltimore 6s, 1875, 94½@95; do., 1886, 92@93½; do., 1890, 92¼@92½; do., 1893, 97@—; do., 5s, 1838-'70, 73@75; City Passenger R. R., 17½@18; George's Creek Coal, 70@75; Santa Clara, 1.25@1 35; Atlantic Coal, 2.75@3.00.

☞ A DESIRABLE INVESTMENT. ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD CO. First Mortgage 7 per cent. Bonds. Twelve Thousand Dollars per mile Guaranteed by—The Terre Haute and Indianapolis Railroad Company. The Columbus, Chicago and Indiana Central Railway Company. The Pittsburg, Cincinnati and St. Louis Railway Company. The Pennsylvania Railway Company, for sale by LUDLOW THOMAS, 39 Pine street, New York.

The Public Debt Statement.

The public debt statement for the month ending April 1, just issued, differs from that of last month, in containing full details of the consolidated items heretofore shown.

The decrease has been about $2,500,000, which would have been greater had the statement been postponed until the 5th or 6th of April, so as include all of the receipts of the last month, some of which have not yet been returned to the department. The present statement shows an aggregate of debt bearing coin interest, $2,107,876,650; debt bearing interest in lawful money, $68,605,000; matured debt not presented for payment, $6,003,403; debt bearing no interest, $414,418,485; total debt, principal outstanding, $2,596,898,538; and interest accrued, $39,303,916; amount of coin in the Treasury, $82,530,865; coid represented by gold certificates, $21,672,500; currency in the Treasury, $6,802,628; debt less cash, $2,525,196,461; total amount of bonds issued to the Pacific Railroad Company, $56,852,320.

The amount of interest which has accrued prior to January 1 and 16, 1869, is $3,800,000, and of this amount the Government has received from transportation, &c., $1,317,352, leaving a balance due to the United States of $2,828,750.

Messrs. Pusey & Pardee.

The business of furnishing railroad iron and supplies has grown to such dimensions that it now constitutes an important branch of our commerce. Producers and consumers find their natural meeting point in New York, which distributes nearly all the iron in use in this country. By reference to the advertisement of Messrs. Pusey & Pardee, (formerly Charles J. Pusey,) of 74 Broadway, it will be seen that they have the sole agency for several manufactories, among others the celebrated Atkins Bro's Rolling Mills, of Pottsville, whose rails are said to be equal to the best in the market for evenness and finish. As the Atkins Mills proprietors are the owners of their own ore beds, coal mines and machinery, and have their works situated in the heart of the coal and iron region of Pennsylvania, it is claimed that they can by large experience and capital obtain the greatest perfection in rails with the minimum of cost. The new firm are also prepared to furnish rolling stock, fish-plates, spikes, and generally to execute commissions for railway material. We commend them to the attention of purchasers.

Allegheny Valley Railroad.

The proposed extension of this road to the west branch of the Susquehanna, will run through Clarion, Jefferson, Clearfield and Cameron Counties, and will connect with the Philadelphia and Erie road at Emporium, a point on the latter line. The course of the line will be along the valleys of Mahoning Creek and Bennett's Branch, and the grades will be very easy, not exceeding twenty feet to the mile. It is the intention ultimately to extend the line to Williamsport.

☞ It is understood that the construction of the Spuyten Duyvil and Port Morris Railroad, by which the Hudson River, Harlem and Port Morris Branch Railroads are to be connected, will be commenced at an early day. The most tedious and formidable part of the work will be that of cutting a passage 24 feet wide, through a point of rocks 70 feet high, for a distance of 1,000 feet.

Railroads of the State of Pennsylvania.

A tabular Statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending October 31, 1868.

Compiled from the Annual Reports to the Hon. J. F. HARTRANFT, State Auditor.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of road & equipm't.	Road(1) oper.	Gross Earnings. Passenger.	Freight.	Mail, &c.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Allegheny Valley	2,241,250	4,000,000	1,801,643	8,042,893	131.00	.....	16.00	8,042,893	131.00	268,057	668,663	14,685	946,405	499,498	446,907	.....	....
Atlantic and Great Western		(No report.)			387.32	38.18	90.00	.....	507.68	887,505	3,702,860	256,683	4,846,048	2,988,782	1,857,266	.....	....
Bald Eagle Valley	550,000	482,000	.....	1,032,000	57.20	2.00	4.10	1,050,000	53.20	(Leased and operated by Pennsylvania.)						33,000	6
Barclay Coal	1,000,000	134,500	.....	1,134,500	16.00	.....	4.00	1,134,500	16.00	(Leased and operated by Towanda Coal Company.)						20,000	2
Bellefonte and Snow Shoe	600,000	99,000	.....	999,000	21.00	1.50	1.75	442,059	26.50	8,796	45,670	42 281	96,647	66,185	30,462	19,817	3
Buffalo, Bradford and Pittsburg	2,286,000	580,000	.....	2,866,000	26.00	.....	2.00	2,866,000	26.00	(Leased and operated by Erie Railway Company.)						.....	....
Buffalo and Erie	6,000,000	3,700,000	.....	9,700,000	88.00	.....	40.00	6,718,801	88.00	(Not given separately.)			2,222,805	1,708,736	514,069	540,000	9
Buffalo, Corry and Pittsburg	428,717	700,000	376,284	1,504,951	42.30	.....	1.00	1,431,466	42.30	57,971	154,761	10,008	223,030	168,471	59,569	.....	....
Catasauqua and Fogelsville	402,875	.....	271,233	674,108	20.00	4.00	6.00	708,322	24.00	5,198	119,862	.....	125,060	21,508	103,552	22,813	6
Catawissa	3,359,500	371,000	.....	3,730,500	65.00	2.50	5.00	3,744,000	67.00	69,088	306,769	164,686	540,543	372,157	168,386	.....	6 *p.*
Chester Valley	871,900	500,000	420,000	1,291,900	21.50	.....	1.50	1,371,900	.....	(Leased and operated by Philadelphia and Reading.)						.....	....
Chester Creek	185,000	185,000	.....	370,000	7.00	.....	.....	370,000		(Not in operation at date.)							
Chestnut Hill	120,650	.....	.....	120,650	4.13	.....	1.00	120,650	3.13	14,768	4,857	.....	19,625	.....	.....	10,858	9
Cleveland and Pittsburg	5,958,625	4,197,000	.....	10,155,625	167.00	32.00	45.00	10,317,692	225.00	614,805	1,606,593	84,838	2,306,237	1,456,562	849,675	250,868	4
Columbia and Port Deposit	83,000	.....	.....	83,000	4.00	.....	.....	150,000		(Under construction—length 39 miles.)							
Connecting (3)	100,000	1,000,000	1,178,300	2,278,300	6.78	.....	2.75	2,278,300	6.78	106,731	20,617	.....	122 348	56,782	70 566	.....	....
Chartiers' Valley	.....	.....	.....	.....	.....	.....	.....			(Still a project.)							
Colebrookedale	11,105	59,300	901	71,306	.....	.....	.....	54,602		(Being constructed; length 15 miles.)							
Cumberland Valley	1,316,900	352,400	.....	1,669,300	74.00	.....	9.50	1,468,237	74.00	210,862	341,074	18,851	570,787	428,898	141,889	87,277	8
Delaware & Hudson Canal R.R.	(Included in Canal account.)				32.00	.....	92.00	2,387,578	32.00	18,434	12,016	.....	30,450	583,273	.....	.....	....
Delaware Lacka. and Western	14,100,000	3,683,000	1,008,102	18,791,162	113.00	.....	102.00	13,988,876	113.00	249,185	3,414,643	79,379	3,743,107	2,037,918	1,705,189	1,333,656	10
E. Brandywine and Waynesburg	89,800	168,000	2,000	259,800	17 50	.....	0.31	259,000	.....	(Leased and operated by Pennsylvania.)						.....	....
East Mahanoy	392,500	.....	.....	392,500	7.54	.....	3.50	391,603	.....	(Leased and operated by Phila. and Reading.)						23,550	6
East Pennsylvania	654,600	506,900	.....	1,161,500	36.00	.....	9.80	1,912,851	36.00	194,438	344,790	25,940	565,168	374,135	191,033	.....	....
Elmira and Williamsport (4)	1,000,000	1,620,000	.....	2,620,000	78.00	.....	.....	2,620,000	78.00	130,198	267,317	31,111	528,626	433,235	95,391	35,000 25,000	7 *p.* 5 *c.*
Erie Railway (42 m. in Pa.)	46,302,210	23,398,800	4,893,736	74,594,746	459.00	314.00	399.00	56,486,606	778.00	3,531,504	10,780,975	64,393	14,376,872	11,716,163	2,660,709	25,000	....
Erie and Pittsburg	967,900	2,459,132	62,103	3,489,145	81.00	.....	14.00	2,900,572	98.00	127,991	485,440	23,485	636.916	391,547	244,369	.....	....
Enterprise	276,700	.....	.....	276,700	6.50	4.04	0.86	237,479	.....	(Operated so far as built by Phila. and Reading.)						.....	....
Fayette County	130,000	.....	.....	130,000	12.66	.....	.....	130,000	.....	(Leased and operated by Pittsburg and Connellsville.)						.....	....
Hanover Branch	116,850	.....	.....	116,850	12.20	.....	.....	253,816	12.20	18,287	40,265	19,938	78,490	46,789	31,701	11,685	10
Harrisburg and Lancaster	1,182,550	700,000	.....	1,882,550	36.00	18.00	.....	1,882,550	.....	(Leased and operated by Pennsylvania.)						82,778	7
Hempfield	1,809,565	500,000	100,000	2,409,565	32.00	.....	1.33	1,657,799	32.00	18,889	23,442	3.215	45,546	51,827	(Loss)	.....	....
Huntingdon and Broad Top Mt.	1,350,000	1,810,045	.....	3,160,045	44.00	14.75	12.00	2,201,675	58.75	24,944	169,633	18,634	219,211	139,160	80,051	.....	....
Ironton	400,000	150,000	.....	550,000	11.00	.....	2.00	268,000	11.00	.....	37,322	.....	37,322	9,001	28,321	2,107	....
Jamestown and Franklin	602,827	500,000	589,642	1,692,469	43.25	.....	2.50	1,643,128	.....	(Leased and operated by Lake Shore.)						.....	....
Junction	180,250	800,000	.....	980,250	4.62	.....	4.51	892,751	4.62	14,378	64,187	488	79,033	37,096	41,937	.....	....
Lackawanna and Bloomsburg	1,335 000	2,248,090	68,619	3,651,709	80.00	.....	25.00	3,753,744	80.00	124,521	707,253	10,793	842,567	539,719	302,848	.....	....
Lawrence	150,400	360,000	27,000	537,400	17.40	.....	.....	399,410	17.40	24,834	74,322	4,007	103,163	46,116	57,047	.....	....
Lake Shore	8,750,000	2,500,000	.....	11,250,000	95.53	.....	91.68	4,868,427	95.53	859,870	1,433,350	174,408	2,467,628	1,515,560	952,067	612,500	7
Lehigh and Lackawanna	375,100	300,000	20,000	695,100	15.00	.....	.....	675,100	.....	(Operated under temporary contract by Lehigh Coal and Navigation.)						.....	....
Lehigh and Susquehanna	(Owned by Lehigh Coal and Navigation Co.)				105.00	.....	16.00	13,570,597	105.00	92,930	843,325	91,163	1,027,418	858,265	169,153	.....	....
Lehigh Valley	16,058,150	2,985,000	1,013,563	20,056,713	101.00	98.45	183.19	17,541,839	229.97	359,866	3,768,503	91,166	4,220,535	2,736,104	1,484,431	1,373,850	10
Little Saw Mill Run	83,746	42,167	2,895	128,808	3.00	.....	1.00	91,011	3.00	.....	35,278	9,972	45,250	31,028	14 222	5,572	7
Littlestown	46,225	.....	.....	46,225	7.25	.....	0.49	76,000	7.25	1,710	5,464	327	7,671	6,177	1,494	.....	....
Little Schuylkill	2,646,100	807,500	.....	3,453,600	28.25	3.00	24.65	1,466,283	.....	(Leased and operated by Phila. and Reading.)						52,922	2
Lorberry Creek	52,050	30,000	.....	82,050	5.50	1.00	1.00	82,050	.....	(Leased and operated by Phila. and Reading.)						.....	....
Lykens Valley	600,000	.....	.....	600,000	21.00	3.00	3.00	600,000		(Leased and operated by Summit Branch.)						60,000	10
Mahanoy and Broad Mountain	1,874,465	250,000	180,000	2,304,465	12.50	25.10	29.90	2,088,244	37.60	10,082	101,971	4,186	116.239	159,952	(Loss)	.....	....
Mifflin and Centre County	62,212	172,500	12,500	247,212	12.50	.....	1.00	252,491	.....	(Leased and operated by Pennsylvania.)						.....	....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	4.09	12.43	9.53	323,375	.....	(Leased and operated by Phila. and Reading.)						32,337	10
Mine Hill and Schuylkill Haven	3,775,000	.....	.....	3,775,000	24.50	68.85	9.53	3,775,000	.....	(Leased and operated by Phila. and Reading.)						302,668	8
Mount Carbon	200,000	.....	.....	200,000	7.00	.....	4.00	203,259	.....	(Leased and operated by Phila. and Reading.)						12,000	6
Mount Carbon and Port Carbon	282,350	.....	.....	282,350	2.50	2.68	9.26	282,350	.....	(Leased and operated by Phila. and Reading.)						33,882	12
Middle Creek	100,000	.....	.....	100,000	.....	.....	.....	100,000	.....	(Lewistown to Northumberland 50 miles, in progress.)							....
Nesquehoning Valley	63,990	.....	.....	63,990	.....	.....	.....	42,213	.....	(Mauch Chunk to Hometown 13 miles, in progress.)							....
New Castle and Beaver Valley	266,667	154,500	3,000	424,167	14.92	.....	2.62	425,007	.....	(Leased and operated by Pittsburg Ft. Wayne and Chicago.)						32,000	12

Northern Central	4,798,900	6,191,500	232,955	11,223,355	138.00	.....	103.00	12,011,761	326.00	636,544	2,020,505	250,403	2,907,152	2,138,103	769,049	382,896	8
North Lebanon	300,000	.....	.....	300,000	8.00	0.20	1.50	339,021	8.20	.....	77,880	.....	77,830	33,786	44,044	45,000	15
North Pennsylvania	3,150,000	3,468,839	.....	6,618,839	55.00	11.90	22.50	6,669,991	66.90	369,973	599,515	45,906	1,015,394	627,153	388,241	157,500	5a
Oil Creek (Consol. Mar. 1,'68 in O. C. & A. R.)	753,150	580,000	.....	1,333,150	37.00	.....	7.00	2,584,714	37.00	22,566	202,302	38 837	263,705	178,643	85,062	112,973	15
Oil Creek and Allegheny River	3,170,000	.....	.....	3,170,000	96.00	3.50	18.50	7,549,787	99.50	140,099	1,019,050	37,941	1,197,090	544,005	653,085	212,972	7½
Oil City and Pithole Branch	485,000	.....	190,000	675,000	7.00	.....	1.00	675,000	7.00	4,160	19,615	2,896	26,671	21,684	4,987	.....	....
Pennsylvania and New York	.....	2,697,000	.....	2,697,000	20.00	.....	1.25	630,148	.....	(Operated by Towanda Coal Co.—in progress Wilkesbarre to Waverly.)							
Pennsylvania	27,040,762	14,915,568	50,000	32,006,330	354.90	36.40	486.60	29,115,019	585.60	3,610,148	12,882,165	741,184	17,233,497	12,183,830	5,049,667	2,966,896	8c. 5a.
Pennsylvania Coal	3,200,000	597,500	375,000	4,172,500	47.00	15.87	58.00	2,000,000	47.00	(Not reported—tonnage 1.055,005, chiefly coal.)						640,000	20
Perkiomen	37,305	255 700	193,361	486,366	10.00	.....	1.02	417,333	.....	(Operated by Phila. and Reading—26½ miles in progress.)							
Philadelphia and Balt. Central	218,000	800,000	212,500	1,230,500	39.00	.....	2.50	1,336,551	39.00	72,182	79,764	3,850	155,746	136,322	19,424	.....	....
Philadelphia and Erie	6,004,200	13,000,000	328,633	19,332,833	287.51	.....	75.88	19,350,998	287.51	631,437	2,101,614	71,199	2,804,250	2,887,425	Loss.	.....	....
Philadelphia and Reading	26,301,852	7,030,225	.....	33,331,577	147.00	36.19	270.23	27,686,100	422.00	987,606	7,239,947	136,383	8,791,937	5,641,099	3,150,838	.....	10a
Ph., Germantown & Norristown	1,587,700	63,950	.....	1,651,650	17.00	3.00	20.00	1,491,459	24.13	409,918	219,873	12,849	642,640	346,739	295,901	156,860	10
Philadelphia and Trenton	1,259,120	.....	.....	1,259,100	26.50	.....	32.16	1,379,164	26.50	832 520	78,890	83,786	995,196	622,691	372,505	117,905	10
Phila., Wilm. and Baltimore	9,084,300	2,330,000	107,500	11,521,800	95.95	3.26	106.41	11,224,606	99.21	1,437,460	723,060	233,377	2,393,867	1,488,006	805,861	763,878	8
Pittsburg and Connellsville	1,798,926	5,500,000	75,584	7,370,010	58.00	.....	18.00	2,590,070	70.50	163,456	337,621	12,348	508,625	322,602	186,023	.....	....
Pittsburg, F. W. & Chicago	11,500,000	12,563,000	139,987	24,202,987	468.30	.....	130.69	23,247,488	468 30	2,498,087	5,057 467	317,399	7,872,953	5,198,808	2,674,145	1,210,237	10
Reading and Columbia	505,848	1,000,000	919,749	2,425,597	40.00	8.00	2.20	2,134,616	48.00	67,295	107,869	3,283	178,447	148,334	30,113	.....	....
Schuylkill and Susquehanna	1,269,150	97,000	148,578	1,514,728	54.00	.....	7.00	1,299,845	54.00	30,471	125,365	11,681	167,517	167,173	344	.....	....
Schuylkill Valley	576,050	.....	.....	576,050	9.23	20.65	3.18	576,050	.....	(Leased and operated by Phila. and Reading.)						28,803	5
Shamokin Valley and Pottsville	869,450	700,000	.....	1,569,450	28.03	1.12	8.00	1,569,450	.....	19,124	253,271	5,368	277,763	83,511	.....	52,167	6
Southwark (P. W. & B.)	58,468	.....	.....	58,468	2.12	.....	2.12	59,468	.....	(Leased and operated by Phila., Wilm. and Baltimore.)						3,508	6
Sullivan and Erie	(In progress: Monroe (Barclay R. R.) to Coal Mines in Sullivan Co., 22 miles.)																
Summit Br. (Lessees Lykens V.)	2,500,000	528,000	21,824	3,050,824	.....	0.50	.....	988,902	24.50	3,044	238,167	1,717	287,928	147,427	90,501	36,683	3
Tioga	576,400	250,500	.....	826,900	30.60	.....	5.40	1,118,429	34 60	17,982	243,694	75,384	337,060	170,099	166,961	.....	....
Tyrone and Clearfield	510,000	.....	.....	510,000	37.50	8.88	8.50	510,000	.....	(Leased and operated by Pennsylvania.)						.....	....
Westchester	165,000	.....	.....	165,000	9.00	.....	0.50	165,000	.....	(Leased and operated by Westchester and Philadelphia.)						.....	....
Westchester and Philadelphia	684,086	959,600	111,199	1,754,885	26.50	.....	5.00	1,626,667	35.50	215,261	125,159	9,711	350,131	300,400	49,731	.....	....
Western Pennsylvania	1,022,450	1,800,000	324,381	3,146,831	42.40	21.30	12.50	3,049,057	.....	(Leased and operated by Pennsylvania.)						.....	....
Wilmington and Reading	413,290	68,200	.....	481,490	.....	.....	.....	481,490	.....	(In progress of construction.)							
Wrightsv., York & Gettysburg	317,050	52,000	76,485	405,535	13.00	.....	1.00	393,536	13.00	12,665	30,448	675	43,788	36,522	7,266	.....	....

STREET PASSENGER (HORSE) RAILROADS. (5)

Allentown (Opened May 25,'68)	29,814	.....	12,191	42,005	3.25	.....	0.12	27,674	3.25	5,080	.....	1,691	6,771	3,779	2,992	.....	....
Citizens' (Philadelphia)	192,750	.....	.....	192,750	7.25	.....	.....	179,635	7.25	218,778	.....	8,591	227,369	152,826	74,543	60,000	31½
Citizens' Pittsburg	176,000	56,300	7,700	240,000	5.56	.....	3.50	284,045	5.56	135,763	.....	4,101	139,863	108,155	31,708	36,000	20½
Easton and South Easton	26,000	500	.....	26,500	1.37	.....	0.25	24,275	1.37	8.161	.....	2,283	10,444	6,711	3,733	.....	....
Frankford and Philadelphia	(Merged December, 1867, in Second and Third street.)																
Frankford and Southwark	491,750	200,000	.....	691,750	12.33	.....	4.04	762,491	12.33	292,385	.....	6,843	299,228	242,637	56,591	24,587	5
Germantown	112,245	350,000	.....	462,245	25.50	.....	8.75	562,270	25.50	312,593	.....	9,847	322,440	236,630	85,810	30,000	26½
Girard College	170,000	.....	.....	170,000	5.40	.....	.....	171,712	5.40	117,342	.....	.....	117,342	92,223	25,119	6,800	4
Green and Coates street	150,000	100,000	.....	250,000	4 84	.....	0.25	236,220	4.84	179,611	.....	7,492	187,103	154,375	32,728	20,000	18½
Harrisburg City	41,995	9,950	2,063	54,008	2.00	.....	0.14	60,120	2.00	9,272	.....	.....	9,272	9,608	Loss.	.....	....
Hestonville, Mantua & Fairm'nt	306,390	165,700	3,292	475,382	11.00	.....	2.17	472,689	11.00	233,621	.....	19,640	253,261	212,830	40,431	.....	....
Lombard and South street	90,000	62,500	10,560	163,000	4.51	.....	0.69	165,627	4.51	63,945	.....	6,408	70,353	60,651	9,702	.....	....
Oakland & East Liberty (Pbg.)	59,500	17,000	881	77,381	5.00	.....	2.25	105,457	5.00	49,779	.....	150	49,929	45,341	3,588	.....	....
Peoples' Street (Scranton)	104,028	.....	.....	104,028	9.00	.....	0.16	110 966	9 00	15,856	.....	147	16,003	10,283	5,720	5,220	5
Philadelphia City	225,000	200,000	21,265	446,265	7.07	.....	.....	446,265	7.07	244,614	.....	5,943	250,557	195,934	54,623	45,000	20
Philadelphia and Darby	160,000	89,000	.....	249,000	5.04	.....	0.60	250,419	5.04	37,929	.....	2,445	40,374	28,751	11,623	6,400	4
Philadelphia and Gray's Ferry	285,307	5,500	.....	290,807	7.00	.....	1.50	293 548	10.12	83,546	.....	4.097	87,643	71,369	16,274	19,543	7
Pbg., Allegheny & Manchester	124,000	23,000	16,950	168,950	4.75	.....	3.50	143,123	4.75	182,510	.....	756	183,266	104,273	28,993	.....	....
Pittsburg and Birmingham	82,000	10,600	30,082	122,682	2.60	.....	2.60	108,488	2.60	70,333	.....	373	70.706	63,224	7,482	6,000	7
Ridge Avenue and Manayunk	120,500	67,581	.....	188,081	4.50	.....	3.50	179,635	4.50	36,111	.....	.....	36,111	34,538	1,573	.....	....
Schuylkill River	50,000	.....	.....	50,000	3.12	.....	0.38	47,463		(Leased and operated by Phila. and Gray's Ferry.)						.....	....
Second and Third street	573,387	109,300	.....	682,687	29.50	.....	3.50	628,843	29.50	382,751	.....	6,985	389,736	336,755	52,981	51,308	9
Seventeenth and Nineteenth sts.	130,000	.....	37,408	167,408	5.62	.....	.....	116,918	5.62	78,259	.....	1,495	79,754	68,455	11,299	.....	....
Thirteenth and Fifteenth streets	997,700	.....	.....	997,700	6.25	.....	0.17	997,700	6.25	142,305	.....	3,936	146,241	111,971	34,270	9,977	1
Union (Phila.)	400,000	300,000	.....	700,000	25.00	.....	.....	764,927	25.00	408,195	.....	12,098	420,293	334,987	85,306	50,000	12½
West Philadelphia	375,000	100,000	15,000	490,000	10.00	.....	3.50	571,055	10.00	312,460	.....	8,914	321,374	278,615	42,759	37,012	10
Wilkesbarre and Kingston	50,000	12,000	.....	62,000	4.13	.....	0.23	92,332	4.13	13,883	.....	.....	13,883	8 845	5,038	.....	....

(1) Including leased roads; but not including second and side tracks. (2) Including taxes, National, State and local, of all kinds. (3) Leased and operated by Philadelphia and Trenton Railroad Company. (4) Leased and operated by Northern Central Railroad Company. (5) The rates of dividend on street railroad stocks are computed on the amount of stock paid in; in the original returns these are stated at so much per share whether fully paid or otherwise.

From Herapath's Railway Journal.

Steel.---The Bessemer and the Heaton Processes.

The stone age only exists in men's minds as a dim mythological speculation; that which succeeded it, the bronze age, has by the light of archæological science been made more palpable, and its epoch more definitely fixed; but the iron age is one of modern date, its history is known, the facts connected with it have been carefully registered and widely disseminated, and the benefits it has conferred on mankind duly appreciated; but it, in its turn, is destined to be superseded by another, which has even now commenced, and is making rapid strides, and which has a still greater future before it in placing in the hands of man a material superior to all others previously known, for the purpose of turning to his advantage the hidden wealth and powers of nature.

Not twenty years ago steel was an *article de luxe*, and was only employed when absolutely needed, its more general application being precluded by its great cost, its use was therefore limited principally to the various descriptions of cutting tools, springs, wire, and certain parts of machinery, where hardness and durability were of greater importance than first cost, but the last ten years has witnessed a wondrous change in the state of things, for steel is now stealthily but surely encroaching on the domain of wrought iron, and it has already usurped its place in many of its most important applications. This result has been mainly brought about by the Bessemer process, by which steel can be produced in large homogeneous masses at a cost not more than that of some of the high class brands of wrought iron. The Bessemer process is, however, limited in its application, for it requires a very pure iron to make a good quality of steel, and thus only iron in this country that has as yet proved suited to it is that made from the hematite ores of Cumberland, these being free from those deleterious ingredients, sulphur and phosphorus, the presence of which in any quantity are fatal to steel, and which the Bessemer process as at present carried out fails to eliminate.

It does not, however, follow that because this difficulty has not yet been surmounted it never will be, but until it is, the Bessemer process, great as is the revolution it has brought about, can never become universal. It is therefore with satisfaction that we call attention to another process, the invention of Mr. Heaton, which professes to deal with the commonest descriptions of iron, and to make from them an excellent quality of steel.

Before comparing these two processes it will be well to glance at the question generally, and to inquire what really constitutes good steel, and in what it differs from iron in its cast and wrought state.

Iron is an elementary substance, but it is never met with in a pure state in commerce, although the Swedish irons, and some of the higher brands of English make are nearly so. Steel is an alloy of iron and carbon, in which the proportion of carbon varies from .5 to 2 per cent., its chief distinctive feature being that when heated and quenched in water its hardness is increased to an extraordinary degree, and in proportion to the amount of carbon it contains. Steel iron may be considered iron combined with less than .5 per cent. of carbon, which increases its tenacity and toughness, but without imparting to it the quality of hardening when cooled in water. Cast iron is an alloy of iron and carbon, in which the proportion of carbon amounts from 2 to about 5 per cent., the larger part of which is chemically and the rest mechanically combined.

Iron is of such a refractory nature that it cannot be melted by any ordinary process, but it can be forged and rolled, and any number of pieces may be welded together by bringing them to a white heat. Steel and steel iron can be melted at a high temperature, the higher the less carbon it contains, and when cast into an ingot it can afterwards be drawn out or rolled the same as iron. Cst iron can be melted at a less heat and cast into any form required, but it cannot afterwards be forged or rolled, but crumbles to pieces under the hammer at any heat. It will thus be seen that steel and steel iron combine the two distinctive characteristics of both cast and wrought iron. Steel is capable of being fused and cast into a homogeneous mass of any required form, and after that is done it will admit of being hammered, rolled, drawn, or otherwise wrought like malleable iron, by which its toughness, density, and tenacity are greatly increased. It is the possession of these two valuable qualities combined, more than its greater actual strength, that will ultimately cause it to occupy the place of wrought iron. The importance of ensuring perfect soundness and homogenity in large forgings cannot be over-estimated. How often the safety of a vessel depends on the strength of the engine shaft or the soundness of an anchor. What fearful accidents sometimes occur from the failure of the crank shaft of a locomotive or the snapping of a tyre, and yet until the introduction of mild steel, wrought iron was the only material applicable for these purposes; and when it is remembered that every forging, however great its size, is made up of a number of pieces originally not more than 80lb. each, which were united together by welding, and that in performing this operation a large proportion of the welds must be imperfect from dirt, scale, rust, and other impurities which coat the surfaces, and prevent a perfect union of the metal, it is easy to understand what a great disideratum a process is which enables the metal to be cast into a solid homogeneous mass free from flaws, bad welds, and other imperfections, at anything like a moderate cost.

In the manufacture of steel in the ordinary way the raw ore is first made into cast iron, which is puddled and made into wrought iron bars about 3in. x ½. These are converted into steel by cementing in a close furnace with charcoal, from which they absorb the requisite carbon. They are then melted in crucibles and cast into ingots. Here we have a complicated and round-about process. The iron in the ore is first impregnated with carbon to excess in the blast furnace, then robbed of it in the puddling furnace, and then impregnated again with a less quantity in the converting furnace; but the steel made by this process is of such a superior quality that for the higher classes of uses, where quality is of more importance than cost, neither the Bessemer, nor other process for making steel direct from pig iron, is for the present at least likely to supersede it.

The Bessemer process, as is well known, consists in blowing air into molten cast iron contained in a vessel termed the converter, the oxygen of the air coming in contact with the carbon in the iron, combustion ensues and the carbon is burnt out; a small quantity of spiegliesen is then added to give the exact dose of carbon requisite to produce the quality of steel desired. Now it is found that if the iron operated upon contains impurities such as phosphorus, sulphur, and silicon, that they are not removed by this process, so that only the high class irons can be employed, which are of course expensive. Nevertheless, the process is so economical that good Bessemer steel rails can be sold at a price only about 50 per cent. more than that of ordinary iron rails. Mr. Heaton professes that by his process the common qualities of iron may be employed, and that he can consequently produce good steel at a less price than can be made by the Bessemer process. Mr. Heaton effects the conversion of cast iron into steel by means of nitrate of soda, about 2 cwt. of which for each ton of steel to be made, is placed in the bottom of the converting vessel and covered with a perforated cast iron plate. The molten cast iron is then run into the converter. Its heat decomposes the nitrate and sets free its oxygen, which combines with and burns the carbon out of the iron, while the soda we presume effects the same object with regard to the sulphur, phosphorus, and other impurities; the result being a steel of good quality from iron unsuited for the Bessemer or other known process for making steel direct from cast iron.

The question, then, as to the comparative cost of production between the two processes turns upon this---as regards the materials employed, which costs less, the high-priced iron used in the Bessemer process, or the lower-priced iron, plus the nitrate of soda used by the Heaton process? Upon this point the two inventors disagree. Mr. Bessemer states that he can make good steel from iron costing 65s. to 70s. per ton, but Mr. Heaton doubts his being able to obtain it under 80s. He, however, takes the price at 70s., to which he adds 8s. for the dose of spiegliesen, and 5s. for the air (we presume he means the cost of forcing it into the converter) making in all 83s., while the cost of the iron required for his process he gives at 42s., plus 21s. for the nitrate, together 66s. Mr. Bessemer admits a waste of 12½ per cent., though Mr. Heaton asserts that 17½ is the lowest percentage yet attained. What the waste is by the Heaton process does not, however, appear in the papers before us, so that no comparison can be instituted on this point. It would not, we should think, be less than that by the Bessemer process. Taking it as the same, the cost of the materials employed would show a considerable advantage in favor of the Heaton process. There is a point, however, in reference to the cost of production by the Bessemer process which must not be lost sight of, and that is the royalty of £2 per ton charged, we believe, by Mr. Bessemer, and which of course increases the price of steel made by his process by this amount, but in less than a year Mr. Bessemer's two first patents, containing the gist of his invention, will expire, and anyone will be at liberty to make steel by blowing air through molten cast iron without paying any royalty at all. The question will then be, will the greater economy of the Heaton process, carrying a royalty, enable it to compete with the Bessemer process when relieved of royalty, and under the altered circumstances of an increased developement, consequent on this very circumstance and the keener competition resulting therefrom?

On the question of the first cost of plant necessary to carry out the operation, Mr. Heaton takes credit for his process, showing a considerable saving over that of Mr. Bessemer's, but in this we think his statements are open to criticism. Undoubtedly the plant usually employed by Mr. Bessemer's licensees is much more costly than that at present in use at the Langley Mills, but then a considerable part of this is for the purpose of manipulating the steel after it has been made, and the object is to save manual labor in carrying out the various subsequent operations, and should be charged to that portion of the process; if we regard the two processes simply up to the point of producing the steel in the converter, there would hardly be any important difference with the exception of the blowing engine necessary under the Bessemer process, the cost of which would be but a very small percentage on the steel made in a year.

The next question is as to the respective qualities of the steel produced. There are three points which indicate quality in steel or iron, the ultimate tensile strength, its elasticity shown by the strain it will bear without exceeding the elastic limit, and its ductility shown by the amount it will stretch before breaking. Mr. Kirkaldy's report gives the average strength of the Heaton steel iron as under—28 tons per square inch with an extension at rupture of 21 per cent. Mr. Heaton professes for it the qualities of the Lowmoor and Bowling irons, but in this he over-estimates it, as these and the Farnley iron have a breaking strain on the average of full 26 tons per square inch, with an ultimate elongation of 24 to 25 per cent., while plenty of the good ordinary brands of Staffordshire and Scotch irons have a breaking strain of 24 tons, and elongate 20 to 22 per cent. The cast steel gives a higher result as regards the breaking strain, but it is very deficient in extensibility. We should look for something like 12 to 15 per cent. with a breaking strain of 40 tons, but we should prefer a tensile strength of about 30 to 35 tons, with an extension of 20 to 25 per cent., which is very commonly obtained with good

Bessemer steel. Every allowance ought, however, to be made for Mr. Heaton's process being in its infancy. It would be unreasonable to expect that in such a difficult art as steel-making he should arrive at a perfectly satisfactory result with his present limited experience, and if he has only accomplished making steel free from sulphur and phosphorus, from the ordinary Cleveland and similar ores, he has achieved a most important object, and he will no doubt be able in time to improve the quality of his steel either by a judicious blending of irons or some other means which practice will suggest.

N. O., Mobile and Chattanooga Railroad.

The New Orleans *Picayune*, says that the New Orleans, Mobile and Chattanooga Railroad Company "are pushing forward their work in the parish of St. Bernard, just below the city. The contractors we understand, are at work in the rear of the Aptime plantation. Everything about the road begins to assume a life-like character that argues well for its certain and speedy completion."

☞ The following gentlemen have been elected directors of the New York and Oswego Midland Railroad Company: D. C. Littlejohn, Wm. Foster, D. W. C. Stevens, E. T. Hayes, John A. Randall, A. C. Edgarton, Henry E. Bartlett, E. Palen, J. W. Merchant, H. K. Low, Elisha P. Wheeler, Cheney Ames, Waldo Hutchins. President, D. C. Littlejohn; Secretary, B. Gage Berry; Treasurer, W. M. Conkey; Engineer, W. B. Gilbert.

☞ Orders have been given by the officers of the combined New Jersey Railroad Companies between Philadelphia and New York to furnish tickets and check baggage to and from Philadelphia and New York by *all the through trains* running between New York and Washington, *via* West Philadelphia, so that no train running either way now declines to receive passengers.

☞ The stockholders of the Ascutney Railroad, which is to connect the Claremont road, by the way of Springfield, with the Rutland and Burlington, have elected directors as follows: President, J. A. H. Ellis, of Springfield; John B. Page, of Rutland, and Albert Brown, F. P. Ball, J. W. Pierce, and F. G. Field, of Springfield. This road will probably be built instead of the Rutland and Woodstock route.

☞ The Governor of Illinois has signed the bill passed by the Legislature authorizing the railroad companies in the State to divide their Boards of Directors into three classes, the term of office of the first class to expire on the day of the annual election for officers next ensuing, the second class one year thereafter, and the third class two years thereafter.

☞ The controlling powers of the Alexandria, Loudoun and Hampshire Railroad are about to push the work forward as rapidly as possible, and the line will at once be put into the hands of contractors as far as Winchester.

☞ The bonded debt (1st mortgage) of the Pensacola and Georgia and Tallahassee Railroads recently sold at auction, amounts to $1,426,000, viz: that of the Pensacola and Georgia to $1,218,000; of the Tallahassee, to $208,000.

RAILROAD PICKS, &c.

200 DOZEN PICKS FAVORITE STAMP LESS than cost, also Spikes, Chairs and Fish-plates.

HAVEN & ALLEN,
72 Broadway.

ALBANY AND SUSQUEHANNA RAILROAD COMPANY.—TREASURER'S OFFICE, ALBANY, March 29th, 1869.—The interest due on the first day of April, 1869, on the Second Mortgage Bonds of this Company, will be paid on and after that date at the Banking House of Messrs. Dabney, Morgan & Co., No. 53 Exchange place, in the city of New York.
2tl4 W. L. M. PHELPS, Treasurer.

LOCOMOTIVE WORKS,
FOR SALE.

The PROPERTY situated at Jersey City, known as the
JERSEY CITY LOCOMOTIVE WORKS,

Consisting of 24 full lots on Morgan, Steuben and Warren streets, with substantial buildings and machinery of the best description, ample for the manufacture of six to seven first-class locomotives per month. This property, from its vicinity to the city and to several of the leading railroads of the country is well worth the attention of those desirous of engaging in the manufacture of locomotives and other machinery. Apply to

C. KNEELAND,
No. 49 William st.,
Or **W. G. HAMILTON,**
4tl4 **No. 24 Broadway.**

Railway Travel Made More Secure.

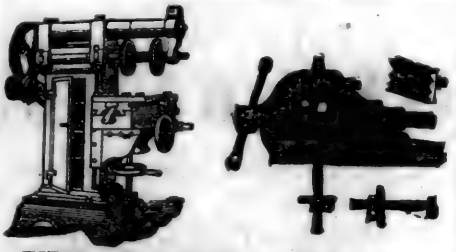
THE WHEELS HAVE STRAIGHT FLANGES 25 degrees double, two other wheels inside, elongated hubs to catch the rail in case the wheel jumps, the axle of steel enlarged in centre. The circle of the flanges on wheels cannot touch the rail—¾ metal is shrunk on the rail by rollers doubling their strength. Smoke-stacks, increased draft, with jacket, sparks and cinders glided into the same by sleves, these are also for steamers, etc. Invented, applied, and for sale by

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78 Cedar street.

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BALANCE WHEELS AND MOVEABLE LEVERS. These work giving double power without centre action. Capstans and Steering Wheels, levers on the shaft or axle, about one part purchase and six parts lever, same on rudder heads for vessels and boats, etc. Invented, applied and for sale by A. BEEBE, 78 Cedar street, from 12 to 3.

PLAYER & HENDERSON,
(John Player, Engineer, lately of Norton, England,)
FURNISH PLANS TO BUILD
BLAST FURNACES,
FOR ALL KINDS OF FUEL AND ORES.
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UNION VISE COMPANY,
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61 WATER STREET.

50 Sizes and Styles constantly on hand. Heavy Vises warranted. Milling Machines—simple, great capacity and strength—5 Sizes, weighing 2,300, 1,600, 1,050, 1,000 and 900 lbs. For Sale by the Trade.

G. H. NOTT, President.
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RICHARD B. OSBORNE,
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No. 431 Walnut street, Philadelphia.

TO CONTRACTORS.

Pittsburg and Connellsville Railroad.

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MASONRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.
BENJ. H. LATROBE, Chief Engineer.
OFFICE PITTSBURG AND CONNELLSVILLE R. R. Co.,
5tl3 Pittsburg, March 18th, 1869.

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In New and Old Rails,
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Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc. Etc.
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THE SAMPSON CAR WHEEL CO.,
48 Pine Street, N. Y.
☞ Orders for Old Rails promptly filled.
*** Agent for the Dry Dock Mill Hot-punched Fish Plates.

CAR PLUSHES.
Best French and German makes.
LOUIS WINDMULLER & ROELKER,
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GERMAN STEEL AND HARDWARE.
For sale by
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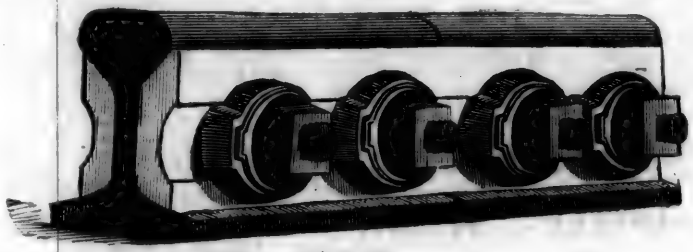
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350 TONS 40 LBS. RAILS, BEST AMERICAN MAKE. For sale by
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1500 TONS, 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address
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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar, and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

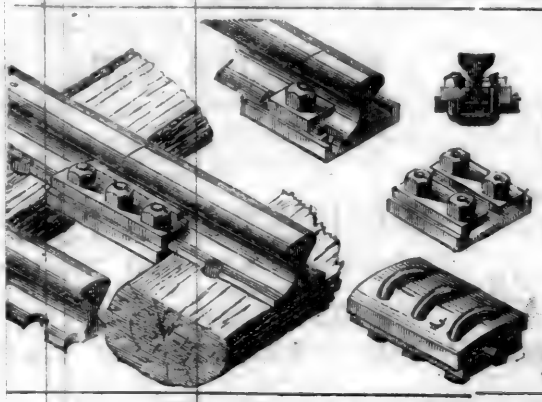
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
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RAIL JOINTS,

MADE BY

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AND

Congress Rolling Mills, Tilts and Forges,
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$275	**$225**	**$150**	**$75.**

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On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

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April 1, ARIZONA, CAPT. MAURY, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer leaving April 10, connects close'y with steamer JAPAN, leaving San Francisco May 1, for China and Japan.

NOTICE TO SHIPPERS.—Freight for steamer ARIZONA received until 4 P. M. on WEDNESDAY, March 31. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

JAMES JEFFRIES & SONS,
MANUFACTURERS OF
LOCOMOTIVE, CAR AND TANK
SPRINGS,
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We will be happy to furnish a **SET OF SPRINGS** to such companies as may wish to **try** their **Durability** and **Elasticity**, by writing us the Length, Width, Curve over all, and the weight which they are to bear.

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SUCCESSOR TO
McDANEL & HORNER,



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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 15.] SATURDAY, APRIL 10, 1869. [WHOLE No. 1,721, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 10, 1869.

Railway Economy.—Permanent Way.

MR. EDITOR.—In your issue of March 27th, and in the number preceding, I find quite a lengthy account, taken from *Herapath's Railway Journal*, and styled "Railway Economy.—Permanent Way."

I have read the same with interest, and as the writer sums up in favor of the steel rail, on account of its durability as compared with iron rails under the same service and treatment, and the writer having entered into a mathematical calculation based on exhibits made clear by the use of both, I can see, Mr. Editor, no objection to a further talk on the same subject for the benefit of whomsoever it may concern, whether the manufacturer of Bessemer steel rails, or the consumers of them. My subject only differs in the amount of steel used and the manner of using the same, which is to use it only as a wearing surface, and also renewable—the old steel reconvertible into other well known uses for which there is a constant demand, and at a loss of only two cents a pound on the one-fourth part of the whole rail, and then not until the rail has earned for the company the sum of $16,409 per mile over and above what it has cost to maintain an iron rail track for the same period of time. Such a rail we now have in these United States of America, composed of steel one part, and of iron three parts, inseparable in use, but separable at will after use. As it is different from all other rails, we will distinguish it by calling it "Booth's Duplex Safety Steel and Iron Rail," now just becoming brightened a little after two years of hard service—75 trains a day having passed over it since first laid—and some half dozen iron rails laid opposite one of these rails have been replaced and worn out.

It is now from self-evident demonstrations that we can go on and make figures on the same ground of estimate, as has been done by the writer in "Herapath," who gives the life of the iron rail, 3 years, While this Booth rail promises good for 20 years, we will only make estimates for 15 years; and in that, we charge the Booth rail with one renewal.

To make short as possible, we will give footings only, adding the interest on the money expended on each kind of rail to date. No compound interest charged in the account.

We will make two estimates, one for 12 years, and one for 3 more years, renewing the Booth rail once, and at the 12th year. Amount of rail 100 tons. First we take old rails, re-roll and lay at a cost of $4,100. In 3 years from that time, the said rails have been taken up, transported, re-rolled and relaid, which we charge $4,400. In 6 years charge $4,400; in 9 years the same, and the 12th year the same. Interest 7 per cent. on each expenditure, including the 12th year. This will foot up $26,288, no charge made for value of old iron in either rail, while the Booth rail capped with ¼ steel at the time the old rail is re-rolled, the same having been rolled to receive the steel, in place of the track, the cost of steel, labor and laying, charged $100, is also charged for first laying, as with the iron rail, and the footing is $9,879, leaving a sum in favor of the latter, of $16,409, for one mile or 100 tons.

Suppose at the end of the 12th year we do renew the Booth rail with new steel, we take it up, transport, recap and relay at an expense of $15 per ton, and this we know we can do, add $400 for labor as for the iron rail, transportation and interest for 3 years, and we have $2,299 to add to cost up to the first day of the 13th year—making $12,178. The iron rail we again add $4,400 and 3 years interest to last report, making $31,612, leaving a difference in favor of the Booth rail of $19,434, and the iron rail again reduced, while the Booth rail has only 3 years of new wear upon it.

The iron rail has been during this 15 years a rough, uneven surface rail two-thirds of the time, needing constant watching, and perhaps broken at times and caused great loss by accidents. These points of merit not before taken into account, will do much towards mitigating what may be considered excess in only calling three years the life of an iron rail. We will add in support of this time estimate, that there is over a mile of the Booth rail laid on the New York Central R.R., where there has been four entire new tracks of iron rail laid in twelve years, and this in addition to the constant change of old rails for new, that is always taking place. This mile of track is no exception to the whole line of track running east over 200 miles from this rail, lest it be on a descending grade with the line of transit. On this double track road, 20 trains per day, passenger and freight, pass over it daily.

J. L. BOOTH.

Pittsburg and Connellsville Railroad.

During the past winter several of the contracts on this road were thrown up by the parties who had undertaken them, they averring that they had already lost large sums, and would lose more should they continue the work. This of course checked the progress of the work somewhat. Last fall forty-three sections were let, and forty-seven remained unlet, between Cumberland and Connellsville, a distance of ninety miles. Those sections which were let at that time comprised the heaviest work on the line. The company have now, says the Cumberland *Civilian*, determined to put the entire work under contract; to let all the sections which have not been heretofore bid for, as well as to relet those which have been thrown up during the winter. The specifications will be ready for distribution at their office by the 9th instant. The work will be put in hand at once,

and the officers of the company will make every effort to have the road opened and cars running between Pittsburg and Cumberland by the fall of 1870.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$1,209,706 96	$1,305,570 16
" freight	2,430,008 36	2,953,629 39
" express Co.s	154,036 52	127,290 65
" U. S. mail	85,362 50	47,753 96
" miscellaneous	63,747 14	74,398 81
	$3,892,861 48	$4,508,642 97
Expenses, viz:		
Conducting transp	$477,288 85	$501,191 73
Motive power	658,942 27	727,156 04
Maintenance of way	610,225 35	813,350 28
" cars	196,206 61	222,937 01
Taxes	113,108 98	111,125 27
General expenses	93,356 00	87,422 31
	$2,149,128 06	$2,463,182 64
Net earnings	$1,743,733 42	$2,045,460 33
Add balance to credit of income account, December 31, 1867		924,352 28
Total to be accounted for		$2,969,812 61
Disbursed as follows:		
Payments to 1st mortgage sinking fund		$42,000 00
Dividend March, 1868, 5 per cent. and U. S. tax		331,968 42
Dividend September, 1868, 5 per cent. and U. S. tax		398,015 78
Interest on income bonds		76,090 00
Interest on sinking fund bonds		30,345 00
Interest on 1st mortgage bonds		166,810 00
U. S. tax on sinking fund payments		2,100 00
Rent paid Joliet & Chicago R. R. Co.		162,049 97
Rent paid St. Louis, Jacksonville and Chicago R. R. Co., 7 months		140,000 00
Improvements in 1868, paid from earnings		635,766 07
Surplus, December 31, 1868		984,667 37
Total, as above		$2,969,812 61

The capital stock and funded debt of the corporation at the close of the past and preceding years compared as follows:

Capital stock:	1867.	1868.
Common	$3,886,500	$5,141,800
Preferred	2,425,400	2,425,400
Totals	$6,311,900	$7,576,200
Bonded debt:		
Sinking fund bonds	$444,000	$402,000
First mortgage bonds	2,400,000	2,400,000
Income bonds	1,100,000	1,100,000
Totals	$3,944,000	$3,902,000

The amount expended in improvements in 1868, was $1,575,439 37—of which $939,673 30 was paid from proceeds of capital stock sold, and the balance, $635,766 07, charged to income account, as above. The report says:

This company, on 1st January, 1864, commenced operating the Joliet and Chicago Railroad, and assumed the liability to pay interest and dividends on the bonds and stock of that company, as follows:

Mortgage bonds, 8 per cent., on	$500,000
Stock, 7 per cent., on	1,500,000

Since the date of the last report, this company has acquired, by lease, possession in perpetuity of the St. Louis, Jacksonville and Chicago Railroad, at a minimum rental of $240,000 per annum.

The fixed charges upon your property for the year 1869 may therefore be stated as follows:

Preferred sinking fund bonds, for interest and sinking fund payments	$72,000
First mortgage, say	168,000
Income bonds, say	77,000
Joliet and Chicago lease, say	160,440
St. Louis, Jacksonville and Chicago lease, (minimum rental)	240,000
Total	$717,440

Including sinking fund payments and Government tax.

At the date of your last Annual Report, the St. Louis, Jacksonville and Chicago Railroad was operated under a contract made with this company, dated January 25, 1864, by which that road was entitled to a pro rata proportion of earnings on joint business, and a bonus of ten per cent. upon that portion of such business as belonged to your company.

It was deemed important that the possession of this line of road should be vested in your company, beyond question, and permission having been asked to lease the same in perpetuity, and the same having been granted by the nearly unanimous vote of the stockholders, the St. Louis, Jacksonville and Chicago Railroad, on the first day of June last, practically became the property of your company, and is now operated as a division of your road, under the immediate control of your officers.

As has been remarked in previous Reports, the section of country traversed by this leased line of road (151 miles) is as rich and fertile as that bordering upon your main line, and your Directors believe that it will contribute materially to the advancement of the interests of the whole property.

The earnings of that road, for the seven months to 31st December last, have been fully equal to our expectations when the lease was made, and the change has been of advantage to your company, not only in immediate pecuniary results, but mainly in precluding the possibility of the property falling into the hands of adverse interests.

Including the earnings of the Jacksonville division for seven months, the aggregate amount exceeds the earnings of the previous year $615,781.49. The gross earnings of the main line amounted to $4,188,941.34, about 7.75 per cent. in excess of 1867.

The operating expenses amounted to 54.6 per cent. of the gross earnings, as against 55.2 per cent. for the preceding year.

The number of passengers transported during the year amounted to 608,874, an increase over the number carried in 1867, of 77,657, or 14.6 per cent. Of this number, 574,253 were way, and 34,621 through; 299,562 were moved north, 309,312 were moved south. Increase in number of way passengers, 16.1 per cent. Of the whole number carried, 94.3 per cent. were local, and 5.7 per cent. were through. Average fare paid by each way passenger, $1 67.8.

Not a single passenger was killed or injured during the year, on account of any defect in the track or equipment, or through the negligence of your employees.

The total amount of freight transported during the year was 1,831,423,502 pounds, embracing 333,972,000 pounds coal. The increase in the coal traffic is 41,872,000 pounds, and the whole tonnage of the road exceeds that of the previous year 380,388,486 pounds, about 22 per cent.; 91.4 per cent. of the tonnage was way, and 8.6 per cent. through.

In order to increase the capacity of your road for traffic, and facilitate the rapid movement of the trains, which have largely increased in number consequent upon the growth of your business, there have been constructed eight miles of additional track, between Wilmington and Braceville, and eight miles between Dwight and Odell, making sixteen miles of double track now in operation. During 1869 the distance between Braceville and Dwight will also be constructed in the same manner, thus giving the road the use of about thirty miles of continuous double track.

The same policy, if pursued, will result in time in the completion of a double track between Wilmington and Bloomington, being that portion of your road on which there is the greatest movement of trains.

The coal traffic of your road continues to increase in magnitude and importance, and every encouragement is being extended to aid in the developement of a business which will contribute largely to your income in the future. In order to show the increase in this branch of an almost entirely new business on your road, it will be of interest to note, that during the year 1865, 6,000 tons were transported; 1866, 71,090 tons; 1867, 146,050 tons; 1868, 166,986 tons.

According to the statistics of the Board of Trade, 51 per cent. of the whole amount of bituminous coal received by rail in Chicago, during the year 1868, came over your road. During three months of the year the mines that usually contributed largely to your business, were not operated, on account of the miners being "on a strike." This fact will explain the small per centage of increase in the tonnage over 1867; but new mines are being opened contiguous to your line, and the old ones are again being worked, and a large increase in the business is confidently expected during the present year.

In your last Annual Report it was stated that it was the intention of the Directors to obtain additional ground at Bloomington, upon which to erect fire-proof buildings, on an enlarged and more convenient plan, to take the place of those destroyed by fire on the night of Nov. 1, 1867. Arrangements were made with the city of Bloomington by which your company acquired, free of expense, eighteen acres additional ground for shop purposes, and the new shops are in a comparative state of forwardness, and will be completed at as early a date as possible.

At the close of the year 1867, the number of locomotives owned by your company was 72. During the first six months of the past year 10 were added, and on the first day of June, 15 were acquired by purchase from the St. Louis, Jacksonville and Chicago Railroad Company, making the total number 97 now owned by your company. As evidence that your motive power has been kept in a state of efficient working order, it is only necessary to call your attention to the fact that on the last day of the year 1868, 91 out of the 97 locomotives were in condition to do duty on the road.

Ten new locomotives have been contracted for, and they are to be delivered next spring, and with this addition it is believed the motive power of your company will be fully adequate to the requirements of the business of the line for the year.

The company have constructed at their shops, during the year, 2 passenger cars and 100 platform cars. 300 freight cars, built after our own standard pattern, were purchased from the Barney & Smith Manufacturing Company, and 6 passenger, 5 baggage and 183 freight cars were added to the equipment, by purchase from the St. Louis, Jacksonville and Chicago Railroad Company.

The company now own 42 passenger, 13 baggage, 7 express, and 1,938 freight cars.

The whole number of miles run by locomotives was 2,137,581, an excess of 464,615 over the mileage made by engines the previous year.

Average cost per mile run for each locomotive, including repairs, wages, fuel, etc., is 31.41 cents, being 2.47 cents per mile less than the preceding year.

The average cost per mile run for repairs is 10.25 cents, against 11.05 cents for 1867, a decrease of about 7¼ per cent.

There have been used in repairs of road, 5,158 tons new and re-rolled iron, 481 tons steel rails, 3,680 tons repaired iron, and 173,832 cross ties. 6,500 tons of new rails, and 150,000 ties, should be used for repairs the coming year.

The steel rails have been laid in the yards at Chicago, Bloomington and Alton, where the traffic is very heavy.

GENERAL BALANCES, December 31, 1868.

Cost of road and equipment	$11,433,523	32
Machinery and tools	119,701	89
L. H. Meyer and S. J. Tilden, Trustees, bonds, in their hands	37,813	89
Bonds held by Trustees on renewal account	50,000	00
Chicago and Mississippi Railroad Company bonds, etc., owned by this company	2,500	00
St. Louis, Jacksonville and Chicago Railroad Company bonds received for transportation of materials	15,300	00
T. B. Blackstone, Trustee, interest in stock depot	55,000	00
T. B. Blackstone, Trustee, interest in palace sleeping cars	41,200	00
United States 5-20 bonds on hand.	10,000	00
Joliet and Chicago Railroad Company bonds ($154,000,) cost	155,211	82
Due from Post Office department.	12,885	62
Due from United States for military transportation	2,981	44
Trustees of first mortgage sinking fund, balance in their hands	759	35
Due from other companies for track service, mileage of cars, etc	9,391	15
Due from sundry persons	6,127	44
Expended at Bloomington for additional depot grounds for new shops (to be refunded this company)	49,353	45
Due from Insurance Companies, for old fire losses	31,854	43
Old income bond fractional scrip purchased	529	50
Due from stations	71,570	33
Supplies on hand	465,592	18
Cash on hand	468,638	39
	$13,039,933	70
Capital stock, preferred	$2,425,400	00
" common	5,141,800	00
	$7,567,200	00
Funded debt—		
Sinking fund bonds $402,000		
First mortgage bonds 2,400,000		
Income bonds 1,100,000		
	3,902,000	00
Common stock scrip outstanding	72	00
Sinking fund bonds paid and cancelled	198,000	00
Sundry bonds and stock unissued	37,813	89
Unclaimed coupons (past due six months)	435	76
Unclaimed wages, including December pay rolls	142,959	78
Balances due other companies, for tickets sold, less balances due this company	9,512	65
Balance due United States for revenue tax	9,149	88
Balances due sundry persons	80,266	66
Supplies purchase, payable in Jan.	104,887	25
Due St. Louis, Jacksonville and Chicago Railroad Company, on account of rental (their coupons due January 1, 1869, included,)	52,968	96
Income account, surplus December 31, 1868	984,667	37
	$13,039,933	70

President.—T. B. BLACKSTONE.

President, pro tem.—JOHN CRERAR.

Directors.—Wm. F. Weld, John A. Stewart, Peyton R. Chandler, term of service expires first Monday in April, 1869. John Crerar, Lorenzo Blackstone, John J. Mitchell, term of service expires first Monday in April, 1870. T. B. Blackstone, James G. Garner, John B. Drake, term of service expires first Monday in April, 1871.

Secretary and Treasurer.—W. M. LARRABEE.

Gen'l Superintendent.—J. C. MCMULLIN.

Chief Engineer.—K. F. BOOTH.

Statement of the Public Debt, April 1, 1869.

DEBT BEARING COIN INTEREST.

Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	When Redeemable or Payable.	Accrued Interest.	When Payable.
June 14, 1858	Bonds, 1874	5 per ct.	$20,000,000	After 15 yrs. from Jan. 1, 1859	$250,000	Jan. and July.
June 22, 1860	Bonds, 1871	5 per ct.	7,022,000	After 10 yrs. from Jan. 1, 1861	87,775	Jan. and July.
Feb. 8, 1861	Bonds, 1881	6 per ct.	18,415,000	After Dec. 31, 1880	276,225	Jan. and July.
March 2, 1861	Oregon War, 1881	6 per ct.	945,000	20 years from July 1, 1861	14,175	Jan. and July.
July 1, and Aug. 5, 1861	Bonds, 1881	6 per ct.	189,317,400	At pleasure of Gov't after 20 yrs. from June 30, 1861	2,839,761	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s	6 per ct.	514,771,600	Redeemable after 5 & payable 20 yrs. fr. May, 1, '62.	12,869,290	May and Nov.
March 3, 1863	Bonds, 1881	6 per ct.	75,000,000	After June 30, 1881	1,125,000	Jan. and July.
March 3, 1864	Bonds, 10-40s	6 per ct.	194,567,300	Redeemable after 10 & payable 40 yrs. fr. March 1, '64	810,697	Mar. and Sept.
March 3, 1864	Bonds, 5-20s	6 per ct.	3,882,500	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64.	97,063	May and Nov.
June 30, 1864	Bonds, 5-20s	6 per ct.	125,561,300	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64.	3,139,033	May and Nov.
March 3, 1865	Bonds, 5-20s	6 per ct.	203,327,250	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '65.	4,744,302	May and Nov.
March 3, 1865	Bonds, 5-20s	6 per ct.	332,998,950	Redeemable after 5 & payable 20 yrs. fr. July, 1, '65.	4,994,984	Jan. and July.
March 3, 1865	Bonds, 5-20s	6 per ct.	379,529,000	Redeemable after 5 & payable 20 yrs. fr. July 1, '67.	5,692,935	Jan. and July.
March 3, 1865	Bonds, 5-20s	6 per ct.	42,539,350	Redeemable after 5 & payable 20 yrs. fr. July 1, '68.	638,090	Jan. and July.
	Total		$2,107,876,650		$37,579,330	

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate.	Amount outstanding.	When Redeemable or Payable.	Accr'd Int. Est. 6 mos.	When Payable.
March 2, 1867 and July 2, 1868	Certificates	3 per ct.	$54,605,000	On demand	$819,075	Annually or on Redemption of Certificates.
July 23, 1868.	Navy pension fund	3 per ct.	14,000,000	Interest only applicable to payment of pensions.	105,000	January and July.
	Total debt bearing currency interest		$68,605,000	Accrued interest	$924,075	

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	Matured.	Accrued Interest.
April 15, 1842	Bonds	6 per ct.	$6,000	Dec. 31, 1862	$360
Jan. 28, 1847.	Bonds	6 per ct.	48,850	Dec. 31, 1867	2,931
Mar. 31, 1848.	Bonds	6 per ct.	134,050	July 1, 1868	9 mos. 5,366
Sept. 9, 1850.	Bonds, Texas indemnity	5 per ct.	252,000	Dec. 31, 1864	15,120
Prior to 1857.	Treasury Notes	— to 6 p. ct.	1,104,511	At various dates	3,135
Dec. 23, 1857.	Treasury Notes	5 to 5½ p. ct.	2,400	March 1, 1859	120
Dec. 17, 1860.	Treasury Notes	6 to 6½ p. ct.	500	Jan., Feb. and March, 1862	30
March 2, 1861	Treasury Notes	6 per ct.	3,300	April and May, 1863	198
July 17 1867.	Treasury Notes, 3 years	7 3-10 p. ct.	37,300	Aug. 19, and Oct. 1, 1864	2,723
March 3, 1863.	Treasury Notes, 1 and 2 yrs.	5 per ct.	360,192	Jan. 7 to April 1, 1866	18,010
March 3, 1863.	Certificates of indebtedness	6 per ct.	12,000	Various dates in 1866	720
Mar. 3, 1863, & June 30, '64.	Compound Interest Notes.	6 per ct.	3,320,690	June 10, 1867, and Oct. 16, 1868	624 814
June 30, 1864.	Temporary Loan	4, 5 & 6 p. c.	188,510	Oct. 15, 1866	7,768
June 30, '64, & March 3, '65.	Treasury Notes, 3 years	7 3 10 per ct.	633,100	Aug. 15, 1867, and July 15, 1868	119,216
	Total matured debt		$6,003,403	Accrued interest	$800,511	

DEBT BEARING NO INTEREST.

Authorizing Acts.	Character of Issue.	Amount Outstanding.	Matured.
July 17, 1861 / Feb. 12, 1862	Demand notes / U. S. legal tender notes	$124,122 / 355,941,033	Feb. 25, 1862; July 11, 1862; March 3, 1863; July 17, 1862.
March 3, 1863 / June 30, 1864	Fractional currency	36,675,830	
March 3, 1863	Gold certificates of deposit	21,672,500	
	Total debt bearing no interest	$414,413,485	

RECAPITULATION.

	Principal.	Interest.
Debt bearing interest in coin	$2,107,878,650	$37,579,330
Debt bearing interest in lawful money	68,605,000	924,075
Debt on which interest has ceased since maturity	6,003,403	800,511
Debt bearing no interest	414,413,485	.....
Total debt outstanding	$2,596,898,538	$39,303,916
Total debt, principal and interest		$2,636,202,454

AMOUNT IN THE TREASURY.

Coin belonging to the Government	$82,530,865	
Coin represented by gold certificates of deposits	21,672,500	
Currency	6,802,628	
		111,005,993
Amount of public debt, less cash in the Treasury		$2,525,196,461

BONDS ISSUED TO THE PACIFIC RAILROAD—INTEREST PAYABLE IN LAWFUL MONEY.

Acts.	Bonds.	Rate.	Amount Outstanding.	Payable After.	Accrued Interest.	When Payable.
July 1, 1862, and July 2, 1864	Union Pacific Company	6 per ct.	$25,998,000	30 years, from various dates	$399,970	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Union Pacific, Eastern Div.	6 per ct.	6,303,000	30 years, from various dates	94,545	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Sioux City and Pacific	6 per ct.	1,628,320	30 years, from various dates	24,425	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Central Pacific	6 per ct.	2,362,000	30 years, from various dates	28,732	Jan. 16 & July 16.
			18,641,000	30 years, from various dates	279,615	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Central Br. U. P., assignee of Atchison & Pike's Peak.	6 per ct.	1,600,000	30 years, from various dates	24,000	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Western Pacific	6 per ct.	330,000	30 years, from various dates	4,820	Jan. 1 and July 1.
	Total amount outstanding		$56,852,320	Total accrued int.	$846,107	
	Total accrued interest					$846,107 07
	Interest accrued prior to Jan. 1 and 16, 1869					3,300,006 05
	Total					$4,146,113 12
	Of this amount the United States has received for transportation, &c., the sum of					$1,317,352 78
	Balance due					$2,828,760 34

Railroads of the State of New York.

OFFICE OF STATE ENGINEER & SURVEYOR,
ALBANY, March 1, 1869.

To the Honorable the Legislature of the State of New York:

In compliance with the requirements of act, chapter 140, laws of 1850, I herewith respectfully submit the Annual Report on Railroads for the year ending September 30, 1868, as prepared by my Deputy, S. H. Sweet.

During the year, 36 companies have organized and filed their articles of association in the office of the Secretary of State, under the general railroad law or special acts. The aggregate length of these proposed roads is about 750 miles, and the total capital stock, $23,125,000. One hundred and fifty-seven companies have made reports to this department.

The following abstract shows the aggregate stock and debts, cost of road, characteristics, business of the year, receipts and disbursements, &c., &c., of these companies:

ABSTRACT

Of the Report of Railroad Corporations for the year ending September 30, 1868.

STOCK AND DEBTS.

Roads operated by steam:	
Amount of capital stock by charter and acts of the Legislature	$196,502,910 00
Amount of capital stock subscribed for	149,618,341 38
Amount of capital stock paid in by last report	111,896,655 36
Amount of capital stock now paid in	152,647,019 04
Amount of funded debt as by last report	73,063,045 45
Amount now of funded debt	77,433,763 79
Amount of floating debt as by last report	5,651,536 55
Amount now of floating debt	7,910,017 16
Total amount now of funded and floating debt	87,343,780 95
Roads operated by horse power, &c.:	
Amount of capital stock by charter and acts of the Legislature	$18,953,000 00
Amount of capital stock subscribed for	16,696,800 00
Amount of capital stock paid in as by last report	14,784,682 00
Amount of capital stock now paid in	16,022,025 00
Amount of funded debt as by last report	8,016,500 00
Amount now of funded debt	9,299,900 00
Amount of floating debt as by last report	754,767 40
Amount now of floating debt	612,949 00
Total amount now of funded and floating debt	9,912,849 00

COST OF CONSTRUCTION AND EQUIPMENT.

Roads operated with steam:	
For graduation and masonry	$46,387,771 76
For bridges	8,178,675 64
For superstructure, including iron	30,499,869 23
For passenger and freight stations, buildings and fixtures	7,785,680 90
For engine and car houses, machine shops, machinery and fixtures	2,886,324 85
For land, land damages & fences	11,492,134 27
For locomotives and fixtures and snow plows	8,655,384 65
For passenger and baggage cars	2,399,135 93
For freight and other cars	8,484,054 41
For engineering, agencies, &c.	13,301,602 97
Not classified	73,115,148 71
Total cost construction and equipment	$208,185,782 82
Roads operated by horse power, &c.:	
For road bed and superstructure, including iron	$12,259,711 18
For lands, buildings and fixtures, including land damages	3,814,789 23
For dummy cars, horses, mules and harness	2,272,537 53
For cars and sleighs	1,258,900 52
Not classified	1,527,588 21
Total cost construction and equipment	$21,133,521 67

CHARACTERISTICS OF ROADS.

Roads operated with steam:	
Length of roads in miles	4,567 99
Length of roads laid	3,053 95
Length of double track, including sidings	1,354 21
Length of branches laid	702 72
Length of double track on same	42 79
Length of equivalent single track	5,153 67
Number of engine houses and shops	208
Number of engines	1,111
Number of first class passenger cars	979
Number of second class cars	184
Number of baggage, mail and express cars	362
Number of freight cars	17,934
Roads operated by horse power, &c.:	
Length of roads in miles	315 31
Length of roads laid	267 37
Length of double track, including sidings	194 25
Number of dummy cars	26
Number of passenger cars	1,658
Number of freight cars	59
Number of horses and mules	9,663

BUSINESS OF THE YEAR.

Roads operated with Steam.

Passenger business:	
Miles run by passenger trains	9,829,671
Number of passengers, all classes, carried in cars	18,484,800
Number of miles traveled by passengers, or number of passengers carried one mile	658,078,513
Average rate of speed of ordinary passenger trains, including stops	Miles. 18.55
Average rate of same when in motion	23.60
Average rate of speed of express passenger trains, including stops	24.79
Average rate of same when in motion	29.74
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	86.89
Freight transportation:	
Miles run by freight trains	12,396,129
No. of tons carried in freight trains	11,961,962
Total movement of freight, or number of tons carried one mile	1,308,451,978
Average rate of speed of freight trains, including stops	Miles. 11.70
Av. rate of same when in motion	15.43
Average weight, in tons, of freight trains, exclusive of freight	146.72
Classification of freight:	Tons.
Products of the forest	895,808
Products of animals	1,270,276
Vegetable food	1,804,590
Other agricultural products	545,268
Manufactures	1,155,596
Merchandise	1,371,430
Other articles	4,632,464
Not classified	286,320
Total	11,961,692

Roads operated with Horse Power, &c.

No. of passengers carried in city cars	146,326,486

COST OF MAINTAINING ROADWAY.

Roads operated by Steam.

Allotted to passenger transportation:	
Repairs of road bed and way, exclusive of iron	$2,666,848 96
Cost of iron for repairs	1,493,307 96
Repairs of buildings	878,979 10
Repairs of fences and gates	47,981 28
Taxes on real estate	474,342 04
	$4,456,459 34
Allotted to freight transportations:	
Repairs of road bed and way, exclusive of iron	$3,319,316 61
Cost of iron for repairs	2,787,561 96
Repairs of buildings	601,816 34
Repairs of fences and gates	93,418 21
Taxes on real estate	759,504 04
	$7,561,617 06
Allotted to passenger transportation	$4,456,459 34
Allotted to freight transportation	7,461,617 46
Other costs not allot'd	1,056,517 73
	$13,074,494 13
Roads operated by horse power, &c.:	
Repairs of road bed and way, buildings and fixtures, including iron	$311,286 51
Taxes on real estate	150,129 11
	$461,415 62

COST OF REPAIRS OF MACHINERY.

Allotted to passenger transportation:	
Repairs of engines	$1,087,519 89
Repairs of cars	1,214,401 65
Repairs of tools, etc	82,317 32
Incidental expenses, oil, fuel, etc	111,259 56
	$2,495,498 42
Allotted to freight transportation:	
Repairs of engines	$1,853,049 86
Repairs of cars	2,245,722 56
Repairs of tools, etc	160,640 56
Incidental expenses, oil, fuel, etc	216,455 55
	$4,469,868 55
Allotted to passenger transportation	$2,495,498 42
Allotted to freight transportation	4,469,868 55
Not allotted	526,484 23
	$7,491,851 20

COST OF OPERATING THE ROADS—ROADS OPERATED WITH STEAM.

Allotted to passenger transportation:	
Office expenses, stationery, etc	$99,650 78
Agents and clerks	545,364 96
Labor, loading & unloading freight	64,899 62
Porters, watchmen and switchmen	348,928 23
Wood and water station attendance	58,745 82
Conductors, baggagemen and brakemen	697,106 23
Enginemen and firemen	616,619 95
Fuel, cost and labor of preparing for use	1,510,146 78
Oil and waste for engines and tenders	165,913 47
Oil and waste for cars	27,890 32
Loss and damage of goods and baggage	11,575 09
Damages for injuries to persons	528,310 37
Damages for property and for cattle killed	14,462 20
General superintendence	137,510 01
Contingencies	594,351 76
	$5,421,575 41
Allotted to freight transportation:	
Office expenses, stationery, etc	$213,703 18
Agents and clerks	1,051,224 56
Labor, loading & unloading freight	1,218,964 50
Porters, watchmen and switchmen	566,428 68
Wood and water station attendance	98,242 49
Conductors, baggagemen and brakemen	960,912 25
Enginemen and firemen	1,115,939 77
Fuel, cost and labor in preparing for use	2,331,778 70
Oil and waste for engines & tenders	265,509 19
Oil and waste for cars	49,087 90
Loss and damage of goods and baggage	257,575 05

Damages for injuries to persons		16,586 24
Damages for property and for cattle killed		27,253 15
General superintendence		422,881 31
Contingencies		962,830 47
Not classified		
		$9,358,417 54
Allotted to passenger transportation	$5,421,575 41	
Allotted to freight transportation	9,358,417 54	
Not allotted	470,723 50	
		15,250,716 45
Roads operated by horse power, &c:		
General superintendence		$58,959 48
Officers, clerks, agents and office expenses		199,717 25
Conductors, drivers and enginemen on dummy cars		1,725,608 80
Watchmen, starters, switchmen, etc.		321,095 34
Repairs of dummy cars		7,269 94
Repairs of cars and sleighs		358,781 59
Repairs of harness, including material		52,944 42
Horseshoeing, material and labor		256,035 88
Horses and mules		427,251 61
Stable expenses		444,155 15
Feed, grain, hay, and grinding feed		1,727,990 98
Fuel, gas and lights		63,027 25
Oil and waste		18,267 53
Water tax		8,927 28
Damages to persons and property, including medical expenses		68,515 42
Law expenses		35,066 52
Rents and use of other roads and ferries		56,610 28
Insurance		45,787 41
Advertising and printing		12,129 01
U. S. tax on earnings		229,470 04
Contingencies		109,835 38
		$6,237,456 56

EARNINGS AND PAYMENTS.

Earnings.

Roads operated with steam:		
From passenger business		$14,855,689 21
From freight business		31,570,967 74
From other sources		2,886,548 48
Not allotted		64,584 61
		$49,779,790 04
Roads operated with horse power, &c.:		
From passenger business		$8,040,460 04
From freight business		10,285 83
From other sources		211,545 69
Total earnings		$8,262,291 56

PAYMENTS OTHER THAN FOR CONSTRUCTION.

Roads operated with steam:		
For transportation expenses		$35,737,830 13
For interest		4,771,556 72
For dividends on stock		5,624,800 07
Amount carried to surplus fund		220 524 65
Not included above		1,919,765 24
Total payments		$48,274,476 83
Roads operated with horse power:		
For transportation expenses		$6,796,898 51
For interest		575,270 79
For dividends on stock		623,800 00
For all other payments		390,608 87
Total payments		$8,386,578 17

ACCIDENTS.

	—Roads operated.— Steam.	Horse.
Number of passengers killed	78	3
Number of passengers injured	178	65
Number of employees killed	77	1
Number of employees injured	100	1
Number of others killed	147	9
Number of others injured	86	24
Total number killed	302	13
Total number injured	358	90

DEDUCTIONS FROM THE FOREGOING RESULTS.

If we exclude the City Roads, we have as follows:

Average number of miles traveled by each passenger	35.70
Average number of passengers in each year	70.81
Average number of miles each ton of freight was transported	109 39
Average number of tons in each freight train	105 82
Aggregate movement of passenger trains is equivalent to passage over the road	3,044
Aggregate movement of passerger trains is equivalent to passing over the entire single track	1,804
Aggregate movement of freight trains is equivalent to passing over the road	4,048
Aggregate movement of freight trains is equal to passing over the entire single track	2,399
Average number of trains passing daily over the road, about	19½
Average number of trains passing daily over the entire single track about	11½
Average cost, per mile of road, for maintaining roadway	$4,281 13
Average cost, per mile of road, for repairs of machinery	2,453 13
Average cost, per mile of road, for operating road	4,993 69
Average cost, per mile of single track, for maintaining roadway	2,536 78
Average cost, per mile of single track, for repairs of machinery	1,453 60
Average cost, per mile of single track, for operating road	2,960 95
Average sum received for carrying one passenger one mile	2.2574 cts
Average sum received for transporting one ton of freight one mile	2.4128 cts
Average number of miles of travel for each passenger killed	8,436,904
Average number of miles of travel for each passenger either killed or injured	2,621,826
Average number of passengers carried for each one killed	236,337
Average expense is 72.38 per cent. of all the earnings.	

Deductions from the reports of several of the principal companies, showing the average sum received per ton per mile, and the average cost per ton per mile, for transporting freights:

	Average per ton per mile. Rec'd for transpt'g Cents.	Cost of transpt'g Cents.
Buffalo and Erie Railroad	3.46	2.63
Erie Railway	1.92	1.35
Hudson River	3.36	2.45
New York Central	2.59	1.64
New York and Harlem	7.62	5.78
Ogdensburgh and Lake Champlain	2.66	2.04
Oswego and Syracuse	4.49	3.52
Rome, Watertown and Ogdensburgh	3.58	3.24
Syracuse, Binghamton and New York	1.53	0.89

MILES OF ROAD OPENED DURING THE YEAR.

Albany and Susquehanna, 17 miles; Black River and Woodhull, 7.50 miles; Buffalo, Corry and Pittsburg, 6.50 miles; Buffalo and Washington, 16.03 miles; Long Island, 6 miles; Middleburgh and Schoharie, 5 miles; Middletown, Unionville, and Water Gap, 7 miles; Skaneateles, 5 miles; South Side, 53 miles; Utica and Black River, 9.70 miles; Utica, Chenango and Susquehanna Valley, 31 miles; Whitehall and Plattsburgh, 15.56 miles. Total, 169.29 miles.

☞ The contract for building a railroad between Leavenworth and the terminus of the central branch of the Union Pacific Railroad, at Atchison, has been awarded to A. H. Waterman, for $250,000. This is exclusive of iron. The road is to be in running order by the first of September.

Western Maryland Railroad.

The following is an extract from the report of Wendell Bollman, Esq., President, showing the present financial condition of the company and the amount of money needed to complete and equip the road to Williamsport, a point on the Chesapeake and Ohio Canal, seven miles west of Hagerstown:

The company have at this time forty-five miles of continuous road in working order, and there is graded and otherwise prepared to receive the iron, the entire road between Baltimore and Hagerstown, with the excpetion of about one mile in eight different sections, and which, under the necessary means at hand, would be completed, and the entire road placed in running order, within four months from the resumption of active operations. The total amount required for this purpose, together with the additional seven miles to Williamsport will be as follows:

Graduation and bridges to Hagerstown	$321,577
Superstructure	350,000
Five locomotives	62,000
One hundred cars	72,000
Ballast	77,000
Water stations	12,000
Turn table	2,500
Hagerstown to Williamsport	175,000
Contingencies	15,000
Total amount	$997,077

The total liabilities of the company and its available assets are as follows:

First mortgage debt unendorsed b'ds		$400,000 00
Baltimore city endorsement		200,000 00
		$600,000 00
Second mortgage debt Baltimore city endorsement	$300,000	
Washington county endorse't.	300,000	
		600,000 00
		$1,200,000 00
Less amount in sinking fund		89,570 00
		$1,110,430 00
Preferred mortgage debt		600,000 00
		$1,710,430 00
Short loans secured by a pledge of preferred bonds		76,403 84
Bills payable (not secured)		17,730 51
Open accounts including balances due contractors and others		98,562 22
		$1,903,126 07
Assets:		
Preferred bonds in hypothecation with sundry persons	$208,000 00	
On hand	23,000 00	
Second mortgage bonds, Washington county endorsement hypothecated	2,500 00	
Uncollected subscript'n, Washington county	32,290 33	
Uncollected subscript'n, Frederick county	24,192 00	
Uncollected subscript'n, Baltimore city	1,140 00	
Balances in hands of agents for right of way and for payment of accepted drafts	7,207 66	
Cash in bank	4,159 73	
		297,489 72
Total present liabilities over assets		$1,605,636 35
If to this we add the amount necessary to complete the road		997,077 00
We have a total liability of the company, when the road is in complete running order to Williamsport, of		$2,602,718 35

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio.....100	16,151,992	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,600,000	A. & O.	Oct. 68 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Apl. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec. '68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '69 4
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400	M. & N	Nov. '68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & Newt'n..100	393,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 60	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec. '68 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jan. '69 4
Central of Georgia.....100	4,666,300	J & J.	Jan. '69 5
Central of New Jersey....100	13,768,900	J. A J&O	Jan. '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec. '68 3
Do. pref.....100	400,000	J. & D.	Dec. '68 3
Cen. Park, N. & E. River.100	970,000		Oct. '67 2½
Chemung*.....100	380,000	J.A.J&O	Apl. '69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000		Jan.'69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western...100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,864	Sept.	Sep.'68 5s
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68@2
" Street	.....	J. & J.	Jan.'68@2
Cincinnati and Zanesville. 50	1,676,346		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*.... 50	1,786,200	J. & J.	Jan.'69 4½
Concord 50	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*.....50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do. do. pref.100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100	2,369,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	.....	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,800.000	J.A.J&O	Apl. '69 3
Hannibal and St. Joseph.100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Apl. '68 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 2½
Illinois Central.....100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	.....		Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A J&O	Apl.'69 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami.....50	3,572,400	J. & D.	D'c.'68 4
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*.....50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	A. & O.	Apl. '69 3
Macon and Western.....100	1,500,000		Mar.'69 4
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov,'68 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	586,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	J'n'69 14s
" " " pref.....100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600		
New York and Harlem.... 50	5,255,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Feb. '69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester ...100	2,383,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,300	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	459,000	J. @ J.	Jan. '69 3
Portland and Kennebec...100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	.....		Jul. '68 3
Rensselaer and Saratoga ..100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	58,400		Nov.'67 2
Rome, Watert. and Og'nb.100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	991,841		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	676,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275		
South Shore.....100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch 50	250,000	J. & J.	Jan.'69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	Nov'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,776		
Winchester and Potomac....	.....	J. & J.	Jan. '69 3
Warren.....100	1,547,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	3,228,596		
Delaware Division..... 50	1,033,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,903,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'69 4
Fulton Coal..... —	.....	J. & J.	Jan.'69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal..... 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express.....500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	449,569	361 701	4,508,643
1869	339,762	304,828	393,648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,174	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,606	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,360	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,858,614
1868	308,587	297,464	276,431	288,700	303,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296.169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,759	716,378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1.416,101	1.476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,326	372,593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,375	510,100	423,578	640,179	799.236	661,391	657.141	603.402	6,329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,463	747,469	739,736	641,589	643.887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588.219	504.666	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727.810	613,329	7.160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,830	685,401	681,041	7,817,689
1869	681,656	558,783	701,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76 248	107,525	104,608	115,184	125.252	116.495	116.146	105,767	1.224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104.866	113,504	112.952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121.217	142,823	132.387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375.567	332.360	348,048	3.302.543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402.219	407,107	448.934	411.806	4,120.152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486.808	524.760	495.072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384.401	429.177	496,655	429.546	352.218	4.650.328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434.318	488,388	530.871	429,785	380,034	4.663.808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307.474	258,634	2.650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308.168	375,488	339.794	306.186	3.168.065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408.445	410.802	405.510	376.470	3.970.946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490.694	447.670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359.646	429,161	493.640	414.604	308,669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	506.296	412.984	330,373	4.371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1.101,771	775.616	438.323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275,950	3.311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372.618	412,553	354,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310.762	302.426	281,613	3,380,583
1867	242,793	219,065	279.647	284,729	282,939	240,135	234,633	322,521	365,371	379.367	336.066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463.873	466.557	454.826	4.088,837
1863	335,685	361,834	396,771	429,929	505,517	464.809	451,884	574,486	714,302	815.902	746.955	526.009	6.324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032.149	812.178	9 555,510
1865	653,053	608,305	116,215	923,283	416,341	566,970	957,194	1,121,205	1,351,579	1,419,232	1,196.955	762.685	10,033,026
1866	738,061	725,967	779,198	861.604	1,109,267	1,140,301	996,841	1,252,386	833.742	887.793	874.974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249.419	277,380	297,525	401.299	364.534	370,983	3.745.310
1863	337,350	366,598	461,955	462,787	427,094	395,845	350,753	407,077	463.509	505.814	466.300	487.642	5.132.934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701.352	691.556	914,082	7.120.466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858.501	712.363	580.964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757.441	679.935	555.222	7.467.217
1867	542,416	525,497	627,960	590.557	586,484	507,451	537,381	606,218	669,037	784.800	690.598	573.727	7.242.126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685.554	746,999	8,041,181
1869	625,721	586,997	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198.884	244,834	212.227	177,364	2.250.142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220.788	219,160	230,340	205.095	180.971	2,218,462
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	189,626	244.114	248,840	221.570	220.209	265,154	2.070,822
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361.910	247,023	2.974,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396.248	349,117	436,065	354.831	287,150	3 717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	464,208	450,203	429,898	323,274	320,756	3,945,, 94
1869	284,192	265,137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33.972	63,862	82.147	68,189	59,862	75.677	92,715	61,770	37,830	699,383
1866	45,102	36,006	39,301	43,332	86,913	62,918	85.276	60,608	84.462	100,312	75.248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60.558	58,262	73,525	126.495	120,208	79.431	54,719	774.957
1868	46,415	40,706	39,198	49,231	70,163	77,389	69,762	84.607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1869.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 21, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	113
" " " coupon		5	" "	1874	113
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	123
" " " coupon		5	" "	1871	108
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	115½
" " " coupon		6	" "	1881	115½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	111
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,246,400	6	Jan & July.	1881	115½
" " " coupon		6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) registered	1,602,587,350	6	May & Nov.	1882	109⅝
" " " (5-20s) coupon		6	" "	1882	120
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	109⅞
" " " (5-20s) coupon		6	" "	1884	114⅜
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	112⅜
" " " (5-20s) coupon		6	" "	1885	116⅛
" " 2d series (5-20s) registered		6	Jan. & July.	1886	112⅜
" " " (5-20s) coupon		6	" "	1886	112⅜
" " 3d series (5-20s) registered		6	" "	1887	113⅜
" " " (5-20s) coupon		6	" "	1887	113⅜
Loan of March 3, 1864, (10-40s) registered	194,567,300	5	Mar. & Sept.	1904	105
" " " (10-40s) coupon		5	" "	1904	105⅛
Pacific R. R. Bonds (currency)	53,937,000	6	Jan. & July.	'95-'97	103⅜
Treas'y Notes (7-30s) June 30, '64 : 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	6,166,464	---	presentation.	------	----
Gold Certificates of Deposit	28,775,560	---	presentation.	------	----
Compound Interest Notes 1864 '65	-------	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	----------	------	----
Three per cent. certificates	57,140 000	---	----------	------	----
Fractional currency	36,781,547	---	----------	------	----
Navy Pension Fund	14,000,000	3	----------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	6	May & Nov.	1872	68½
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July	1876	----
" — " " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	124
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	----
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	99
" — " " Oct. 1861	2,000,000	6	" "	'72-'82	100
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	99½
" — " " May, 1865 (free)	2,000,000	6	" "	1885	100
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	73-'74	93½
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,589,000	6	" "	'68-'74	82
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100
" " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	100½
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	100
" — " " "	3,329,936	5	" "	1866	----
" — " " "	309,000	6	May & Nov.	1886	97½
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	98
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	696,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	71½
" — " " (Schools, &c.) "	666,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	"	1886	----
" — " " (New) "	892,800	6	various.	'86-'87	68
Maine—Mask. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	800,000	6	"	1871	100
" — " " 1863 "	525,000	6	Mar. & Sept	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J & O.	1890	96½
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,405,507	6	" "	1889	----
" — " " (R.R. various) "	120,000	6	" "	1889	----
" — " " (") currcy.	159,974	6	" "	89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	96
" — " " (C. and O. Can.) "	3,259,616	6	" "	1890	----
" — " " Ches. & Ohio Can.)	2 000,000	6		1870	96½
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	96½
" — " " (Bounty)	501,000	6	"	abt.'74	100
" — " " (Ches. & Ohio Can.)	30,000	6	"	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
" —General Statutes Loan	50,000	5	Jan. & July.	'70-'80	----
" —Funding Loan	17,000	5	June & Dec.	1873	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	76,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'73	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " " "	4,379,500	5	May & Nov.	1894	108
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	107½
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	98
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	97
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	89
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'86-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1864	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	162½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	109½
" — " " " registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,650,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	102½
" — " " "	1,400,000	6	" "	'75-'77	101½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	103
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	99½
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	98
North Carolina—State Bonds	366,000	6	Various.	'69-'78	6 ⅜
" — " " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " " (new)	650,000	6	April & Oct.	'90-'91	----
Ohio—State Bonds (Union Loan)	3,500,000	6	Jan. & July.	1900	54½
" — " " "	280,366	6	Jan. & July.	1868	100
" — " " "	2,183,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	101
" — " " "	4,095,309	6	" "	1881	101½
" — " " "	2,400,000	6	" "	1886	103
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	92½
" — " " registered	5,085,052	6	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	6	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102
" — " " 2d series	7,909,520	6	" "	1882	105
" — " " 3d series	9,270,017	6	" "	1892	97
" —Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1864	776,000	6	Jan. & July.	1893	100
South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894	100
" —State Bonds (various)	798,898	5	J. A. J. & O.	'68-'70	----
" — " " (new)	3,275,000	6	Jan. & July	'71-'90	----
Tennessee—State Bonds	1,210,803	6	" "	1887	----
" — " " "	1,949,430	5	April & Oct.	1868	60½
" — " " "	239,167	5½	" "	Var.	----
" —Railroad, &c., Loan Bonds	1,706,000	6	" "	1868	67
" — " endorsement	14,006,000	6	Jan. & July	30 yrs.	----
" —New Bonds	2,207,000	6	" "	Var.	----
Vermont—State War Bonds	6,000,000	6	" "	1883	65
Virginia—State Bonds (sterling)	1,567,500	6	June & Dec.	'71-'78	100½
" — " " (sterling new)	1,865,000	6	Jan. & July.	long.	----
" — " " registered	466,250	5	" "	long.	----
" — " " "	108,000	5	" "	long.	----
" — " " registered	21,289,598	6	" "	long.	47½
" — " " coupon	10,900,000	6	" "	long.	54
" — " (new) registered	1,379,500	6	"	1876	60
" — " (") coupon	489,300	6	"	1886	----
" — " (")	89,600	6	"	1890	----
Wisconsin—State Bond	405,100	6	Jan. & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	90½
Loan of 1850	602,000	6	" "	"	1880	91½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	62
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89½
General Mortgage	1,288,000	7	" "	" "	1870	91
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	496,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	...
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	98
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	234,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	96
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	89
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	98½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1883	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	76
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	82½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	80
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	92
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,067,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	90
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	101½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	57
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,340,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,685	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	89
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1893	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund.	432,000	6	Apru & Oct.	New York.	67 '89	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	100½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,480	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and Prairie du Chien:						
1st Mortgage	300,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	88½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	86½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,060	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1897	....
New York Central:						
Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87½
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	"	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1893	82½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	106
2d Mortgage	274,500	7	— & —	"	18—	91
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	83½
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	82½
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	800,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	90
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	88½
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	73
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	102½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-49 and 49	2,497,300	6	" "	"	1880	90
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amo u	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence,	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	100
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'60–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	153
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	80
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	90
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64⅜
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,899,500	6	Jan. & July.	Baltimore.	1865	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	84
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	85½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1896	94
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: R. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶.....New York.	4,976,083	439,846	660,825	.....	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	.....	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Aven, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶.....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	120½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquel and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware .....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire .....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	150	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	149¾
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	25½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,695	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	137½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,722	4,299,724	.....	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	140
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	132
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 31, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	340,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	124
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14¾
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,396	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	66½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central .....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	108¾
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	32½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	150
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,630	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	172½
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	83⅞
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,622,492	4,451,974	2,268,148	10	100	131½
Jun. 30, 1867		Less	ees	of S	an.	&	Cin.		Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	‡ 11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341 4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	....	100	64½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased to Atl. & Gt. W n	.....	.....	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	96¾
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	167,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	91
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	96¾
Feb. 12, 1868	588.0	12.0	....	....	.....	.....	.....	.....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol. Col. and Ind. Centr.			Chic. &	G. Etn.)	—	100	41¾
Nov. 30, 1867	54.7	—	12.5	—	.....	.....	.....	.....	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operated in connection with Little Miami.)			941,321	146,888	8	50	75
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	.....	.....	8	50	
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,426	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	131
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased to Phila. & Trent.)			.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	.....	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec. 1867.			.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	.....	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	.....	.....	.....	.....	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	.....	.....	.....	.....	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased to Phila; W. & B.)			.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	114
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	.....	.....	.....	.....	Dover and Winnipissogee....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased to Boston & Maine.)			29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	115¾
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased to Pennsylvania.)			.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114
Dec. 31, 1867	38.5	—	....	—	.....	.....	.....	.....	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased to Delawn re.)			.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased to Phila. & Reading.)			.....	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	269	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2,389,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	.....	.....	.....	.....	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased to Northern Central.)			.....	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,020,000	.....	.....	—	(Leased to Northern Central.)			.....	165,000	5	50	62
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	34
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	.....	.....	.....	.....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	5	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,446	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	.....	.....	.....	.....	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased to Pittsburg and Connellsville.)			8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	134
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operated by Bel v. Del.)			17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	208	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,863	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,669,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	25	14	2	58	Greenville and Columbia ¶....S. Carolina.	2,092,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,248	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶..... Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,580	19,922,754	1,716,270	516,270	—	100	115
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased to Pennsylvania.)			.....	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	46	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,324	539,117	12	100	202
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,886	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,037	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,568	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,024	5,111,806	1,815,851	8	100	140½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	170	95	39	3,815	*Illinois Central*.....Illinois.	31 900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	140
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	40
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,260,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	75.6	—	....	—	.....	.....	.....	.....	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,950	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton .....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,436	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	545	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,863	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicago and Alton.)			.....	152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)			.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	956,250	.....	.....	.....	156,250	800,000	.....	.....	—	13,792	.....	.....	75,262	32,185	—	100	....
Dec. 31, 1867	90.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	53.0	2	3	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	(Open. J an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	(Opene d Jan. 1, 1 868, & oper. by L. C & N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	.....	.....	.....	634,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	—	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	110
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8.267	—	(Operat ed by Lou isv., Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat ed in connection wit h Col. & Xenia.)			8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint)..O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	(Leased to Phila. a nd Read.)			.....	.....	4	50	85½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	46
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	—	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat ed by Lou isv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	38.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	—	73,000	2,160	—	(Leased to Boston and Lowe ll.)			21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	—	.....	.....	—	(Leased to Summit Branch.)			62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	.....	.....	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	—	(Leased to Phila. a nd Reading.)			.....	.....	50	.....	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Operat ed with C oncord.)			97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	—	—	(Owned and oper. by Conc.)			1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat ed by con tractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶...Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	—	—	(Leased to Louisvi lle and Na shville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat ed by Lou isville and Nashvill e.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	96½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	—	.....	.....	102,365	—	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	—	.....	—	—	(Leased to West J ersey.)			59,320	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361.523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	90,178,049	5,683,608	2,017,923	—	100	74
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	.....	—	—	(Leased to Phila. a nd Reading.)			.....	.....	8	50	109
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	420,653	.....	.....	1,002,774	439,705	—	100	9
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,506	.....	512,761	135,847	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	.....	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Morris and Essex .....New Jersey.	10,465,608	*	417,287	183,982	3,016,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87½
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Nashville and Northwestern¶..Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,293	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.0	(Operat ed by Pbg F.W.&C.)			178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	.....	—	6.0	(Owned & oper. by Phil.;W . and B.)			13,294	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat ed partly by N. Y. & N. H.)			.....	.....	2	100	....
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	129
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,128	5,355,549	5,084,846	382,944	93,804	8	100	....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	163½
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	.....	193,360	—	29,224	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	135
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	144
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	83
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1865	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....
																			(Leased to New Y ork Central.)			60,000	6	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)				12,569	—	100	....					
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,960	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....					
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																								
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,158,701	13,691,447	892,057	377,206	5a	50	68				
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....					
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,000	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	95¼				
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	113¼				
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....					
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	102¾				
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by Provincial Government.)						145.0			(9 mos.)	155,098	22,699	—	....						
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	67¼				
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	32½				
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,578			1,509,246	599,882	—	50	77				
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,661	32,496,484	5,372,737	1,381,065	473,987	6	100	94				
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72				
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....					
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....					
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....					
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....					
Sept. 30, 1867	47.6	—	....	—	15	23	—	151	Panama.....New Granada.	6,000,000	*			7,000,000	2,674,000			47.6						24	100	330					
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....					
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.																	100	....					
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....					
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000											100	....					
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,395	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	118½				
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	....					
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....					
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....					
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....					
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....					
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	65	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....					
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	54½				
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,560,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,864	21,988,924		605,590	275,442	10	50	134				
Nov. 30, 1867	93.6	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	92¼				
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	122				
Oct. 31, 1867	95.9	4.0	105.9	—	62	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	104				
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....					
Oct. 31, 1867	58.4	—	17.4	90.0	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....					
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,057,663	82,376,324	228,791,443	7,242,126	2,378,564	10	100	130¾				
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)						50	21½				
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	82				
Sept. 30, 1867	23.0	—	....	—	3	2	1	90	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....					
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,093	—	100	....					
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	115				
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	215				
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....					
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259	—	100	....					
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....					
Dec. 31, 1867	97.0	—	—	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.																100	....					
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....					
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,333			175,071	25,486	—	50	....					
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,352	11,106,420	1,423,009	365,305	6	100	93				
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....					
Sept. 30, 1867	75.5	—	....	—	8	14	9	12	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....					
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....					
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)						100	....					
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0							100	....					
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.									12.0							100	....					
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,275,471	449,003	10	100	111¼				
Dec. 31, 1867	119.6	—	18.6	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	33⅓					
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.																100	....					
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	995	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67. I. & St. L.)			2,218,402	608,112	—	100	28				
Dec. 31, 1867	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						100	....					
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....					
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.						1,500,000										100	....					
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	—	St. Louis, Jacksonville and Chicago...Ill.						1,400,000										100	....					
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....					
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....					
Dec. 31, 1867	16.9	—	—	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....					
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000		—	50	50					
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,200	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,569	—	100	....					
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,508,696	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,646	—	50	....					
Oct. 31, 1867	9.3	20.7	5.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Philla. and Reading.)					5	50	....					
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	642,588	80.0	168,057			396,827	235,776	—	100	....					
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			989,050	796,830			119.3				312,577	12,900	—	100	....					
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,084			100	....					
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,456				869,450	700,000				(Leased to Northern Central.)					5	50	....					
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0							100	....					
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100,000	87,800			20.0	(Operated by Jeff. Mad. and Louisville.)						100	....					
May 31, 1867	50.0	—	4.1	—	15	10	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....					
Dec. 31, 1867	71.0	—	....	2.2	—	—	—	—	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....					
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				240,000	560,000				(Leased to Portland and Kennebec.)			36,000		—	100	....					
Dec. 31, 1867	10.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....					
Dec. 31, 1867	187.0	106.0	29.1	—	42	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,000	613,777	—	100	....					
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,426			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,599	27,888	—	100	15½					
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			34.0							100	....					
Sept. 30, 1867	123.0	6.0	....	—	15	6	2	142	South Side (Petersb'g & Lynch'b'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,068	1,861,845	5,329,232	350,090	67,921	—	100	....					
Dec. 31, 1867	30.6	—	....	43.9	3	2	1	75	Southern Minnesota .....Minnesota.									30.5							100	....					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867				200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1867	106.1	102.9	....		22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0			(½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.									209.0				1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000				196,000	150,000			68.0						—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	(Leased to Cinc., Dayton and Eastern.)					—	100	....
June. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*		.....	1,983,141	6,739,000	.....	.....	201.0	50,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700						12,861,240	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	—		(Leased to Housatonic.)					—	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.									13.2	(Leased to Nashua & Lowell.			17,700	31,409	7	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York. N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	14.118	5	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.														246,694	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0						—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576,400	250,000	35,000		30.6	124,206			1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western. O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	67
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)			509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640					680,000				(Operated by Vt & Mass., & T. & B.)				19,208	7	100	46
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned by railroads centring in Troy.)				32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)					—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000				5,000,000	17,600,000									—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				1,000,000	3,200,000									—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*			5,000,000	11,392,000									—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*			831,300								1,625,156		—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	535,495	*			693,712				34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000				2,500,000				12.0						—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	(Leased to Vermont Central.)					8	100	102
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*			5,000,000	5,500,000			184.5	199,126	3,837,794	3,281,428	461,424	62.595	1½	100	57½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*			516,164	793,200				1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872		(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919.550	372,297	618,143	140.0				488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*		174,231	3,497,791	2,393,382			205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*			1,547,650	511,400			213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577		59,050	.....	98,650	85,000	600		18.3				458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.			(In hands of receiver.)						10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									7.0						—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966		23 0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562					—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....		4,972,000			173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*		.....	1,942,000				138.0	700,504			1,273,191	588,729	—	—	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000			.....	750,000	1,200,000			43.0				42.834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.				.....		2,318,000			45.0				116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329		49,660	.....	822,450	1,283,600	630,919		84.5						—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)			775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000			37.5	580,588	4,917,350	.....	278,639	119,287	—	100	80
Dec. 31, 1867	—	—	....	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Under construction.)		200,000										—	100	60
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000														—	100	....
Aug. 31, 1867	134.0	—	....	200.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0				224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234		181.0				463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000				213,000								583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*				1,160,782			38.0	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*			300,000	203,333				(Leased to Balt. and Ohio.)				27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500		69,906	56,720	45.7	280,000	4,932,160	5,288,067	449,383	151,361	8	100	127½
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	293,230			.....	317,050	52,000	24,180			(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000			13.6				346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*			8,229,594				184.5						—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350				1,633,350	800,000			(Leased to Lehigh Nav. Co.)						4	50	95½
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000			108.0						—	100	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*			2,521,300	(See Cam. & Amb.R.R.)			65.5				871,672	643,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*			64,000		1,300,985		161.0				120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12.504,297	1,733,960	1,463,943	108.0					247,603	8	50	61
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*		68,683	2,200,000	1,049,260	120,563	61,091	101 0				449,652	162,972	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*			2,751,765				178.0				262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2				1,099,013	.....	6	50	24½
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506		45.0				155,872	42,170	—	50	26
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850		.....	.....	2,907,850	3,000,000			87.6				75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000		117,000	.....	1,100,000	750,000			123.0				211.829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*		.....	800,000	600,000			64.0				132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	39½
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	98½
30 Nov.'67	3.99	—	43	8	—	Lowell (Horse)	66,908	55,880	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	2.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	—	68
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	65
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,692	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,851	13,015	6	—	83
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	102,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	24.00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	19.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	653,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	7.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.19	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	682,582	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,330	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Morris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	58	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,890	458,945	9,470	—	100	40½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1,230000	50.000	1,134945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep.'67	16.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep.'67	4.25	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,287	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	52,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,586	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	92,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,287	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26⅔	50	27
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27½
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pitteburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,900	150,000	61,911	226,044	53,011	10	50	46½
31 Oct.'67	5.61	—	55	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	3.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,885	23,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11⅓	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	40½
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	17
31 Oct.'67	25.00	—	629	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct.'67	4.18	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	3,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 419	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	3.51	—	—	—	—	Passenger (Cinc.)	69,337	60,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	.....
Brooklyn and Rockaway: 1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg]: 1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1876	.....
Delaware County: 1st Mortgage	6,500	7	.....	.....	.....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street: 1st Mortgage	127,150	7	J. & J	1878	.....
Real Estate	134,500	7	J. & J	.....	.....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia 1st Mortgage	50,000	7	.....	.....	.....
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	.....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S	1872	.....
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage guaranteed	75,000	6	A. & O.	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex: 1st Mortgage	38,000	—	.....	.....	—
Malden & Melrose bonds	46,971	—	.....	.....	.....
Real Estate	6,000	—	.....	.....	.....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia: 1st Mortgage	100,000	7		1869	.....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City: 1st Mortgage	140,000	6	J & J.	1879	83½
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb, Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	.....
Pittsburg & East Liberty: 1st Mortgage	67,000	7	J. & J.	1871	.....
Quincy. Plain bonds	58,400	—	M. & S.	1868	.....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street: 1st Mortgage	100.000	7	J. & J.	1868	98
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	—	.....	.....	.....
Union: Real Estate Mortgage	300,000	6	J. & D	1875	.....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	.....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M & N	1878	.....
West Philadelphia: 1st Mortgage	80,000	7	J & J	1893	.....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	67½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	...	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	71½
Chicago and Alton, pref.	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	96
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	504,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	114
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23½
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	65½
Sandusky and Cincinnati, pref.	445,596	6	6	37½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	....
Schuylkill Navigation, pref.	2,888,997	6	6	34½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	35
Mariposa Mining, pref.	5,774,400	7	7	35

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $0 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 42 50
Pig, American, No. 1 (good to best)		40 — @ 42 —
Pig, American, No. 2		38 — @ 40 —
Pig, American, Forge		37 — @ 38 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		— — @ 92 50
Bar, English and American, Common		— — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅜@3-16 inch		97 50 @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9¾
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold). per ton.	— — @ 55 —
Rails, American		74 — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 18 @ — 22
English Spring	(2d and 1st quality)	— 9 @ — 11½
English Blister	(2d and 1st quality)	— 11½@ — 19
English Machinery		— 12½@ — 15
English German	(2d and 1st quality)	— 14 @ — 16
American Blister " Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— — @ — 40
Sheathing, &c., Old		— 22 @ — 23½
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 24 @ — 27

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35 @ — 36
Straits	(gold).	— — @ — 34
English	(gold).	— 32 @ — 32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 8 62½@ 8 75	11 50 @ 12 —
I. C. Coke	7 — @ 7 50	9 37 @ 10 25
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 50	10 75 @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 23 @ — 24
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 30
Refined, Standard White (in ship'g order)		— 32 @ — 31½
Refined, prime White (in shipping order)		— 33 @ — —
Refined, S. W. (in merchantable order)		— 32 @ — —
Naptha, Refined, (60 @ 63 gravity)		— 9½@ — 10
Residuum	per bbl.	— — @ 6 95

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	125	....	124	....	....	....
Canton Co	....	59	60	....	....	....
Central of N. Jersey	108¼	108½	108	108	108½	....
Chicago & Alton	150	150	....	149	149½	149½
" pref.	....	....	....	150	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	173	....	....	....	173	172½
" 8s, 1883	....	....	111	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	....	84	84½	85	85½	84
" pref.	....	....	94½	95	96	95½
" 1st M.	....	91	....	90½	91	....
" Interest	....	....	....	....	....	90
" S. F.	....	....	....	95	....	....
" Consol.	....	....	....	96	....	96
Chic., Rock Isl. & Pac.	128x	....	....	131	....	130
Chicago & R. I. 7s, 1870	....	....	99	98½	....	....
Chi., R. I. & Pa. 7s, 1896	94	....	94	....	94	93½
Clev., Col., C. and Ind.	65	65	65	64½	....	....
Clev. and Pittsburg	....	80½s	....	....	90	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	87	....	....	....	....	....
Clev. and Toledo	97x	96½	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	....	....	....	41½	....	....
" 1 M.	....	....	....	....	82½	82½
Cumberland Coal pref.	....	....	....	35	....	....
Del. & Hudson Canal	126½	126	....	125½	126	126
Del., Lack. & Western	....	114	114	114	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	91	....	....	....	92
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	87	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	78½	78½	78½	....	....
Hannibal & St. Joseph	....	....	115	....	....	....
" pref.	....	113	....	113	....	114
Hudson River	....	....	....	140	141½	....
" 1 M. 7s, 1869	100	....	100½	....	100½	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	100	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	97x	....	....	98	97½	96½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	118½	....	118½	....	119½
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	95½	....	96½	97	....
" 1 M. S. F.	98½	99	99	99½	99½	....
" 2 M.	....	....	....	....	....	....
Mil. and P. du Chien	....	....	....	....	....	....
" 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Milw. and St. Paul	72½	72	....	73½	74	....
" pref.	81½	80	....	....	82½	82½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	....	....	....	87½	87	87
" H. & St. J. iss.	....	....	....	....	89	....
Morris and Essex	87½	88	....	....	87½	....
" 1st mort.	100	....	....	....	....	100
" 2d mort.	....	....	....	....	....	90
N. Jersey R.R. & T. Co.	....	....	....	....	....	....
New York Central	161½	159½	161½	163½	165	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	90½	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	135½	135	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	102	....	102	....	....
N. Carolina 6s	61	60	60½	....	61	60½
" new	55	51½	56½	53½	53	53½
Ohio and Miss.	....	....	33	33	33½	....
" pref.	....	....	....	....	76	....
" 1st M.	94	....	....	....	....	....
Pacific Mail S. S. Co.	89½	89	....	92	94	90½
Panama	....	....	....	....	....	....
Phila. and Reading	....	91½	91½	92	93	....
Pitts., Ft. W. & Chicago	124½	123	125½	127	127	127
" 1 M.	102	....	....	....	....	....
" 2 M.	....	....	....	97	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	20½	20	....	22½	20	....
St. L., Alton & T. H.	36	....	36	38	38	....
" pref.	....	....	....	65½	....	....
" 1 M.	....	....	....	....	....	93½
" 2 M. pref.	....	....	....	82½	....	....
" Income bds	80	80	....	....	80	....
Tennessee 6s	....	66	....	....	....	67
" new	64	64½	64½	65	65	64½
Tol., Wab. & Western	....	67	....	67	67½	....
" pref.	....	....	....	77½	....	....
" 1 M. ex.	....	91	....	....	....	....
" 2 M.	....	....	....	....	85½	....
" Equipment	....	....	77½	....	78	....
Virginia 6s, ex-coupon	56	....	....	56	55½	56½
" new	....	....	....	....	59	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	123	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	118	....	....
U. S. 5s, 10-40s, coup..105	105¼	105¼	105¼	105¼	105¼	105¼
U. S. 5s, 10-40s, reg	104½	....	....	105	....	....
U. S. 6s, 1881, reg.....115	....	....	....	....	....	....
U. S. 6s, 1881, coup...115⅝	....	....	....	116¼	115⅝	115⅝
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	109⅜x	....	....	109½	....	....
U. S. 6s, 5-20s, c. 1862.118	118¼	119	119¼	118⅜	119¼	119¼
U. S. 6s, 5-20s, reg. '64	110x	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.114	113¾	114¼	115	114¼	114¼	114¼
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.115⅞	....	116¼	116¼	116⅝	116⅜	116⅜
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.112⅞	112⅞	113⅜	113¾	113¼	112⅜	112⅜
U. S. 6s, 5-20s, reg. '67	....	....	113⅜	....	....	....
U. S. 6s, 5-20s, c. 1867.113	112⅜	113⅜	113⅜	113¼	113⅜	113⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..113¼	....	....	....	....	....	....
U. S. 6s, Pac.R.R.issue	104¼	104¼	104	....	103⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	33½	....
Camden and Amboy...122¼	122¼	123	123	....	....	124
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 85	85	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89 93	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	40	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	....	....	....	....	30½
.. 6s, 1884	....	....	....	81½	....	82
.. Gold L.... 91⅜	91½	92⅜	92½	93	93	
.. R. R. L.... 85	85	85	....	85⅜	....	
Lehigh Valley R. R.... 55¼	55⅛	54½x	....	54⅜	55	
.. 6s new..... 93¼	....	....	93½	93⅜	....	
Little Schuylkill R.R.	43	....	....	....	42½	
.. 7s	....	....	....	....	....	
Minehill 54½	....	....	54½	54½	....	
Morris Canal	....	....	....	....	....	
.. pref	66	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1880	89	....	....	....	....	
.. 7s	....	....	....	....	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central	....	....	....	....	....	48
Pennsylvania R. R.... 58	58½	58¾	59½	58⅞	59½	
.. 1st M	98¼	....	....	....	99½	
.. 2d M	94½	....	95	95	....	
Penn. State, 6s, 1st series101½	102	102	101⅞	102	102	
.. 6s, 2d series.104¼	104¼	104¼	104¼	....	105	
.. 6s, 3d series	....	....	106¼	....	107	
.. 6s, W. L	....	....	100	100	100	
Philadelphia City, 6s	....	98	....	....	98	
.. new 100¾	100½	100⅞	101	101¼	101¼	
Philad., Germ. & Nor... 67	....	67	....	....	....	
Phila. & Reading 45⅛	45¼	45⅛	45⅜	46	46⅛	
.. 7s, 1893	....	....	....	....	....	
Philadelphia and Erie.. 26	26¼	26⅛	26⅛	26⅜	27⅛	
.. 6s	....	....	....	....	....	
Schuylkill Navigation	....	....	....	....	....	
.. pref	....	....	....	....	17½	
.. 6s, 1882	....	....	65⅛	....	65¼	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
Susq. Canal	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	55½	
Union Canal, pref	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Wyoming Valley Canal	....	....	....	....	....	
.. bonds	....	....	....	....	....	
Hestonville, (Horse)	....	....	....	....	12½	11½
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th ste. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875. 94½	94½	94½	....	....	94¼	
.. 1886 ..... 92½	92½	....	....	....	....	
.. 1890 ..... 92½	92½	92½	92½	92½	92½	
.. 1893	....	....	....	....	....	
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875. 91½	91½	....	....	91½	90½	
.. .. 1880	....	....	....	....	91½	
.. .. 1885. 93	90½	90½	....	90½	90½	
Marietta & Cin. 1st M	....	....	....	....	....	87½
.. 2d M	87½	72⅜	72½	73	72½	
Northern Central..... 47½	....	48	....	47¾	....	
.. bonds, 1885	83½	....	....	83¾	83¼	
.. .. 1900	....	81½	....	....	82½	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	17½

Boston Stock Exchange.

Actual Sale Prices for the week ending April 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	148¾	148¾	149	149	149¾	
Boston and Lowell	....	....	....	....	....	
Boston and Maine.....139	....	139½	....	....	140	
Boston and Providence	....	132	....	132	....	
Boston, Hartford & Erie 23	23¾	24½	25¾	25¾	....	
.. 7s, new	....	....	....	....	62	
Cheshire, pref..... 72	72	71½	72	72	71¾	
Concord	....	....	....	....	....	
Connecticut River	....	131	....	....	....	
Eastern 114½	....	....	114⅝	....	114	
Fitchburg.....132	....	....	....	....	134	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	....	119	119½	119⅜	119⅝	
Northern, N. H	....	....	....	....	113¾	
Ogdens. & Lake Champ	....	....	....	....	....	
.. pref	102½	102½	....	103	103	
Old Colony & Newport. 93¾	93⅝	93⅞	94	94	94	
Ph., Wil. & Baltimore.. 51⅞	....	52	52	....	....	
Portl'd, Saco & Ports	....	....	....	....	....	
Vermont & Canada	102	....	....	....	102	
Vermont & Mass	....	58	....	57½	57½	
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge ..	....	97½	....	98	98¼	
Metropolitan 68	....	....	....	....	....	
Middlesex ..	65	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls 8	9¼	9¼	9½	9	8	
Franklin ..	17¾	18½	....	17½	17	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic 10½	11¼	....	11½	10⅝	10½	
Pittsburg 20	20	....	....	20	....	
Quincy ..	25	....	....	....	25	

London Stock Exchange.

	Closing Prices. March 12.	March 19.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	33 — 34	31 — 32
Detroit and Milwaukee 1st mort. 7s	63 — 65	63 — 65
Do. 2d mort. 8 p. c.	64 — 67	64 — 67
Erie shares 100 dol. all paid	25¾ — 26¼	24¼ — 24¾
Do. sterig. 6 p. c. convertible bonds	68 — 70	68 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 7 per cent., 1875	79 — 81	82 — 84
Do. 100 dol. shares, all paid	96½— 97½	96½— 97½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	86 — 88
Philadelphia and Erie 1st mort. 1881.	88 — 90	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal.

Saturday, April 10, 1869.

Stock Exchange and Money Market.

There has been an unusual activity in the Money line, since our last, and extraordinarily high rates have been exacted from borrowers both on call, and in the discount form, chiefly by private lenders, the banks having used very little of their balances from day to day, in anticipation of an early call for an exhibit of resources and liabilities, from the Comptroller of the Currency. The pressure was most severely felt on Tuesday and Wednesday when the range on demand loans was from 7 per cent. currency, and a commission of 1-16th per cent. on Government securities, to fully ¼ and even ⅜ per cent. a day and gold interest as the extreme prices on stocks. Much of the stringency has been ascribed to the manipulations of the market, in the interest of the operators at the Stock and Gold Boards for a reduction in ruling financial values. The real scarcity of currency with the city banks, who plead unusual poverty in this line, is also urged in partial explanation of the remarkable closeness of the market. The bank reserve of legal tender notes was reduced $2,058,744; their specie hoard, $1,335,829; and their deposit average $4,788,121, during the past week. The banks now control but 48½ millions of legal tender reserve, and about 10¾ millions of specie, making an aggregate of gold and greenbacks, of about 59¼ millions, as against over 82 millions in the middle of January. Their loan averages on the other hand are now about 262 millions as against 259 millions early in January. Their deposits are now down 175⅜ millions against over 197 millions at the close of January. Their daily clearances last week averaged nearly 139 millions, showing a further notable increase within the week. There has been a very limited inquiry for commercial paper, the governing rates on really good grades of which has been full twelve per cent. per annum. The country drain on the city banks has been in excess of the currency receipts of the banks from all sources, and it is thought that it will so continue for some time to come, in view of the legitimate requirements of the trade and industry of the Nation, which show an important growth, as compared with the Spring of 1868. The U. S. Sub-Treasury disbursed nearly eight millions more than it received, last week, closing with a cash reserve of $86,880,266, against $94,690,283 on the 27th ult. On the 1st inst., the Treasury Department controlled cash balances to the amount of $111,005,993, including $104,203,365 of coin, and $6,802,628 in currency. Of the coin reserve $82,530,865 belonged to the Government, and $21,672,500 to private depositors holding coin certificates against the U. S. Assistant Treasury in this city. The cash in the Treasury on the 1st of March, was $115,594,790, of which $98,741,261 were in coin, and $16,853,529 in currency. During March, the Department lost over ten millions of currency, while it gained about 5½ millions of coin. The 1st of April debt statement, as given to the public by Secretary Boutwell, was more detailed, full, and satisfactory than any preceding exhibit. It supplied a more complete classification of the debt, as on the books of the Treasury at the close of the month, without waiting, as heretofore, five or six days for distant returns. It also made a separation of the Public Debt, proper, from the currency bonds of the United States lent to the several Pacific Railroads, and upon which they are responsible for the accrued and accruing interest; and embraced a complete audit to the close of the month of the accrued interest upon the Public Debt proper, which accrued interest amounted on March 31st, to $39,308,916.

The specie reserve of the city banks is now $10,737,893, against $17,097,893 same time last year. The city bank deposits are now $175,325,789, against $180,956,846 week ending April 4, 1868. The legal tender reserve amounts to $48,496,359, against $51,709,706 same time last year. The circulation now stands at $34,816,916, against $24,227,108 same time last year. The loans are now $261,933,675, against $254,287,891 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $139,637,282 a day, against a daily average of $139,997,747 the preceding week, and $121,785,000 the week ending with March 17, 1869. The current week's exchanges average about $142,449,973 a day. The city banks, last week, reported a further loss of $1,335,829 of specie, $4,788,121 of deposits, and of $2,058,744 of legal tender notes. They reduced their loans,

$1,975,914; and increased their circulation, $39,102.

National Bank notes to the amount of $136,860 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $313,597,756, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $13,785,923, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,811,833. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,740,300; and for the public deposits, $32,428,350—making a total of $375,168,650. The Treasury Department last week redeemed and destroyed $574,780 of worn and mutilated fractional currency, and issued $295,208 of new. The outstanding amount of fractional currency on the 1st of April, 1869, was $36,719,912, against $36,781,548 on March 1, 1869, $35,511,127 on Feb. 1, and $34,215,716 on the 1st of January.

Secretary Boutwell has instructed the U. S. Sub-Treasurer at this port to make a qualified anticipatory payment of the May interest on the Public debt, and under those instructions, and the date of April 5th, Assistant Treasurer Van Dyck has given notice to this effect: "Coupons for interest due May 1, 1869, will now be received for examination, and the same will be cashed, if desired, on a rebate of the interest from the day of payment to May 1, at the rate of 6 per cent. per annum, in coin. Where twenty or more coupons are presented, they must be accompanied by a schedule, showing number and amount of each coupon."

The U. S. Sub-Treasury receipts, week ending with April 3, were $8,081,928, including $2,868,793 from customs duties; payments, $15,891,246, including $279,794 of coin interest; balance at the close of the week, $86,880,266, against $94,690,283, at the close of the preceding week, showing a decrease of $7,810,018. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,309,355, including $401,504 from customs; payments, $695,327 including $18,490 of coin interest. On Tuesday, receipts, $913,695 including $609,000 from customs and, payments $796,683 including $31,156 of coin interest. The balance at the close of business on Tuesday stood at $87,611,306, against $88,518,543 a week previous; and $94,762,700, on March 17, 1869. The aggregate receipts of the office in March were $40,051,331, including $13,241,405 from customs, aggregate payments, $40,897,476, including $3,698,831 of coin interest.

The outstanding amount of coin certificates on the 1st of April was $21,672,500 against $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $307,100, and retired $2,728,793 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached $1,793,180.

Government revenues have been on a moderate scale, since our last, particularly in the line of excises. The customs have been yielding quite satisfactorily. The excises, last week, yielded about three millions; customs at the port of New York, $2,868,793 and at the outports about $935,000 (in coin) more, making the grand total income for the week equal to about $7,992,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 114 millions, according to the latest Washington advices.

A higher range has been made on Gold, by a more confident speculative movement, notwithstanding the money pinch. The extremes of the week have been 131¼@132, and the final quotation on Wednesday was 131¾131⅞. The customs demand has been up to a full average of about half a million per day, thus aiding the speculative interest. The export inquiry has been of little moment. It absorbed only about $556,000 last week, most of which went to Havana, including $437,700 in Spanish doubloons. On Tuesday of the current week, the shipments were only $12,000. On the other hand, the imports of foreign specie last week, were $760,343, including $419,430 by the *Saxonia* from Havre, and $159,720 by the *Deutschland* from Bremen. The city banks now hold a specie reserve of only 10¾ millions, against over 17 millions same time last year.

The Gold Exchange Bank clearances on Wednesday, were $41,092,000, and the resulting balances $1,622,798 in coin, and $3,127,504 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,297,851, average amount of specie $564,815, average amount of deposits $1,092,775.

The customs demand for Gold last week, averaged $478,132 a day; thus far, this week, it has averaged $555,252 a day, or equal to a weekly aggregate of $3,331,512. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $760,343, and since Jan. 1, $4,372,053, against $1,796,025 same time in 1868. The receipts from California, last week, were $350,619. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $96,077,182, against $86,632,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Feb., 27th 1869, $1,062,192, against $1,195,059 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $16,576,047, against $25,606,487 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $9,030,440. The exports of specie, from this port, last week, were $555,585, against $1,281,052 same week last year; total, since July 1, 1868, $31,090,613, against $43,519,475 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $229,794; since July 1, 1868, $66,954,177, against $54,451,162 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to March 10, 1869, were $7,721,269, against $7,034,562 same time in 1868.

There has been more inquiry for Foreign Exchange, and a little more firmness has been noted in rates, but the later dealings exhibited less buoyancy, partly owing to the activity in money. Bankers' prime sixty day bills on London closed on Wednesday at 107¾@108⅛, and on Paris to 5.26¼@5.22½; sight bills on London to 108⅜@108¾, and on Paris to 5.21¼c.@5.20. The offering of produce bills has been more extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $8,878,954, against $4,731,689 same week last year; total, since July 1, 1868, $123,714,272, against $139,476,342 same time in preceding fiscal year of 1867–'68.

Notwithstanding the Money pressure, there has been more doing in Government securities, largely on speculative account, and prices have been advanced, though the fluctuations have been quite frequent. The last debt exhibit, to April 1st, showed a net reduction during March, of $2,592,359 on the general account, and $5,507,359 in the debt proper, of the United States. Had the present statement been delayed, like its predecessors, to the 5th or 6th of the new month, so as to bring in the accounts of Customs and tax receipts from the principal offices to the close of March, the decrease, in place of about two and a half millions, would probably have been much nearer ten millions. But this difference will be equalized on the succeeding statement of May 1. The coin bearing debt on the 1st inst., was $2,107,876,650, including $514,771,600 of the Five-twenties of 1862, $1,087,838,350 of the later issues of the Five-twenties, $283,677,400 of the six per cents of 1881; $194,567,300 of the Ten-forties; and $27,022,000 of the old Five per cents of 1871–'74. The Three per cent. Legal Tender Certificates outstanding on the 1st inst., were $54,605,000. The Navy Fund loan stood at $14,000,000. The non-interest bearing debt was $420,416,888. The loans to the Pacific Railroads reached $56,852,000, showing an addition of $2,915,000 to this item, during March. The latest dealings in the public funds on Wednesday showed increasing firmness.

U. S. sixes of 1881 closed here on Wednesday at 115¾@116; U. S. Five-twenties of 1862, 119¼@119⅜; U. S. Five-twenties of 1864 at 114⅝@114¾; U. S. Five-twenties of 1865 at 116¾@116¾; U. S. Five-twenties of 1865, consolidated, 113½@113⅝; U. S. Five-twenties of 1867, 113½@113⅝; U. S. Five-twenties of 1868, 113½@113⅝; U. S. Ten-forties at 105½@105¾; U. S. Six per cent. currency bonds, 103½@103¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 24.	Mar. 31.	April 7.
Consols	93⅛	93⅛	93⅛
U. S. 5-20's of 1862...	83⅜	83¾	83⅝
Erie	24⅛	24¾	24¼
Ill. Central	97	96¾	96¾

A very strong and buoyant market has been noted for railway and miscellaneous share property, nearly all through the week, on a decidedly active speculative inquiry, in defiance of the adverse influence of the extraordinarily stringent Money Market.

General business has been variable in amount, from day to day, in the leading branches, influenced to a considerable extent, by the monetary closeness, which has had an unfavorable effect, as a rule, on current values. Cotton, breadstuffs, and provisions, petroleum and naval stores have been quoted cheaper, in most instances. Wool has been much depressed. Middling upland cotton closed steadily on Wednesday at 28½ cts.

per lb. The stock of cotton now here is estimated at about 118,500 bales. The receipts at the port this week, have averaged about 2,100 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,924,000 bales, against 1,941,000 bales same time in 1867–'8; exports, same time 993,000 bales, against 1,281,000 bales same time in 1867–'8; stock on hand at latest dates, 410,000 bales, against 324,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 6,530 pkgs., against 3,791 pkgs., same time last year. From Boston, 3,179 pkgs., against 4,056 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in better supply and less demand at the reduced range of from 12@17c., per lb.; week's receipts, 7,172. Milch cows in more demand at $40@$110 each, receipts, 86. Veal calves in fair request at from 9@13c. per lb.; receipts, 1,217. Sheep and lambs slow of sale at 6@9c., per lb.; receipts, 21,770. Swine, dull at 10⅝@11⅛c. per lb.,; receipts, 14,124. Foreign goods have been generally in light request, the main exceptions have been coffee and tin, which have been in lively demand and firmer. Dry goods have been depressed. The total imports of foreign dry goods, last week, were $2,173,266, and the total amount marketed $2,286,776. The value of foreign merchandise imported last week, was $5,509,226—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,682,492, against $5,701,225 same week last year; total since July 1, 1868, $202,780,849, against $178,337,378 in 1867–'8. Freights have been generally dull and weak. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d.@1s. 9d. by steamer, per bbl.; grain at 3d. by sail, and 3d.@3½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 533.

The New York exports, exclusive of specie, for the week ending April 6, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$4,731,689	$3,878,954
Prev. reported	42,462,945	37,103,152
Since January 1	$47,194,634	$40,982,106

The imports for the week ending April 3, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,067,307	$2,173,266
Gen. merchandise	3,633,918	5,509,226
Total for the week	$5,701,225	$7,682,492
Previously reported	55,627,198	69,684,862
Since January 1	$61,828,423	$77,367,354

The balance in the Sub-Treasury on Wednesday was $87,637,793 38.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Am. Dock and Imp. 7s, 94; Dubuque and Sioux City 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., W. D., 83; Long Dock bonds, 92⅛; Buffalo, New York and Erie 1st mort., 88; New Jersey Central 1st mort., 98; Long Island R. R., 46; New York, Providence and Boston R.R., 83; Ohio 6s, 1886, 103; Georgia 7s, 93¼; do, 6s, 82; Alabama 5s, 69⅞; New York City 6s, 1878, 96; New York State 7s, Bounty Loan, 109½; Adams' Exp. Co., 59¼; Wells-Fargo Exp., 31; Am. Mer. Union Exp., 40½; U. S. Exp., 58; Merchants' Union Exp., 15¾; Mariposa Mining Co., 19; do., pref., 35; Western Union Telegraph, 41⅜; Central Coal, 62½; Buchanan Farm oil, 0.56; Consolidated Gregory Gold, 2.80; Grass Valley, 1.25; La Crosse gold, 0.17; Manhattan Silver, 82.50; Montana Gold, 0.37; Phillips Oil, 0.17; Pit Hole Creek, 1.45; Quartz Hill Gold, 15; Rocky Mt. Gold, 0.05; Smith and Parmalee Gold, 2.35; United States petroleum, 1.25; Wallkill Lead, 0.22.

Philadelphia.—Camden and Burlington Co., R. R. 6s, 86; Elmira and Williamsport 5s, 60; West Jersey R. R., 60; do., 6s, 90⅛; Phila and Trenton R. R., 122; Junction R. R., 95; West Phila. R. R., 61; New Jersey 6s, free, 102⅛; Allegheny County 5s, 73¾; Chesapeake and Delaware Canal 6s, 93; Delaware Division Canal, 47¾; Morris Canal scrip, 67½; Fulton Coal, 6; Big Mt. Coal, 5⅞; N. Y. and Middle Coal Fields, 4½; Ocean Oil, ½; Feeder Dam Oil, ⅜; Niagara Oil, 2. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101⅛@101¼; State 5s, reg., 101@—; do., coupon, 92@93; do., 6s, W. L., 100@100½; do., 1st series, 101⅞@102; do., 2d series, 104⅞@105½; do., 3d series, 106½@107; Reading, 46⅛@46¼; do., 7s, 1893, 102¾@103; do., 6s, 1880, 90@90½; Camden and Amboy, 123¾@124¼; do., mort. 6s, 1889, 93@93½; do., 1883, 86@86¼; Penn. R. R., 59@59; do., 1st mort., 99@99½; do., 2d mort., 95@95¼; Little Schuylkill R. R., 42¾@43; Morris Canal, 29@30; do., pref., 65@66; do., bonds, 85@86; Susquehanna Canal, 12¾@13; do., 6s, 55@56¾; Sch. Nav., 9@10; do., pref., 17@18; do., 6s, 1882, 65½@66; Delaware Div. Canal, 47@48; do., bonds, 80@85; Elmira and Williamsport, 30¾@32; do., pref., 39@40; do., 7s, 1873, 89@92; do., 5s, 59¾@60¼; Lehigh Coal and Navigation, 30⅝@30⅞; do., 6s, 1884, 81⅞@83; do., R.R., Loan, 85⅞@86⅛; do., Gold Loan, 93@93¼; North Pennsylvania, 33¾@34¼; do., 6s, 88½@89; do., Chattle 10s, 107@—; Philadelphia and Erie, 28⅜@28⅝; do., 6s, 84¼@—; Minehill, 54½@55; Catawissa, 10@—; do., pref., 33⅞@34; Lehigh Valley, 54⅞@55; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 43½@44; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38@39; Chestnut and Walnut, 46@46½; Thirteenth and Fifteenth, 16½@18; Girard College, 27¾@30; Tenth and Eleventh, 70@71; Union, 40@43; Hestonville, 12¼@12½.

Boston.—Boston, Concord and Montreal 7s, 94¾; do., 6s, 1889, 90; Essex R. R. 6s, 1876, 90; Cedar Rapids and Missouri 7s, 1916, 92; do., 1893, 93; Old Colony and Newport 7s, 1877, 102⅛; do., 6s, 1876, 94; Cheshire R. R. 6s, 92; Vermont Central 1st mort. 7s, 77; Stanstead, Shefford and Chambly 7s, 75; Ogdensburg and Lake Champlain Equipment 8s, 101¾; Union Pacific 6s, gold, 90; Summit Branch R. R., 22¼; Conn. and Pass. Rivers R. R., 87; do., pref., 83¾; Vermont Central, old, 87½c.; Cape Cod R. R., 66¼; Norwich and Worcester R. R., 102¾; Indianapolis and Cincinnati, 20; Boston Water Power Co., 17¾; Cary Imp., 8⅜; Boston and Roxbury Mill, 35¼; Ophir (N. S.) gold, 35c.; Short Mt. Coal, 12; New Hampshire 6s, 1877, 98½; Connecticut 6s, 1891, 99; Massachusetts 6s, 1873 gold, 117; Albany 6s, 1886, 93¼; Cincinnati 7 3-10s, 1898, 104; Cook Co., Ills., 7s, 96; St. Louis 6s 1886, 93; do., 1869, 99; Boston 5s, 1884, gold, 104; do., 1886, gold,, 105¼; do., 6s, 1874, currency, 101; Charlestown 6s, 1889, 100; Salem 6s, 1883, 100; Chicago 7s, 99; Bangor 6s, 1879, 93; do., 1894, 90¼; Portland 6s, Building Loan, 96¾; Bath 6s, 1890, 91¼; Allouez Mining Co., 4¾; Hancock, 4½; Hecla, 80; Manhattan, 50c.; Rockland, 1⅝; St. Clair, 75c.

Baltimore.—Virginia 6s, old, reg., 48; do., 1867, reg., 48½; do., 1866, 50; Maryland Defense Loan, 99⅞; Memphis City 6s, 51; Richmond and Danville R. R. bonds, 72¼; Central Ohio R. R., 1st mort., 82½; Virginia and Tennessee 4th mort., 72; Orange, Alex. and Manassas 2d mort. 7s, 70⅝; Western Maryland 1st mort., 70; Parkersburg R. R., 24; Bare Hill Mining Co., 0.17; Santa Clara, 1.45; George's Creek, 71. The latest quotations are: Balt. and Ohio, 118@120; do., 6s, 1875, 91@91½; do., 1880, 91@91¼; do., 1885, 90@90¼; Northern Central, 47¾@48; do., bonds, 1885, 83⅝@83¾; do., 1900, —@83; Parkersburg Branch, 23@24¼; N. W. Va. 1st mort., 93@93½; do., 2d mort., 88@90; do., 3d mort., 1873, 85@85½; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87¼@87½; do., 2d mort., 72¾@73; Central Ohio, —@31⅞; do., 1st mort., 82½@83; Western Md. 6s, 1890, 70@72; do., guar., 87@90; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 72¼@72⅜; Baltimore 6s, 1875, 94⅜@94¾; do., 1886, 92@93; do., 1890, 92@92⅜; do., 1893, 92½@—; do., 5s, 1838–'70, 73@75; City Passenger R. R., 18@18¼; George's Creek Coal, 67@71½; Santa Clara, 1.40@1.30; Atlantic Coal, 2.75@3.10.

☞ We invite special attention to the advertisement of Messrs. Morgan & Grossbeck, Stationers and Printers, on the front advertising page. Bankers and Brokers who do business in the vicinity, will find their store very convenient, as all articles in their line, such as Account Books, Drafts, Checks, &c., can be procured; also, Railroad men who wish Stationery for their counting rooms and offices can have their orders supplied at the shortest notice, and in a superior manner, for all articles pertaining to their business.

☞ A DESIRABLE INVESTMENT. ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD CO. First Mortgage 7 per cent. Bonds. Twelve Thousand Dollars per mile Guaranteed by—The Terre Haute and Indianapolis Railroad Company. The Columbus, Chicago and Indiana Central Railway Company. The Pittsburg, Cincinnati and St. Louis Railway Company. The Pennsylvania Railway Company, for sale by LUDLOW THOMAS, 39 Pine street, New York.

☞ The Pittsburg and Connellsville Railroad Company will receive proposals until the 1st of May for the graduation, masonry and ballasting of the remaining forty-seven sections of this road, situated at intervals upon the ninety miles between Connellsville and Cumberland. See advertisement.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$1,666,822	$2,486,909
" cotton	1,621.110	2,357,191
" silk	2,118,277	2,721,262
" flax	947,198	1,430,378
Miscellaneous dry goods	811,726	977,826
Total entered for consump.	$6,815,133	$9,973,566

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool	$1,526,192	$1,507,790
" cotton	886,843	623.225
" silk	645,823	500,938
" flax	774,141	641,310
Miscellaneous dry goods	294,655	174,058
Total withdrawn from warehouse	$4,127,654	$3,447,321
Add entered for consump.	6,815,133	9,973,566
Tot. thrown on the market.	$10,942,787	$13,420,887

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool	$1,031,382	$1,467,678
" cotton	523,685	580,763
" silk	857,029	581,682
" flax	346,637	575,151
Miscellaneous dry goods	287,788	142,219
Total entered for wareh'g.	$2,546,521	$3,847,493
Total entered for consump.	6,815,133	9,973,566
Total entered at the port.	$9,361,654	$13,321,059

The imports of foreign dry goods at New York for three months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$3,883,996	$5,207,033
" cotton	3,086,979	5,222,580
" silk	4,531,621	5,992,385
" flax	2,200,196	3,285,949
Miscellaneous dry goods.	1,948,200	2,190,013
Tot. entered for consump.	$15,650,992	$21,897,960

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$3,124,949	$3,035,540
" cotton	1,952,542	1,524,622
" silk	1,354,990	1,254,641
" flax	1,911,658	1,777,278
Miscellaneous dry goods.	584,314	489,081
Total withdrawn from warehouse	$8,928,453	$8,081,162
Add entered for consump.	15,650,992	21,897,960
Total thrown on the market	$24,579,445	$29,979,122

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool	$2,956,244	$3,314,964
" cotton	1,491,099	1,480,316
" silk	1,214,775	1,495,353
" flax	1,021,738	1,637,459
Miscellaneous dry goods.	720,935	357,215
Total entered warehouse.	$7,404,791	$8,285,307
Add entered for consump.	15,650,992	21,897,960
Total entered at the port.	$23,055,783	$30,183,267

Imports of foreign dry goods at New York for nine months from July 1.

Year.	Invoiced value.
1863-4	$67,181,882
1864-5	86,628,697
1865 6	115,644,914
1866-7	88,451,059
1867-8	62,420,141
868-9	73,199,277

Canals and Navigation Improvements of Pennsylvania.

A tabulation showing the stock and bond accounts, length and character of Works, Miles, Cost, Earnings, Expenses and Dividends for the year ending October 31, 1868.

Compiled from the Reports of Companies returned to the Hon. J. F. HARTRANFT, State Auditor.

Canals.	Capital and Debt. Stocks.	Bonds.	Debt.	Total.	Length of Canals.	Dimensions. Top.	Bottom.	Depth.	Locks. Lift. No.	Length.	Width.	Cost of Works.	Gross Earnings.	Operating Expenses.	Net Earnings.	Divid'ds. Am't.	Rate.
	$	$	$	$	M.	Ft.	Ft.	Ft.		Ft.	Ft.	$	$	$	$	$	P.c.
Delaware and Hudson	14,997,300	2,031,000	.....	17,028,300	108.00	48	30	6	106	100	15 to 15½	6,888,184	97,549	722,780	.....	3,400,000	14
Delaware Division	1,633,350	800,000	.....	2,433,350	60.00	44	26	6	32	90	11 to 22	2,433,350	222 611	68,246	154,365	130,668	8
Erie	64,000	.....	1,373,530	1,437,530	161.00	54	30	4	134	80	15	969,615	79,248	102,199	.....	.....	.....
Junction	398,910	.....	.....	398,910	18.00	45	26	4	11	90	17	398,910	23,673	16,955	8,718	.....	.....
Lehigh Coal and Navigation	8,739,800	14,004,387	.....	22,744,187	48.00	60 to 100	45	6	53	102	22	4,455,000	380,455	137,036	248,419	.....	.....
Muncy	2,625	.....	.....	2,625	0.75	45	40	3½	...	...	...	6,183	193	43	150	.....	.....
Pennsylvania	2,750,000	701,000	.....	3,451,000	178.00	45 to 50	24 to 32	4 to 5	108	90 to 180	15 to 17	3,451,000	258.340	228,233	30.107	.....	.....
Schuylkill Navigation	4,797,185	7,762,720	536,410	13,096,316	109.23	60to800	40 to 45	6	76	110	18	13,063,839	1,162,855	487,766	475,089	.....	.....
Susquehanna and Tide Water	2,002,746	2,628,310	149,296	4,870,352	45.00	50	30	5	33	170	17	4,685,267	166,589	80,908	85,681	.....	.....
Union	2,907,850	2,000,000	.....	5,907,850	87.64	43	28	4½	88	90	17	5,907,850	60,830	55,522	5,308	.....	.....
West Branch and Susquehanna	1,100,000	749,000	.....	1,849,000	123.00	40	28	4&4½	38	90	17	1,849,000	267,886	238,306	29,580	.....	.....
Wiconisco	53,925	15,000	12,560	86,485	12.00	45	28	4½	7	90	17	500,000	9,785	9,983	.....	.....	.....
Wyoming Valley	800,000	600,000	.....	1,400,000	64.00	40	28	4½	11	90	17	2,000,000	124,895	84,923	39,972	31,650	4

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st:

	1868.	1869.
Ashes, bbls	659	2,132
Breadstuffs—		
Wheat flour, bbls	450,931	438,330
Cornmeal, bbls	124,448	105,547
Wheat, bush	418,493	1,480,594
Rye, bush	39,479	5,578
Oats, bush	279,657	841,478
Barley, bush	155,543	121,557
Peas, bush	4,380	12,557
Corn, bush	3,147,683	1,421,382
Cotton, bales	280,567	250,630
Naval Stores—		
Crude turp., bbls	1,987	5,237
Spirits turp., bbls	8,786	10,917
Rosin, bbls	65,002	127,990
Tar, bbls	4,998	19,493
Pitch, bbls	759	794
Provisions—		
Pork, pkgs	39,672	40,450
Beef, bbls	22,556	41,365
Cutmeats, pkgs	47,030	44,306
Butter, pkgs	96,113	120,933
Cheese, pkgs	87,168	22,013
Lard, tcs. and bbls	55,653	35,164
Do., kegs	5,282	1,313
Whiskey, bbls	9,282	33,897
Petroleum, pkgs	119,382	202,818

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st:

	1868.	1869.
Ashes, Pots, bbls	936	871
Do., Pearls, bbls	8	24
Beeswax, lbs	136,982	43,369
Breadstuffs—		
Wheat flour, bbls	189,058	239,016
Rye flour, bbls	2,547	730
Cornmeal, bbls	44,971	39,302
Wheat, bush	710,528	2,030,964
Rye, bush	146,782	.....
Oats, bush	22,700	34,059
Barley, bush	.....	.....
Peas, bush	10,800	23,849
Corn, bush	2,227,654	716,914
Candles, bxs	18,942	14,142
Coal, tons	11,741	15,176
Cotton, bales	132,283	68,347
Hay, bales	10,869	5,170
Hops, bales	141	12,486
Naval Stores—		
Crude turp., bbls	100	338
Spirits turp., bbls	3,118	949
Rosin, bbls	63,425	108,684
Tar, bbls	1,741	6,717
Pitch, bbls	1,007	964
Oils—whale, galls	110,616	424
Do., sperm, galls	98,051	146,363
Do., lard, galls	89,364	8,963
Do., linseed, galls	15,941	1,504
Provisions—		
Pork, bbls	26,884	13,976
Beef, bbls	6,524	5,953
Do., tcs	27,184	22,084
Cutmeats, lbs	19,054,547	15,513,171
Butter, lbs	292,132	199,707
Cheese, lbs	6,482,222	1,837,834
Lard, lbs	17,384,597	8,760,339
Rice, tcs	77	249
Do., bbls	4,638	1,034
Tallow, lbs	4,874,547	2,459,615
Tobacco, crude, pkgs	17,174	18,734
Do., manf., lbs	1,971,811	859,877
Whalebone, lbs	136,229	124,600
Petroleum, galls	9,947,351	10,737,525

☞ The work on the Point of Rocks Railroad, which, when completed, will bring Hagerstown in direct communication with Washington city, is progressing at different points on the line, but not with such rapidity, we learn, as will insure its

completion within the next year, as was at one time anticipated.

Journal of Railroad Law.

RAILROADS—CONNECTING LINES—THROUGH PASSENGERS TICKETS, LIABILITY FOR BAGGAGE.

The facts in the late case of Candee *vs.* The Penn. R. R. Co., (21, Wisc., 582) are clearly stated in the following opinion by

COLE, J.—It is alleged in the complaint that the several railroad companies therein mentioned formed one continuous and connecting line of road for the transportation of passengers and baggage from the city of Milwaukee to the city of New York; that by virtue of an arrangement existing between these companies, each company issued and sold tickets for the transportation of passengers and baggage, which were good over the roads of the other companies; that at the city of Harrisburg there is a railroad branching off from the defendant's road and running to New York by the way of Allentwon, and commonly known as the "Allentown line;" that by reason of some arrangement existing between the defendant and the operator of the "Allentown line," tickets for the transportation of passengers and baggage over the defendant's road were equally good over the "Allentown line." It is further alleged that abont the 22d of February, 1865, the plaintiff purchased from the Chicago and Milwaukee Railway Company a coupon ticket issued by that company, paying therefor the then established rate for one first class passage from Milwaukee to to the city of New York; that she had the option of using her ticket over the "Allentown line," instead of going by the way of Philadelphia, that she delivered her trunk to the Chicago and Milwaukee Company at Milwaukee, receiving therefor a through check for the trunk to the city of New York by way of the "Allentown line." It is further averred that when the plaintiff arrived at the city of Harrisburg, on the defendant's road, where the "Allentown line" branches off, she determined to go by way of Philadelphia, instead of going over the "Allentown line," that thereupon the defendant company took up the check which the plaintiff had received for her trunk from the Chicago and Milwakee Company and gave in exchange therefor a through check from Harrisburg to New York by way of Philadelphia. It is stated that at the time the trunk was rechecked at Harrisburg, the plaintiff was informed and believed that the same was in good order, but that when it arrrived at New York the lock had been broken, and the articles there mentioned had been taken therefrom. It is not, however, alleged that the defendant company was guilty of any negligence on its part in transporting the trunk over its road; nor that the loss happened while the trunk was in the possession of that company or under the control of its agents and employees. The question, therefore, arises upon these facts, whether a cause of action is stated against the defendant.

It appears to us that there is not enough set forth to show that the defendant is liable for the value of the articles lost. According to our understonding of the matter, the ticket and check given by the Chicago and Milwaukee Railway Company imply a special undertaking by that company to safely transport and carry, or cause to be safely transported and carried, the plaintiff and her baggage over the roads mentioned in the complaint, from Milwaukee to the city of New York. This, we think, must in legal contemplation be the nature and extent of the contract entered into and assumed by that company when it sold the plaintiff the through ticket, gave a through check for the trunk, and received the fare for the entire route. This is the doctrine of the case of the Illinois Central Railroad Company *vs.* Copeland 42 Ill., 332, and we are disposed to follow it as laying down a safe, sound and reasonable rule on this subject. In the case of Peet *vs.* Chicago and Northwestern R.R. Co., 19 Wis., 118, court affirmed an analogous principle, by holding that where a railroad company contracted as a carrier to transport goods for a whole line, it became liable for an injury which might happen to them beyond the terminus of its own road, while under the control of other carriers. So here. The Chicago and Milwaukee Company received the whole passage money from Milwaukee to New York city—fare which covered the carriage of both the plaintiff and her baggage safely to the latter city. It assumed to give a through check for the trunk, and a through ticket which entitled the holder to a first class seat in the cars passing over the successive roads. It seems to us, therefore, perfectly reasonable and proper to hold that company to the full measure of liability assumed by it in its contract, and to say that it is liable for losses happening beyond the line of its own road. It was contended by the counsel for the appellant, that the facts do not show even a contract on the part of the Chicago and Milwaukee Company to transport the plaintiff and her baggage for the entire route; that the tickets issued by it should rather be regarded as distinct tickets for each road, sold by that company merely as agent for the other companies; and that each company is only liable for such losses as happen on its own road. But it is very obvious that this rule would at once destroy all the convenience and benefits of the through ticket system, since it would impose upon the passenger the necessity of both looking after and examining the condition of his baggage at the terminus of each road; otherwise it would be impossible for him to prove where the loss occurred. We deem it a better rule to hold, that the Chicago and Milwaukee Company by issuing the through ticket and check, contracted to carry the plaintiff and her baggage the entire route. Had the complaint alleged that the loss happened in consequence of the negligence of the agents and employees of the defendant company, and while the trunk was being transported over its road, then, perhaps, the action might be maintained, notwithstanding the undertaking of the first company. But there is no such averment in the complaint.

It seems to have been supposed that the defendant company rendered itself liable for the loss in this case, because at Harrisburg it took the baggage check originally given by the Chicago and Milwaukee Company, and gave its own through check for the trunk to New York, by the way of Philadelphia. But this exchange was made simply in accordance with the terms of the contract entered into at Milwaukee. By that contract, the plaintiff had the option of using her ticket over the "Allentown line," or to go by the way of Philadelphia. True, her trunk had been checked by the way of Allentown; yet when she reached Harrisburg, she had the privilege of electing whether she would pass over the "Allentown line" or go the other route. She contracted for this option in the first instance, and therefore surrendering the check which she had received from the Chicago and Milwaukee Company, and taking the defendant's check in exchange, was but carrying out this understanding and agreement. But we do not think the effect of this transaction was to change the relation of the parties, by either restricting or enlarging the liability of the defendant company, any more than though the trunk had been originally checked by the Philadelphia route.

In anticipation that we might hold, upon the facts stated in the complaint, that the defendant contracted to carry the plaintiff's trunk beyond its own road to the city of New York, the counsel for the appellant contends that the defendant had no power to make such a contract. This objection, that a railroad company cannot incur liability beyond its own route by an express contract, is overruled by what has already been said in ihts opinion, as well as by what (if not expressly) is at least by implication decided in Peet *vs.* Chicago and Northwestern R. R. Co., *supra*. It is unnecessary to enter upon any discussion of this question at this time. The remarks already made dispose of this appeal. My own opinion, however, is, that the great weight of authority, not only in England but in this country, hold that it is competent for a railroad company to contract for the transportation of passenger and goods beyond the terminus of its road, and I am disposed to follow these decisions. But I leave the discussion here for the present.

It follows from the views we have expressed, that the order of the circuit court overruling the demurrer to the complaint must be reversed, and the cause remanded for further proceedings according to law.

DOWNER, J.—I concur in the opinion that the defendant corporation is not liable unless the loss occurred while the baggage was in its custody; but I express no opinion as to the liability of the corporation issuing the ticket for losses on the roads of the other corporations.

By the court.—Order reversed, and cause remanded.

Fredericksburg and Gordonsville Railroad.

We learn that the construction of this road was commenced on the 31st ult., at Fredericksburg, and the prospects are that it will be speedily completed to its terminus at Charlottsville *via* Orange Court House. This, by the laws of Virginia, will be the ruling road to tide water for heavy traffic to Eastern ports from the west and southwest. The work is under the charge of H. H. Waynright, of Philadelphia, assisted by Colonel W. W. Taylor, of Baltimore, as chief engineer.

☞ The earnings of the Great Western Railway of Canada for the month of January, 1869, were $339,060 69; the expenses, $198,681 78; and the net earnings, $140,378 61. In January, 1868, the earnings were $273,031 80; the expenses, $169,061 83; and the net earnings $104,869 97—showing an increase in earnings of $65,128 59; in expenses of $29,619 95; and in net earnings of $35,508 64.

Lake Superior Iron Trade.

The Marquette *Mining Journal*, of March 10th gives the following statement of the quantity of charcoal pig iron made in the Lake Superior region in 1868, also the quantity and estimated value of the ore and pig product for each year since 1856:

The following table exhibits the total product of the furnaces for the year 1868:

	Gross tons		Gross tons.
Pioneer	9,500	Bancroft	3,500
Northern		Champion	4,282
Collins	4,268	Jackson	4,169
Michigan	4,383	Schoolcraft	1,735
Greenwood	1,806	Deer Lake	600
Morgan	4,203		
Total			38,246
Product 1867			30,911
Increase			7,335

Total value of product for 1868, in market, $1,453,348.

The following is a statement of the total product of the Lake Superior furnaces, since the first iron was made in 1858:

	Gross tons.		Gross tons.
Pioneer	38,072	Bancroft	23,034
Northern	15,068	Champion	4,282
Collins	25,828	Jackson	4,169
Michigan	8,313	Schoolcraft	1,735
Greenwood	12,218	Deer Lake	600
Morgan	20,891		
Total			154,220

The following is a comparative statement of the prduction of ore and pig iron in this district from 1856 to 1868, inclusive:

Year.	Iron ore.	Pig iron.	Ore & Pig.	Value.
1856	7,000	.....	7,000	$28,000
1857	21,000	.....	21,000	60,000
1858	81,035	1,629	32,661	249,202
1859	65,679	7,258	72,937	575,529
1860	116,908	5,660	122,658	736,496
1861	45,430	7,970	53,400	419,401
1862	115,721	8,590	124,311	984,977
1863	185,257	9,813	105,070	1,416,935
1864	235,123	13,832	248,955	1,867,215
1865	196,258	12,283	207,539	1,590,430
1866	296,972	19,437	315,309	1,400,960
1867	466,076	30,911	496,987	3,475,820
1868	507,813	38,246	546,059	3,992,418
Total	2,282,230	154,629	2,443,889	$17,801,278

Specie Movement at New York in 1869.

Received from foreign ports:

In January	$221,278	
Do. February	1,882,755	
Do. March	1,771,668	
		$3,875,701

Received from California:

In January	$1,810,536	
Do. February	1,359,226	
Do. March	842,920	
		4,012,682
Total supply		$7,888,383

Exported to foreign ports:

In January	$3,214,380	
Do. February	3,232,083	
Do. March	2,389,968	
		$8,836,431
Loss since January 1st, 1869		$948,048

☞ The following gentlemen have been elected directors of the Panama Railroad Company for the ensuing year: William H. Aspinwall, Joseph W. Alsop, James M. Brown, Henry Chauncey, Edward Cunard, Frederick G. Foster, David Hoadley, Gouverneur Kemble, Charles P. Leverich, Howard Potter, David Stewart, Theo. W. Riley, William Whitewright, Jr.

Railroad Law of Ohio.

The following is a correct copy of the Law recently passed by the Legislature of Ohio empowering foreign railroad corporations to lease or purchase and operate railroads within that State. It is known as the "Stickney Railroad Bill:"

AN ACT to amend section 24 of an act entitled "An act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852. [Swan & Critchfield, pages 231 and 282.]

SEC. 1. *Be it enacted, &c.*, That section 24 of the above entitled act be amended to read as follows:

SEC. 24. Any railroad company heretofore or hereafter incorporated, may at any time, by means of subscription to the capital of any other company or otherwise, aid such company in the construction of its railroad, within or without the State, for the purpose of forming a connection of said last mentioned road with the road owned by the company furnishing said aid; or any railroad company organized in pursuance of law, either within this or any other State, may lease or purchase any part in all or any railroad, the whole or a part of which is in this State, and constructed, owned or leased by any other company, if said companies' lines of said road are continuous, or connected at a point either within or without this State, upon such terms and conditions as may be agreed on between said companies respectively, or any two or more railroad companies whose lines are so constructed may enter into any arrangement for their common benefit consistent with and calculated to promote the objects for which they were created.

Provided, That no such aid shall be furnished nor any purchase, lease, sub letting or arrangement perfected, until a meeting of the stockholders of said company of this State, party to such agreement, whereby a railroad in this State may be aided, purchased, leased, sub-let or effected by such arrangement, shall have been called by the Directors thereof, at such time and place, and in such manner as they shall designate, and the holders of at least two-thirds of the stock of such company represented at such meeting, in person or by proxy, and voting thereat, shall have assented thereto.

And provided further, That if a railroad company of another State shall lease a railroad, the whole or a part of which is in this State, or make any arrangement for operating the same, as provided in this act, such part of said railroad as is within this State shall be subject to taxation, and shall be subject to all regulations and provisions of law governing railroads in this State, and such other provisions of law as have been, or may hereafter be, enacted for the Government of such railroads as do, or shall, by consolidation, or any of the other means provided by laws, form part of a continuous line of road from a point in one of the States of the United States into this State, or through this State to a point in another State; and a corporation in this State leasing its road to a corporation of another State, shall remain liable to all parties as if it operated the road itself; and a corporation of another State, being the lessee of a railroad in this State, shall likewise be held liable for any violation of the laws of this State, and may sue and be sued in all cases, and for the same causes, and in the same manner as a corporation of this might sue or be sued, if operating its own road; but a satisfaction of any claim or judgment by either of said corporations shall discharge the others, and a corporation being the lessee, as aforesaid, shall establish and maintain an office in this State, at some point on the line of the railroad so leased, at which legal process and notice may be served, as at the general office of a railroad company of this State.

Provided, further, That it shall be regarded as one of the conditions upon which a railroad company of another State may lease or purchase a railroad, the whole or any part of which is in this State, or make any arrangements for operating the same, under the provisions of this section, that such railroad company of another State thereby waives the right to remove any case from any of the Courts of this State to any of the Courts of the United States, or to bring a suit in any of the Courts of the United States against any citizen of this State, and a violation of such condition shall operate as a forfeiture of all rights acquired under such lease, purchase or arrangement.

SEC. 2. That said original section 24 be and the same is hereby repealed; and this act shall take effect on its passage.

F. W. THORNHILL,
Speaker of the House of Representatives.
T. J. GODFREY,
President pro tem. of the Senate.

Passed March 19, 1869.

Oil Creek and Allegheny River R. R.

The acquisition of the Oil Creek and Allegheny River Railroad by the Philadelphia and Erie Railroad Company, puts the latter in connnection with the Allegheny Valley Railroad at the mouth of Oil reek, and, by the Allegheny Valley Railroad, in communication with the Western Pennsylvania Railroad at Kiskiminitas, with the Pennsylvania Railroad at Pittsburgh and the Blairsville Intersection, also with the Pittsburgh, Fort Wayne and Chicago Railroad in Allegheny City. And so soon as a bridge shall have been built across the Allegheny river at Oil City, cars can be interchanged between the Pennsylvania Railroad and the Philadelphia and Erie Railroad. And exactly as east of the Allegheny mountain intercommunication is established between roads at Lock Haven and Tyrone by the Bald Eagle Valley Railroad, so west of the Allegheny mountain intercommunication will be established between the Philadelphia and Erie Railroad and the Pennsylvania Railroad at Oil City, at Kiskiminitas, and at Pittsburgh, by the Allegheny Valley Railroad. Not only, therefore, will the acquisition of the Oil Creek and Allegheny River Railroad give the Philadelphia and Erie Railroad its equitable share of eastward bound oil and also of the miscellaneous traffic for and from oildom, but it will at the same time tend to *weld* the Allegheny Valley Railroad to its connections at Oil City, Kiskiminitas and at Pittsburgh, making it in fact a link in the great *Pennsylvania quadrilateral* which fortifies the Juniata and the West Branch on the south and north, the Susquehanna and the Allegheny on the east and west, covering the only two naturally eligible and economically available routes east to Philadelphia and New York and west to the Ohio river and Lake Erie.

How the Philadelphia and Erie Railroad Company happened in funds to make the purchase of 43,000 shares of Oil Creek and Allegheny River Railroad Company's stock, is easy of solution.

In 1867 the Pennsylvania Railroad Company converted $2,400,000 Philadelphia and Erie seven per cent. bonds into 48,000 Philadelphia and Erie preferred capital shares, whereupon the Philadelphia and Erie Railroad Company became repossessed of the amount of loan so returned to their coffers, and which was opportunely available for reissue, in a most important negotiation. The price paid for the Oil Creek and Allegheny Railroad stock was, we believe, forty dollars per share, in bonds at par.—*U. S. R. R. and Mining Register.*

Emmittsburg Railroad.

We are informed, says the Gettysburg *Compiler*, by a friend at Emmittsburg, that the prospects of the contemplated railroad are very cheering—that the work of taking subscriptions goes on bravely, and that all are taking a lively interest in the success of the undertaking. He also informs us that considerable interest has recently been awakened at Frederick in favor of building the Frederick and Pennsylvania Line Railroad to the point where the Emmittsburg Branch shall strike the Western Maryland thus securing an immediate connection with Emmittsburg, and, ultimately, a

through route to Harrisburg *via* Gettysburg. There is also a talk of a railroad direct from Frederick to Washington.

Kent County Railroad.

The Chestertown *Transcript* says that Mr. J. Mahony, of Delaware, has agreed with the Kent County Railroad Company to complete the grading, track-laying and ballast from Massey's as the line is now located, by way of Kennedyville, Belair and Rees Corner to Deep Landing 28½ miles, and also the branch to Chestertown, 4.39 miles.

The grading is to be commenced by the 10th of April, with sufficient force to complete the grading to Belair by the 1st of December next, and the balance of the road and branch by July 1st, 1870. The track-laying is to be commenced at Massey's as soon as the company furnish the material, and the track to be completed to Kennedyville in sixty days more, provided there is no delays for materials.

These are the general features of a contract which is likely to be executed in a few days, provided the graduation be confined to the section fram Massey's to Kennedyville, and on that part of section three from Kennedyville to Parrott's until the road shall be completed down to Kennedyville.

Cairo and Fulton Railroad.

A letter from Mr. Brayman, Esq., President of this company, dated March 13, 1869, addressed to Hon. J. M. Johnson, President of the Senate, says:

In anticipation of the present condition of things, application was made to congress by this company for an extension of the time fixed in the act of congress of July 28, 1866, for the completion of the first twenty miles of railroads.

I have to advise you that before the close of the fortieth congress a joint resolution was, through the attention of Hon. B. F. Rice, and the Hon. L. H. Roots, accepted, whereby the lands of the company are safe from loss to the state, should this company be unfortunately prevented from completing twenty miles within the time first required.

☞ The Toledo *Blade* says that the Sandusky, Mansfield and Newark Railroad has been leased by the Baltimore and Ohio Railroad Company for ninety-nine years, the latter to take possession on the 1st of May. The object is to form connections, *via* Toledo, with Michigan roads, and with this object in view, negotiations are now pending for the right of way from Monroeville to that city—the connecting link to be built if satisfactory arrangements cannot be made with the Lake Shore Company for the use of their line running into Toledo.

☞ The Westminister *Advocate* says that the Western Maryland Railroad is at the present time in a much better condition than it has been for years. The Superintendent, P. H. Irwin, Esq., is indefatigable in his labors; the bridges are being braced, new ties and rails laid, and the greater portion of the road is being ballasted, which, together with the other improvements contemplated, will soon make the road in first-class order, and in a short time it will be opened to Hagerstown.

☞ A meeting of the citizens of Ontario, Yates and Steuben counties, was held recently at Rushville, to take measures for the construction of a railroad from Geneva to Salamanca, suppyling the connection between the New York Central and the Atlantic and Great Western Railroads, and considerably shortening the line of travel from Albany or Boston westward. The proposed line leaves the New York Central (Auburn branch) at Geneva, running southwardly up the Flint Creek Valley to Rushville, thence along the valley to Naples, thence to Dansville, and up Whitney Valley, until it strikes the main line of the Erie Railway, thence westerly to Salamanca.

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Patent machine stretched Leather Belting, with all the necessary articles required. Address

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26 Ferry St., N. Y.

A GENTLEMAN closely connected with several large English Manufacturers of Steel and Iron Railway Plant, who possess important Patents; and who has facilities for purchasing Hardware, Scrap Iron, &c., wishes to combine these advantages with those of some responsible Agency or other Firm as a means to establish a Market in this Country for such commodities. The highest references given, both American and English. Address

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ALBANY AND SUSQUEHANNA RAILROAD COMPANY.—TREASURER'S OFFICE, ALBANY, March 29th, 1869.—The interest due on the first day of April, 1869, on the Second Mortgage Bonds of this Company, will be paid on and after that date at the Banking House of Messrs. Dabney, Morgan & Co., No. 53 Exchange place, in the city of New York.

2t14 W. L. M. PHELPS, Treasurer.

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The PROPERTY situated at Jersey City, known as the JERSEY CITY LOCOMOTIVE WORKS,

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C. KNEELAND,
No. 49 William st.,
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4t14 **No. 24 Broadway.**

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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

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1500 TONS, 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address

WM. H. PLTIT,
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No. 431 Walnut street, Philadelphia.

TO CONTRACTORS.

Pittsburg and Connellsville Railroad.

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MASONRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.

OFFICE PITTSBURG AND CONNELLSVILLE R. R. Co.,
5t13 Pittsburg, March 18th, 1869.

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Iron Broker,

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Fish Bars, Bolts and Nuts,
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THE WHEELS HAVE STRAIGHT FLANGES 25 degrees double, two other wheels inside, elongated hubs to catch the rail in case the wheel jumps, the axle of steel enlarged in centre. The circle of the flanges on wheels cannot touch the rail—¾ metal is shrunk on the rail by rollers doubling their strength. Smoke-stacks, increased draft, with jacket, sparks and cinders glided into the same by sieves, these are also for steamers, etc. Invented, applied, and for sale by

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BALANCE WHEELS AND MOVEABLE LEVERS. These work giving double power without centre action. Capstans and Steering Wheels, levers on the shaft or axle, about one part purchase and six parts lever, same on rudder heads for vessels and boats, etc. Invented, applied and for sale by A. BEEBE, 78 Cedar street, from 12 to 3.

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350 TONS 40 LBS. RAILS, BEST AMERICAN MAKE. For sale by

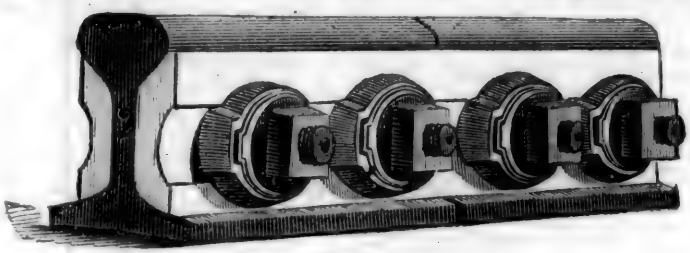
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Hemp Packing.

BEST HACKLED HEMP PACKING,

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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar, and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

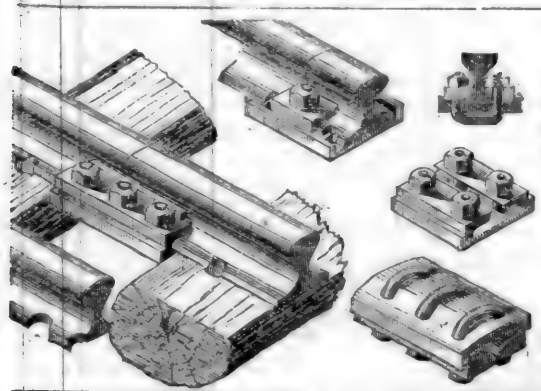
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
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RAIL JOINTS,

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The Superiority of these Joints has been proved by eight years' use on different Roads.

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100.000 EASTERN SPRUCE AND HEMLOCK Ties, 8, 9 and 10 feet long, 6+6 inch face. For delivery from April to September next, as required. Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and R. R. Timber. Apply to

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 16.] SATURDAY, APRIL 17, 1869. [WHOLE No. 1,722, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 17, 1869.

Railway Accidents—Destruction of Life and Property by Fire.

We find in the Washington *Chronicle* a description of an invention, recently patented by Messrs. George S. Koontz of Washington, and Edward Potts and McLeod D. Lewis of Baltimore, designed to prevent loss of life and property by fire in case of accident. Their invention, as described by the *Chronicle*, consists of a fire extinguisher, applicable to any car stove, so arranged that the furnace shall be in ready communication with a vessel containing water. Through the top of this vessel is a rod, connected at its lower end with a valve, and at its upper end with a chain attached to a ball, resting within a ring, and supported by braces. In cases of collision or overturning, or partial overturning of cars, or like accidents, the ball, prepondering the chain, rods, and valves in the chamber pipe, will roll from the ring and raise the valves so that the water in the chamber will be thereupon discharged into the furnace, thus instantly extinguishing the fire therein, and obviating the possibility of damage or loss of life by fire. A jacket, forming a chamber, is made to surround the furnace for the purpose of heating air, to be conveyed to the interior of the car, equalizing the heat therein, by means of a pipe connecting with and extending from the rear of the air-chamber through the car floor, for the conveyance of cold air. A double advantage is thus afforded—first, in the prevention of fire in cases of accidents, and, second in the equalization of heat throughout the cars. The latter feature, desirable as it is, however, is not so important as the "extinguisher," which can be readily applied to any car stove, at little cost, by simply changing the upper plate. The device is very simple in all respects. Practical railroad men who have examined it with much interest pronounce it superior to anything yet presented for the accomplishment of its important purposes.

A Freight Railroad.

The following is an extract from a letter written by Joseph H. Moore, Esq., Freight Agent, of Chicago, to the Superintendent of the Pittsburg, Fort Wayne and Chicago Railway, in which he advocates a plan for the reduction of freight by rail, being no less than the construction of a freight railroad from Chicago to New York. He expresses the opinion that such a road can transport the three classes of freights now sent by lake and canal to New York, at an average rate of six miles an hour, at the cost of $7, $8, and $9 per ton during the season of navigation, and during the winter months at the rates of $9, $10, and $11 per ton. The average freight on wheat, corn, and oats from Chicago to New York *via* Buffalo, by lake and canal during the past season, has been $8 per ton. Mr. Moore's letter closes with the following remarks:

To successfully work a railroad, where the tonnage is very large, it should be provided with a double track for freight trains and another for passenger trains, and the freight should be worked at a slow rate of speed—say six or eight miles an hour, with engines especially adapted to such speed. Under an organization of this kind a single line between Chicago and New York would transport more than five times the railroad and lake tonnage for the year under consideration. The trains can be safely worked within fifteen minutes of each other, giving ninety-six trains a day from Chicago, of 300 tons each for 300 days in the year, total 8,640,000 tons. This traffic at $9 per ton, on the average, will amount to $77,760,000, and estimating west bound receipts the same we have total income, from a single line, of $155,520,000, of which our company would be entitled to $80,870,400. To economically transport this immense tonnage 30,000 freight cars, at a speed of eight miles the hour, and 35,000 at six miles the hour, and 3,000 locomotive engines, would be required. The receipts per train per mile would average $3 from Chicago to New York *via* Pittsburg. These items of tonnage and earnings multiplied by four, the number of railroad lines from this city to New York, Philadelphia and Baltimore, give an aggregate of 96,120,000 tons, counting both east and west tonnage, producing an income annually of $622,080,000. All this I mention to show that railroad lines may be worked, when the tonnage is large, so as to entirely supersede water carriage when lakes, canals and rivers must be used between the termini of a long route; and that the capacity of a single line of railway is equal, if not superior, to that of five canals, in this latitude, as the speed of the trains would be three times that of canal boat movement during the season of navigation, with the five months' winter tonnage in favor of the all rail lines.

Pacific Railroads.

The joint resolution, which recently passed Congress, for the protection of the interests of the United States, in the Union Pacific Railroad Company and the Central Pacific Railroad Company, and for other purposes, was approved and signed by the President on the 10th inst. It authorizes the company to hold a meeting at Boston, April 22, 1869, to elect a board of directors and determine on a place for the location of their general office. Directs that the Union Pacific and the Central Pacific roads meet at Ogden. Authorizes the President to appoint a disinterested committee to examine the condition of the two roads, to be paid $10 per day. Directs the Attorney General to institute such proceedings as may be necessary to protect the interests of the United States in said roads. Directs inquiry also to be made whether both roads have not forfeited their charters, whether illegal dividends have not been declared, whether any of their directors have committed any penal act, and if so directs the Attorney General to institute proper proceedings for the protection of the United States.

☞ Henry R. Pierson Esq., of New York, has been chosen Vice President of the Chicago and Northwestern Railroad, to fill the vacancy made by the resignation of Perry H. Smith,

☞ Mr. C. E. A. Bartlett of Nashua has been appointed Treasurer of the Boston and Lowell Railroad.

Northern Central Railway.

The earnings of the Northern Central Railway and its Branches during the years ending December 31, 1867 and 1868, have been as follows:

	1867.	1868.
Main Line	$2,676,084 61	$2,907,151 82
Wrightsville Branch	31,227 92	48,788 58
Shamokin Division.	280,452 08	277,768 49
Elmira " .	395,149 48	528,626 39
Chemung " .	127,537 35	160,397 58
Canandaigua " .	180,416 72	233,624 05
Totals	$3,690,868 16	$4,151,351 91
Operating expenses:		
Main Line	$1,556,538 71	$1,893,765 68
Wrightsville Branch	24,890 03	36,370 81
Shamokin Division.	172,640 74	194,252 16
Elmira " .	390,811 60	433,235 36
Chemung " .	117,259 41	161,519 78
Canandaigua " .	216,568 96	243,184 23
Totals	$2,478,709 45	$2,962,327 52
Net revenue	$1,212,158 71	$1,189,024 39

Compared with the previous year the total gross earnings show an increase of $460,483 75, with an increase in operating expenses of $483,618 07—making the decrease in net revenue, $23,134 32.

The operating expenses of the road were 71.35 per cent. of the receipts, being 4¼ per cent. greater than in the year 1867. The increase of per centage is to be attributed to increased sidings; to the damage done to the lower end of the line by the flood which occurred on the 24th of July last; the repairs of which have been charged to operating expenses, and to the rebuilding bridges on the Shamokin Division.

These bridges when originally built being only adapted to the passage of coal cars, the change was rendered necessary to pass the box cars going to and from the Lehigh Valley Railroad connection with this line.

There have been moved in 1868, 3,138,319 tons of freight, against 2,356,312 tons in 1867—showing an increase in 1868, of 782,007 tons.

The large increase of gross receipts for the year does not show an equivalent increase of the net income. But the extraordinary expenses just referred to, together with the reduction of rates received for the tonnage moved, will account for the failure to realize the additional profit.

The average rate received for the transportation of freight was 2.22 cents per ton per mile, a reduction of 0.38 of a cent. per ton from the rates received the previous year. The same rates of freight upon the tonnage of 1868 as received in 1867, would have given us an additional net profit of $500,889 06. The reduction of rates has inured to the benefit of the consumer, and is the best evidence that can be given to show that the management of the road is not adverse to the interests of the public. At the same time the attraction of this increased tonnage to the line, we believe, has, and will, prove more advantageous to the stockholders than the policy pursued by many roads, and formerly pursued by this company, of charging higher rates and thus limiting the business to a smaller number of tons. The one policy attracts trade, which when once secured, becomes permanent, induces the growth of manufactories along the line, and increases both the trade and travel; while the other has just the opposite effect.

The tonnage has been only limited by the capacity of the equipment. Although large purchases were made during the last year of engines and cars, we were unable to meet the trade which was offered, and we have therefore been compelled to again make contracts for a large increase of rolling stock, which is to be delivered during the early part of this season.

The rolling stock of a line situated as this one is, having so many connections, with the great proportion of the trade originating on the line of the road and destined to points on other roads, must neccessarily have a larger proportion per mile than other lines differently situated. We loose the control of cars, and they cannot be made to perform the same amount of service as if we had the entire control of them. Another reason for the necessity of an undue proportion of equipment has frequently been referred to in previous reports, but is none the less true now, and that is the want of a connection with a shipping point on tide-water. Our trade is now confined to local points, is spasmodic, and cars must be kept to move it only as the demand springs up. If a shipping point was had the equipment could be used for that trade during the dull season of the local traffic. Every effort has been made by this company to remedy this want, but, so far, we have not been able to accomplish it, without an expenditure which the affairs of the company would not warrant. The Union Railroad Company promised to provide the facilities of this kind, but it has met with difficulties which has compelled it, at least temporarily to suspend work. The advantages to the City of Baltimore to be derived from the ability of this company to reach tide-water we believe is now thoroughly appreciated by the city authorities, and we have no doubt that means will be taken to have the work on the Union Railroad resumed and pushed forward to completion.

There has been a very large increase in the coal trade over the preceding year. The coal transported South in 1868 amounted to 602,025 tons, against 453,919 tons in 1867, an increase of 148,106 tons. Of this increase, 26,741 tons were carried to Baltimore, and the balance, 121,365 tons to local stations on this and connecting roads. The coal transported North to Elmira and points beyond, in 1868 was 131,677 tons, against 35,619 tons in 1867, an increase of 96,058 tons. We anticipate a further increase in this business during the present year.

As we anticipated in our last report, the business of the leased lines has increased largely with the exception of the Shamokin Division. The trade of this road has been somewhat affected by the completion of the Enterprise Railroad—a new road, owned and controlled by the Philadelphia and Reading Railroad Company. The increasing business to the Main Line will, however, render this Division in the future as in the past, a profitable investment for this company.

Last year we added to the equipment: 12 locomotives, 7 passenger cars, 100 box and stock cars, 125 eight-wheeled and 322 four-wheeled gondola coal cars, 7 eight-wheeled stone cars, 46 freight cabin cars, at a cost of $472,741 38. And we have contracted for, (to be delivered this year): 22 locomotives, 600 eight wheeled coal cars, 200 box cars, 20 stone and lime cars.

There has been put in the track 4,028 tons of new iron and 139,824 cross-ties. The track upon the entire line is in excellent condition, and the bridges and all appurtenances have been kept in good order. It was our intention, during the last year, to build a number of passenger and freight stations at different points where they were very much needed; but the extraordinary expenses to which we were subjected, compelled us to postpone doing any work of this kind. We hope to be able to build several during this year.

The entire right of way for the new line into the City of Baltimore, together with sufficient ground for new shops on the line of the road adjoining the city, has been purchased, and the work is now being prosecuted. This work, although costly, we could not postpone any longer. It had become almost an impossibility to handle the freight in the city over a single track with very heavy grades, and if the increase should continue this year in the same proportion as in the past we shall find great difficulty in disposing of it. It has also been our desire to put additional local passenger trains upon the line, but we have been prevented by the same cause. The new line will enable us to handle a very great deal more trade, and to do it at much less cost. The shops are as much a necessity as the new tracks, as those we have were built to accommodate the equipment of the road when the business amounted to one-fourth of its present proportions; it can readily be seen that we have been working at a great disadvantage. These improvements will require a large outlay of capital, but we are fortunate in this: that we will be able to sell the property occupied by the present shops for a sum almost, if not entirely, sufficient to cover the expenses of the contemplated improvements.

In 1865 it was determined upon to issue a six per cent. mortgage of $2,500,000 for the purpose of purchasing equipment, and making such improvements as might be required. This was done, and about one-half the bonds were sold. But, owing to the fact of its being a third mortgage upon the property, we found it difficult to use the remainder at a price we considered them worth; and finding too that improvements, which, at the time these bonds were issued, we thought could be postponed for some years, had now become imperatively necessary, it was deemed best to create a consolidated mortgage and withdraw the balance of the loan from the market. This has been done. A mortgage of $6,000,000, bearing six per cent. interest, payable in coin, free from taxation, has been created, and is to be issued only as the former bonds of the company are retired, either by purchase for the sinking funds, or by cancellation. A portion of the $2,500,000 has been retired and a like amount of the new bonds have been sold, and we are now offering a limited number of them at par and accrued interest.

With these bonds we shall be enabled to cancel the floating debt of the company, make the improvements which cannot be delayed, while the funded debt of the company will not be increased beyond its present amount, And, by the time this entire mortgage is issued it will be the first, and only mortgage, except the Annuity to the State of Maryland on your property.

The regular payments have been made to the sinking funds during the year. In the sinking fund for the redemption of the bonds due in 1885 there is now $431,000 of these bonds; and in the general sinking fund we have $252,000, an increase in both of $101,000.

The receipts and expenditures for the year ending December 31, 1868, were as follows:

Receipts.

From freights	$2,928,360 77
" passengers	914,760 04
" express	90,500 85
" U. S. mails	44,160 00
" sundry sources	173,570 25
	$4,151,351 91
Capital stock	150,000 00
Bonds	1,110,500 00
Real estate	636 00
	$5,412,487 91

Expenditures.

Expenses, as above	$2,962,327 52
Interest	434,872 52
Dividends on capital stock	382,895 00
Taxes on capital stock, dividends & surplus	33,631 35
Rent of Shamokin Valley & Pottsville R. R	101,167 00
Rent of Elmira and Williamsport R. R	165,000 00
Rent of Elmira, Jefferson and Canandaigua R. R	25,000 00
Discount on bonds	95,156 03
Sinking funds	101,000 00
Construction	96,497 67
Real estate	127,647 62
Equipment	472,741 38
Floating debt decreased	414,551 82
	$5,412,487 91

FINANCIAL STATEMENT, December 31, 1868.

Assets:

Railway and appurtenances		$8,907,252 27
Canton extension		842,182 02
Real estate		641,489 69
Equipment		2,120,837 20
		$12,011,761 18
Cash	$279,622 57	
Passenger agents	3,825 96	
Freight "	112,043 06	
Post office department	12,030 59	
Stock of W., Y. and G. R. R. Co.	47,595 00	
Debt of W., Y. and G. R. R.	76,484 79	
Bonds of W. and F. Railway Co	10,413 18	
Individuals and corporations	309,755 10	
Materials and supplies	225,340 54	
		1,077,110 74
		$13,088,871 92

Liabilities:

Capital stock—95,978 shares		$4,798,900 00
First mort. bonds of York & Cumberland R. R. Co.	$175,000	
Second mort. bonds of Y. and C. R. R. Co.	25,000	
Third mort. bonds of Y. and C. R. R. Co., guaranteed by City of Baltimore	500,000	
Second mort. bonds of N. Central Railway Co.	2,500,000	
Third mort. bonds of N. Central Railway Co.	1,223,000	
	$4,423,000	
Deduct amount in sinking funds	683,500	
	$3,739,500	
First mort. loan of Northern Central R. W. Co. from State of Maryland irredeemable	1,500,000	
Second mort. consolidated six per ct. gold bonds of Northern Central Railway Co., due July 1, 1900. Total loan, (including $3,739,500, as above,) $6,000 issued	952,000	
		6,191,500 00
Bills payable	$417,675 38	
Interest, &c., accrued	246,601 91	
Interest coupons	12,181 50	
Pay rolls and vouchers	490,687 84	
Foreign roads	35,794 46	
Individuals and corporations	107,125 26	
		1,310,066 30
Profit and loss account		788,405 62
		$13,088,871 92

President.—J. D. CAMERON.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, S. M. Shoemaker, Edmund Smith.

Vice President.—J. N. DUBARRY.

Secretary.—ROBERT S. HOLLINS.

Treasurer.—JOHN S. LEIB.

Auditor.—STEPHEN LITTLE.

Gen'l Superintendent.—A. R. FISKE.

☞ Mr. Franklin B. Gowen has been elected President of the Philadelphia and Reading Railroad Company, vice Mr. Charles E. Smith resigned.

Jackson, Lansing and Saginaw Railroad.

The earnings of this road for the year ending December 31, 1868, were:

From passengers		$199,428 68
" freight		172,294 55
" miscellaneous sources		16,077 19
" rent of G. R. V. R. R. Co., etc.		4,053 88
		$391,849 30
Expenses, viz:		
Repairs of road	$44,928 08	
" locomotives	9,434 23	
" cars	12,262 72	
" bridges, etc.	3,523 38	
Locomotive service	17,066 03	
Train service	12,772 64	
Station service	20,914 75	
Fuel	18,300 79	
Oil and waste	3,952 25	
All other expenses	26,508 62	
	169,663 49	
Balance of earnings		$222,185 81
Add balance from previous year		46,623 85
Total		$268,809 66
From which deduct—		
Interest and exchange	$127,958 71	
Taxes, U. S. and State of Michigan	9,458 16	
Fuel on hand	15,000 00	
	152,416 87	
Balance December 31, 1868		$116,392 79

—which has been appropriated to the payment of interest due January 1, 1869, to construction, and to meet maturing floating obligations of the company.

The amount charged to construction for the year is $460,931 96; making the total of that account on 31st Dec., $2,609,249 72; also, on exhibit of the floating debt of the company, amounting, at the beginning of the year, to $102,361 43.

The funded debt consists of $1,495,000 first mortgage bonds, and $400,000 second; leaving $100,000 authorized, not yet issued, and it is hoped no further issue may be necessary, together with $40,834 57 mortgages for depot grounds and docks, at Saginaw City.

There are also unadjusted liabilities for docks and freight house at Wenona, construction contracts unfinished, &c., amounting, in the aggregate, to $50,000 or $55,000.

The capital stock is $548,605, to which should be added $84,000 for right of way, and preparing the road bed for iron, from Saginaw City to Wenona, as per contract not yet fully adjusted; making a total of $633,605 stock.

By the building of the road from Owosso to Wenona, the company has earned 192,000 acres of land, which amount has been duly certified to the company, quite carefully examined, and will be speedily appraised and offered for sale; the proceeds being pledged for the redemption of first mortgage bonds. The report says:

We have no doubt the business of the current year will be considerably more than the past, and feel safe in estimating its aggregate at not less than $450,000, which will not be sufficient to make such additions to equipment, in the way of rolling stock, additional sidings, station houses, &c., as will undoubtedly be necessary, together with operating expenses, interest, and other incidental expenses, and fully cancel the floating debt, a portion of which will require to be carried over into the next year.

The rolling stock of the company, which now consists of ten locomotives; six large, and four small passenger coaches; two large, and two small baggage cars; two mixed train baggage cars, fifty box, and one hundred platform cars, is quite adequate for our present business, except in passenger coaches, of which, two more will be needed; and with a natural increase in business, another engine, and a few freight cars, may be necessary.

As the past year is the first of its operations over the whole line, from Jackson to Wenona, 116 miles, our earnings have been heretofore entirely conjectural. We can now calculate with more confidence, and compare earnings with corresponding periods of the past.

It is proper here to allude to other similar enterprises, now under contract; the completion of which, it is confidently predicted, will greatly add to our business. First—from Jackson to Fort Wayne, Indiana, 95 miles, which will afford a southern outlet for a large amount of the great staple of the Saginaw Valley, lumber. Nearly half of this line is expected to be opened for traffic the present season. Second—the Ionia and Lansing Railroad, leading from Lansing northwest to Pentwater, 127 miles, of which the division from Lansing to Ionia is under contract, and is also expected to be completed the present season, and will be a most important feeder to our road.

It is also believed the time is approaching, and if needed legislation asked for is granted—near at hand, when we can present the extension of our own road, north, *via* the Straits of Mackinaw, to Lake Superior, to capitalists, in so favorable a light as will insure its speedy completion; developing a section of this State, abounding in products of the forest, and of soil unsurpassed in fertility for agriculture by such extension, opening to settlement a vast territory, now almost an entire wilderness, for lack of any mode of access, thereby largely enhancing the value of the company's grant of the finest lands in the world, and developing a local business amply remunerative to the road.

As soon as our floating debt is paid, it will be the policy of the company to set apart a portion of the surplus earnings to a sinking fund; which, together with proceeds of lands sold, may be invested in the bonds of the company, so reducing its bonded debt and annual interest account.

BALANCE SHEET.

Construction account	$2,609,249 72
Stockholders' balances	88,140 16
Traffic account	3,864 67
Land department	909 43
Bills receivable	19,401 88
Cash	47,854 80
	$2,714,420 66
Capital stock	$548 605 00
Bonded debt, 1st mortgage	1,495,000 00
" 2d "	400,000 00
Interest on municipal bonds, etc.	11,226 72
Bills payable	102,361 43
Income account	116,892 79
Mortgage for Saginaw depot and docks	40,834 72
	$2,714,420 66

President.—HENRY A. HAYDEN.

Directors.—Henry A. Hayden, Dan'l B. Hibbard, W. D. Thompson, H. H. Smith, Peter B. Loomis, O. M. Barnes, Minos McRoberts, Jas. Turner, W. H. Chapman, N. Barnard, Thos. Merrill, Henry W. Sage.

Vice President.—H. H. SMITH.

Solicitor and Secretary.—O. M. BARNES.

Treasurer.—JAMES TURNER.

Superintendent.—ANDREW WATSON.

☞ A contract has been made with Mr. J. Mahoney, of Delaware, to grade, lay the track, and ballast the Kent County Railroad. The contract was signed on the 7th inst. Work was to have commenced on the 15th.

Philadelphia and Reading Railroad.

In the AMERICAN RAILROAD JOURNAL, of January 16th, we gave the President's Report in full. In the present instance we select several important tables referring to the years ending Nov. 30, 1867, and 1868, respectively, and append a general statement of the cost, earnings and dividends since the completion of the road in 1842–'43.

ROADWAY.

	Miles of Track.		M. of Sidings.		Total.	
	1867.	1868.	1867.	1868.	1867.	1868.
Phila. and Reading	198.80	198.80	116.98	121.44	315.78	320.24
Mt. Carbon & Port Carbon	15.18	5.29	9.26	9.33	14.44	14.62
Mount Carbon	8.65	9.47	4.73	5.14	13.38	14.51
Lebanon Valley	86.66	86.66	15.66	15.80	102.32	102.46
Chester Valley	21.50	21.50	2.06	2.39	23.56	23.89
Schuylkill Valley	29.88	29.88	3.18	3.34	33.06	33.22
Mill Creek	16.64	15.58	9.53	8.71	26.17	24.29
Union	3.47	3.47	0.66	0.53	4.13	4.00
Good Spring	14.88	14.88	1.94	1.80	16.82	16.68
Lorberry Creek	6.62	5.94	0.89	0.66	7 51	6.60
Little Schuylkill	32.83	32.83	17.50	18.62	50.33	51.45
East Mahanoy	11.38	11.12	3.05	2.98	14.43	14.10
Port Kennedy	0.78	0.78	.....	.....	0.78	0.78
West Reading	1.74	1.74	0.89	1.00	2.63	2.74
Mine Hill and Sch. Haven	93.33	93.33	51.93	52.33	145.26	145.66
Zerbe Valley	....	15.82	.....	4.33	.....	19.65
Perkiomen	....	10.20	.....	1.50	.....	11.70
Total miles	532.34	556.79	288.26	249.90	770.60	806.69
	525.70	532.34	222.95	238.26	748.65	770.60
Increase over previous yr.	6.64	24.45	15.31	11.64	21.95	36.09

LOCOMOTIVES AND CARS.

	1867.	1868.
Locomotives—1st class engines	201	205
" 2d "	25	22
" 3d "	5	5
" 4th "	4	4
Total	235	236
On Mine Hill Railroad (not included above)	33	33
Aggregate on all roads operated	268	269

	No of cars.		Equiv. 4 wheel.	
	1867.	1868.	1867.	1868.
Coal cars—8 wheel, iron cars	3	3	6	6
" " wooden cars	4,081	4,234	8,162	8,486
" 4 wheel, iron cars	2,834	2,713	2,834	2,713
" " wooden cars	2,114	2,101	2,114	2,101
Total	9,032	9,048	13,116	13,306
Freight cars—16 wheel platform gun cars	1	1	4	4
" 8 wheel, house cars	381	397	762	794
" " cattle cars	38	38	76	76
" " platform	647	661	1,294	1,322
" " lime	20	40	40	80
" 4 wheel house	109	68	109	68
" " cattle	2	2	2	2
" " platform	43	26	41	26
" " sand and ore	10	10	10	10
" " lime	130	130	130	130
Total freight cars	1,379	1,373	2,468	2,512
Passenger cars—8 wheel	79	84½	158	169
Baggage " "	20	23	40	46
Mail and express cars—8 wheel	11	12	22	24
Total passenger trains	110	119	220	239

In addition to the above there are used in the management of the road:

In the *Transportation Department*:	1867.	1868.	1867.	1868.
8 wheel house cars, wreck trains	5	5	10	10
" platform cars, with cranes	8	9	16	18
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars, wreck trains	5	5	5	5
" open cars, for cord wood	71	58	71	58
" " depot, fuel, etc	3	3	3	3
" pass. and baggage cars for stock trains, &c	5	5	5	5
Total in transportation department	99	87	114	108
In use on Mine Hill Railroad	66	98	67½	111
And in the *Roadway Department*	309	332	368	393
8 wheel passenger cars	1	1	2	2
Aggregate of all cars	10,996	11,058	16,355½	16,664

GENERAL ACCOUNT.

	1867.	1868.
Preferred stock	$1,551,800 00	$1,551,800 00
Common stock	21,192,067 27	22,304,801 35
Stock issued in payment of dividend	1,056,234 08	2,445,250 39
Bonds converted into stock	56,000 00	.....
Aggregate stock	$23,856,101 35	$26,301,851 74
Loans—5 p. c. sterling bonds, 1836–'80	$182,400 00	$182,400 00
" 6 p. c. dollar " 1849–'70	2,656,600 00	401,600 00
" 6 p. c. " " 1861–'71	106,000 00	106,000 00
" 6 p. c. " " 1848–'80	549,000 00	549,000 00
" 6 p. c. sterling " 1843–'80	976,800 00	976,800 00
" 6 p. c. dollar " 1844–'80	804,000 00	804,000 00
" 6 p. c. " " 1848–'80	101,000 00	101,000 00
" 6 p. c. " " 1849–'80	67,000 00	67,000 00
" 6 p. c. " (conv)" 1857–'86	171,500 00	171,500 00
" 7 p. c. sterling " 1836–'72	110,400 00	110,410 00
" 7 p. c. " " 1836–'74	43,200 00	43,200 00
" 7 p. c. " " 1836–'77	134,400 00	134,400 00
" 6 p. c. dollar " 1868–'93	.....	477,500 00
" 7 p. c. " " 1868–'93	.....	2,255,000 00
Aggregate loans	$5,902,300 00	$6,379,800 00
Sinking fund stock, created in lieu of bonds purchased and cancelled	$320,000 00	$.....
Bonds and mortgages on real estate	658,525 17	550,425 17
Balance of reserved fund	2,449,255 96	1,921,975 78
Total debtor side	$33,186,182 48	$35,253,552 69
Railroad	$14,716,224 02	$14,825,662 78
Depots	1,082,968 56	1,736,468 78
Locomotives and cars	3,765,774 45	3,765,774 45
Real estate	2,280,611 34	2,405,275 43
P., R. and P. telegraph stock	20,730 00	20,730 00
Lebanon Valley Branch	4,584,430 81	4,584,430 81
Willow street Railroad	100,000 00	100,000 00
Pottsville Water Company stock	24,304 65	24,304 65
Pottstown Gas Company stock	3,000 00	3,000 00
Sch. and Susq. and Allentown R. R. stock	553,575 83	553,575 83
Shamokin Valley & Pottsville R.R. purchase	50,000 00	50 000 00
Greenwood Coal Co. purchase of railroad	18,750 00	18,750 00
Mahanoy and Br. Mt. R.R. stock and bonds	1,582,950 00	1,924,050 00
Lorberry Creek R. R. stock	50,950 00	50,950 00
East Mahanoy R. R. stock	237,645 61	237,645 61
Good Spring R. R. stock	100,000 00	100,000 00
Port Kennedy R. R. stock	10,550 00	10,550 00
East Pennsylvania R. R. stock	364,500 00	364,500 00
Reading and Columbia R. R. stock	282,480 00	282,480 00
Union Canal R. R	200,000 00	200,000 00
Added in past year:		
Real estate	124,664 09	163,734 74
New engine houses, Reading, &c	73,227 34	.....
New wharves at Richmond	177,563 79	.....
Good Spring R. R. extension	.....	73,326 75
Sidings, &c	109,788 76	.....
Zerbe Valley R. R.	.....	400,000 00
Mahanoy and Broad Mountain R. R. stock	341,100 00	197,550 00
New rolling mill at Reading	452,709 09	154,458 51
Other railroad stocks	.....	396,898 00
	$31,208,443 34	$32,728,425 13
Assets—cash items	264,562 44	753,248 72
" stock and bonds held by company	2,195,882 43	2,341,282 58
Materials on hand, &c	1,056,926 03	997,883 75
Debts due (current, partly secured)	550,763 12	886,771 19
Total assets	$4,068,134 02	$4,927,631 24
Liabilities—debts due by company	$1,802,062 49	$1,511,728 87
" coupons to Jan. 1	149,228 00	160,575 50
" interest on bonds & mortgages	14,687 60	14,669 73
" sinking funds	444,858 04	513,458 04
" credit balance of insurance fund	43,757 86	61,240 50
" credit balance renewal fund	18,386 42	12,290 60
" U. S. and State taxes on div.	122,419 47	128,540 44
Total liabilities	$2,000,394 88	$2,402,503 80
Assets over liabilities	$1,977,739 14	$2,525,127 56
Total credit side	$33,186,182 48	$35,253,552 69

	1867.	1868.
Coal Transported—Total tons of 2,240 lbs	3,446,826	3,574,874
Total amount of coal to date, in tons of 2,240 lbs.	46,077,584	49,652,458
Merchandise Transported—Tons of 2,000 lbs.:		
Total way-billed and paying freight	1,185,896	1,220,596

Materials Transported—Tons of 2,000 lbs:	1867.	1868.
Total, including ballast, timber, rails, etc	242,526	220,946
Tonnage, including passengers, in tons of 2,000 lbs	5,421,538	5,488,558
Total tonnage of road to date, in tons of 2,000 lbs	64,964,776	70,453,334

Statement of passenger travel in 1867 and 1868:

Number of passengers	1,273,644	1 194,575
Number of miles traveled	32,175,185	30,767,718
Equivalent number of through passengers	845,970	330,835
Number of passengers to date, including Phila. Br.	10,690,370	11 884,945

TRANSPORTATION AND INCOME ACCOUNT.

	1867.	1868
Receipts from travel	$1,005,647 16	$987,606 41
" freight on goods	1,525,550 55	1,415,723 41
" freight on coal	6,404,878 50	6,252,223 73
" United States mail, etc.	170,420 02	136,283 50
Total receipts	$9,106,496 23	$8,791,937 05
Schuylkill Nav. Co., rents etc.	116,192 12	110,948 19
Balance from previous year	1,608,526 58	1,454,031 42
Total resources	$10,831,214 93	$10,356,916 66
Running account	$1,570,531 79	$1,596,742 58
Workshop "	1,483,418 72	1,868,876 96
Depot "	221,483 23	211,421 38
Superintendence	375,361 06	406,084 07
Roadway	740.297 69	697,983 01
Bridges	57,835 51	64,571 75
Buildings	72,174 13	99,852 89
Machinery	58,736 34	55,164 55
Richmond wharves	65,645 34	66,808 58
Police	37,490 98	37,573 79
Sundries	34,038 94	39,124 69
Drawbacks	143,847 65	147,507 82
Rents and ground rents	563,895 38	550,852 51
Profit and loss, damages &c.	92,850 23	72,937 33
Insurance account	15,640 00	15,150 00
Taxes, U. S. and State &c.	284.595 22	215,948 11
Renewal fund	498,576 21	521,410 89
Total expenses	$6,266,434 08	$6,162,510 91
Interest on bonded debt and mortgages	395,108 56	413,007 01
New works and equipment	336,519 79	409,837 20
Sinking funds	68,600 00	68,600 00
Total disbursements	$7,066,662 43	$7,053,955 12
Total reserved fund	$3,764,480 50	$3,302,961 54
Dividends to January	$2,310,449 08	2,797,570 10
Leaving a balance of	$1,454,031 42	$505,391 44

PROGRESS OF THE COMPANY.

Statement showing the cost, earnings and dividends annually from the opening of the road in 1848 to the close of the fiscal year in 1868:

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Dividends. Rate.
1848	$7,119,292	$214,923	$394,318	$179,495	$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,276,851	1,078,031	570,726	507,305		
1846	11,581,441	1,900,115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692,555	1,212,029	480,526		
1849	16,318,087	1,938,591	1,028,245	910,346		
1850	16,325,332	2,363,958	1,169,455	1,194 503	249,590	6
1851	16,649,515	2,294,975	1,304,291	990,684		
1852	17,141,987	2,480,262	1,340,797	1,139,829	722,971	8* 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	8
1854	18,464,115	3,781,689	1,771,101	2,010,488	587,423	10*
1855	19,004,180	4,291,898	1,941,041	2,350,857	1,077,029	8* 4
1856	19,168,151	2,879,584	1,979,019	1,900,565	770,530	8
1857	19,262,720	3,065,522	1,601,753	1,463,769	385,425	4
1858	23,811,910	2,510,751	1,382,720	1,128,031		
1859	24,070,885	2,724,928	1,478,477	1,245,816		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2,905,838	1,282,133	1,623,705		
1862	25,126,389	3,911,880	1,816,155	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469,544	9,269,341	4,961,190	4,923,151	2,618,129	15*
1865	27,869,361	11,142,519	6,330,248	4,812,271	2,226,471	10*
1866	29,929,440	10,902,819	6,738,747	4,164,072	2,564,918	10†
1867	31,208,443	9,106,496	6,266,434	2,840,062	2,508,029	10†
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,797,570	10*

* Paid in stock. † Paid in stock or cash as preferred.

Statement of the gross receipts annually, 1848-'68:

Years.	Passengers.	Mail, etc.	Coal.	Merchandise.	Total.
1848	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,362	7,449	448,509	49,293	597,613
1845	103,411	27,093	886,989	60,588	1,078,081
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002,945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,486	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,482	19,355	2,018,871	123,672	2,314,380
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,768	27,218	2,254,194	180,612	2,688,287
1854	272,367	28,823	3,258,823	231,626	3,781,639
1855	301,952	22,996	3,661,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3,913,742
1857	287,534	35,079	2,412,923	329,986	3,065,522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	41,409	2,828,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,839
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673,143	6,252,902
1864	909,882	201,908	7,208,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819
1867	1,095,647	170,420	6,404,878	1,525,551	9,106,496
1868	987,606	136,384	6,252,224	1,415,723	8,791,937

Statement of the number of engines and cars, and of the mileage of engines annually, 1848-'68:

Years.	Number of Engines.	Number of cars. Passenger.	Number of cars. Coal & Freight.	Mileage of Engines.
1848	39	14	1,800	398,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,186,572
1849	86	22	5,086	1,047,014
1850	92	20	5,117	1,288,144
1851	89	28	5,186	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,517,931
1854	121	45	6,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,817
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,842
1859	144	64	5,685	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,678	1,695.927
1862	145	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	217	81	9,606	3,328,229
1865	221	87	10,074	3,689,309
1866	284	105	10.451	4,261,326
1867	285	110	10,886	4,356,385
1868	286	119	11,071	4,500,185

Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1848-'68:

Years.	Passengers Carried.	Tonnage carried. Coal.	Merchandise.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,478
1847	97,463	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1,570,531
1849	95.577	1,097,762	51,204	145,508	1,429,564
1850	92,726	1,351,607	63,625	157,450	1,743,600
1851	127,590	1,650,270	63,807	219,731	2,145,122
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107 853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582 563
1855	277,617	2,213,292	154,884	247,478	2,909,567
1856	282,300	2,088,903	198,886	286,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	428,123	160,084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,416	2,310,991	451,783	171,399	3,260,963
1863	576,861	3,065,261	652,363	224,071	4,391,877
1864	1,048,501	3,065,577	807,106	242,908	4,606,286
1865	1,481,632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3,714,684	1,037,121	226,896	5,574,907
1867	1,273,644	3,446,826	1,185,896	242,526	5,421,538
1868	1,194,575	3,574,874	1,220,596	220,946	5,448,558

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '68 4
Do. Washington Br.....100	2,360,000	A. & O.	Oct. 68 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Apl.'69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,900	----------	----------
Do, do. pref..100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....300	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 2½
Brooklyn City & New'n..100	899,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa. 50	1,160,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	539,110	----------	----------
Central of Georgia.....100	4,666,800	J & J.	Jan. '69 5
Central of New Jersey....100	13,768,800	J.A.J&O	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 5
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	----------	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific...100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton 100	3,521,664	Sept.	Sep.'68 5½
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,676,346	----------	----------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68. 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Con.100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'69 4½
Concord 50	1,500,000	M. & N.	Nov. '68 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	800,000	----------	----------
Conn. & Passump. Rivers.100	189,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,200	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	12,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,320,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do. do. pref.100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,900	----------	----------
East Tenn. and Georgia....100	2,369,730	----------	----------
East Tenn. and Virginia...100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*... 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'69 4
Do. pref.....100	6,536,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordav.100	1,143,445	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl.'68 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	28,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 5
Lehigh and Susquehanna.. 50	3,730,300	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4
L. M. & C. and X. (Joint)..100	1,804,297	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jn.'69 4½
Louisville and Frankfort. 50	1,100,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl. '69 3
Macon and Western.....100	1,500,000	----------	Mar.'69 4
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	3,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	884,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehl l*. 50	323,378	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	2,956,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	Jn'69 14s
" " " pref.....100	3,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 6
Mobile and Ohio	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	8,616,360	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'68 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,588	----------	----------
N Haven & Northampton.100	1,244,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	896,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificate s...100	22,829,600	----------	----------
New York and Harlem..... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Feb. '69 2
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,06 .400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	8,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	432,400	F. & A.	Feb.'69 4
Pacific of Missouri.....	3614,615	----------	----------
Panama.....100	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov. '68 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,300	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor'th 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City.....	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester...100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand., Mansf. and Newark.100	901,241	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke.....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	836,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	680,000	J. & J.	Jul. '67 4
Stony Brook.....100	251,300	M. & N.	M'y'66 2½
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	445,700	----------	---------- 3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 5
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,800,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	Nov'68 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central 100	3,853,675	----------	----------
Virginia and Tennessee....100	3,497,791	----------	----------
Western Union 100	2,707,893	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	----------	---------- 2½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	3,228,595	----------	----------
Delaware Division..... 50	1,533,350	F. & A.	Feb.'69 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 6
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 5
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 2
" (preferred).....100	1 175,000	F. & A.	F. '60 10s
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,808	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,003,745	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation..... 100	4,800,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.....	----------	J. & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 6
American Express 500	9,000,000	FMA&N	May'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

Atlantic and Great Western:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,580	533,150	599,670	474,056	388,573	5,696,110
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	140,137	157,948	170,044	170,910	156,869	153,294	1,672,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	397,269	322,638	360,223	323,030	271,247	3,696,153
1867	243,787	157,832	235,961	282,165	325,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361,701	4,508,643
1869	339,762	304,828	393,648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,990	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,029	260,268	3,466,923
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	644,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,356	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,091,892	13,443,765
1869	871,218	827,254	1,149,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,598,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,046	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,627
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,831	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	668,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,489	739,736	641,589	643,887	518,088	7,181,208
1866	603,063	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,343	661,971	589,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,349	549,714	794,325	889,967	931,530	686,401	691,041	7,817,689
1869	681,650	558,783	711,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,888	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,301,229
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,287	123,383	1,276,713
1868	92,433	81,599	98,482	108,461	96,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,045
1869	98,517	91,666	103,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,608	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,202,543
1864	256,000	304,445	338,454	330,651	267,126	315,258	278,891	358,802	402,219	407,107	448,934	411,800	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,656	429,546	352,218	4,650,328
1867	305,857	311,083	395,372	409,248	357,749	307,968	313,130	434,218	488,388	530,871	429,785	380,084	4,663,509
1868	362,021	338,335	381,497	455,983	400,496	363,550	301,495	426,781	512,523	532,061	419,005	426,313	4,929,060
1869	378,781	363,881	453,451	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,163	375,488	339,794	306,186	3,168,066
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,226	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	387,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	466,973	511,820	410,826	390,871	4,689,251
1869	384,120	320,626	386,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,322	5,683,608
1868	368,487	350,884	333,281	435,629	685,718	458,094	423,247	622,545	1,023,530	1,037,434	529,927	468,796	6,517,562
1869	454,130	380,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,369	613,381	965,659	1,346,734	1,255,621	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,496,356	1,117,858	14,575,123
1866	1,086,360	896,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,580,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,296	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	289,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	346,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,066	279,647	234,729	282,959	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,978	231,351	266,906	252,149	204,620	217,062	194,455	287,557	307,122	283,329	274,637	233,961	2,964,041
1869	180,366	216,080	221,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,990	264,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	336,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,000	6,324,068
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351,579	1,419,282	1,196,956	702,685	10,033,026
1866	738,061	726,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	708,618	836,603	965,358	903,974	864,637	693,104	873,153	956,656	837,351	586,770	9,256,284
1868	427,437	518,174	651,919	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,118,906	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,596	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	606,641	625,547	675,360	701,352	691,556	914,062	7,120,466
1865	690,144	678,504	957,583	733,806	637,186	646,995	584,523	712,495	795,938	858,501	712,363	680,964	8,489,062
1866	559,982	490,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,216	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	686,564	746,999	8,041,191
1869	625,721	585,997	745,504	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,393	192,158	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,668	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,096	180,971	2,218,402
1868	127,693	133,392	149,164	156,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,936,753
1869	132,623	127,817	176,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,060,382
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	287,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,909,353
1868	278,712	265,793	263,259	292,286	280,529	293,344	283,838	484,208	450,203	429,893	323,274	320,756	3,945,594
1869	284,192	265,137	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	68,862	82,147	68,180	59,802	75,677	92,715	61,770	37,630	639,383
1866	45,102	36,006	39,301	43,332	86,913	62,918	85,276	60,098	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,202	73,525	126,495	120,208	79,431	54,719	774,867
1868	45,415	40,706	39,198	49,221	70,168	77,329	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Mar. 1, 1869.					
Loan of Jan. 28, 1847 registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 registered		6	" "	1868	----
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	113
" " " coupon		5	" "	1874	118
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	123
" " " coupon		5	" "	1871	108
Loan of Feb. 8, 1861 registered	18,414,000	6	" "	1881	115¼
" " " coupon		6	" "	1881	115¼
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	111
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	204,240,400	6	Jan. & July.	1881	115¼
" " " coupon		6	" "	1881	115¼
Loan of Feb. 25, 1862 (5-20s) registered		6	May & Nov.	1882	109¼
" " " (5-20s) coupon		6	" "	1882	120¼
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	109¼
" " " (5-20s) coupon		6	" "	1884	114¼
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	113¼
" " " (5-20s) coupon		6	" "	1885	117¼
" " 2d series (5-20s) registered		6	Jan. & July.	1886	113¼
" " " (5-20s) coupon		6	" "	1886	114¼
" " 3d series (5-20s) registered		6	" "	1887	113¼
" " " (5-20s) coupon		6	" "	1887	114¼
Loan of March 3, 1864, (10-40s) registered	194,567,300	5	Mar. & Sept.	1904	105¼
" " " (10-40s) coupon		5	" "	1904	105¼
Pacific R. R. Bonds (currency)	53,937,000	6	Jan. & July.	'98-'07	104
Treas'y Notes (7-30s) June 30, '64 : 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July.	1868	----
Matured Debt not presented	6,166,464	---	presentation.	------	----
Gold Certificates of Deposit	28,775,560	---	presentation.	------	----
Compound Interest Notes 1864 '65		6	At maturity.	3 y'rs.	----
United States Notes (greenbacks)	356,021,073	---	----------	------	----
Three per cent. certificates	57,140 000	---	----------	------	----
Fractional currency	36,781,547	---	----------	------	----
Navy Pension Fund	14,000,000	3	----------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " (extended) "	1,941,000	5	" "	1883	68½
" — " (funded coup.) "	437,850	5	" "	1887	----
" — " (sterling) "	645,000	5	Jan. & July.	1876	----
" — " (") "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	599,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 coupon	3,727,500	7	Jan. & July.	1877	124
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	99½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var	----
" — " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	72-'74	----
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	93½
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	----
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	82
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	100
" — " " " registered	1,229,667	6	" "	1870	----
" —State Bonds coupon	943,910	6	" "	'60-'70	----
" — " " "	4,357,253	6	" "	'77-'79	100½
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " "	3,829,986	5	" "	1866	97½
" — " " "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds coupon	190,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	101
" — " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " "	415,000	6	May & Nov.	1870	----
" — " " "	263,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	695,000	6	various.	'80-'86	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928,000	6	various.	'69-'99	72½
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	68
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1858-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	300,000	6	"	1871	100
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	100
" —Bounty Loan of 1863 "	475,000	6	Feb. & Aug.	1880	100
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1889	99½
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	2	J. A. J. & O.	1890	90½
" — " " (S. & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) sterl.	1,406,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") currcy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,377,389	5	" "	1890	96
" — " " (C. and O. Can.) "	3,259,616	6		1890	----
" — " " Ches. & Ohio Can.)	2 000,000	6		1870	----
" — " " (Balt. & Susq. R.R.)	1,000,000	6		1870	99½
" — " " (Bounty)	601,000	6		1870	99½
" — " " (Ches. & Ohio Can.)	30,000	6		abt. '74	100
" — " " (Balt. & Susq. R.R.)	429,488	6		1885	----
Massachusetts—Funding Loan	15,000	6		1890	----
" — " "	21,000	5	June & Dec.	1868	----
" —General Statutes Loan	50,000	5	" "	1870	----
" —Funding Loan	17,000	5	Jan. & July.	1871	100
		5	June & Dec.	1873	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'71	120½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	126½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	126
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	838,000	5	" "	1883	107
" —Bounty Fund Loan	200,000	5	" "	1893	116
" — " " "	4,379,500	5	May & Nov.	1894	108
" — " " " sterling	2,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	120
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	101½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	68-'71	----
" —Southern Vermont R.R.	200,030	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	107½
" — " " " (stg.)	554,180	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1873	98
" —Renewal Bonds	216,000	6	" "	1873	----
" —Two Million Loan Bonds	1,760,000	6	" "	'73-'83	98
" — " " " "	250,000	7	" "	1863	----
" —War Loan Bonds	1,111,500	7	" "	1886	101
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	87
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'86	88½
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,250,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866	500,000	6	Jan. & July.	1892	99½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'84-'90	----
" — " " 1864	793,400	6	" "	'91-'92	105
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	101½
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	109½
" — " " " registered	27,726,500	7	" "	1877	109½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1876	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,000,000	6	" "	1878	100
" — " " "	2,250,000	6	" "	1874	102½
" — " " "	1,400,000	6	" "	'75-'77	100½
" —General Fund Bonds	909 607	6	Jan. & July.	pleas.	103
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1878	----
" — " " "	800,000	5	" "	1878	99½
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	----
North Carolina—State Bonds	366,000	6	Various.	'68-'78	98
" — " " "	8,334,000	6	Jan. & July.	'81-'90	60½
" — " " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	----
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1886	54
" — " " "	2,133,532	6	" "	1870	100
" — " " "	1,600,000	6	" "	1875	100
" — " " "	4,095,300	6	" "	1881	101
" — " " "	2,400,000	6	" "	1886	101½
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	102
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	----
" — " " registered	5,083,052	6	"	'68-'70	92½
" —Inclined Plane Bonds	400,000	5	April & Oct.	1879	100
" —State Bonds, 1st series	93,850	5	Jan. & July.	1877	----
" — " " 2d series	99,430	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	102½
" — " " 2d series	7,909,520	6	" "	1882	105
" — " " 3d series	9,270,017	6	" "	1892	106½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	100
Rhode Island—State War Bonds of 1861	453,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100
" — " " " 1863	776,000	6	Jan. & July.	1893	100
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100
South Carolina—Free Loan Bonds	796,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,808	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60½
" — " "	238,167	6	" "	Var.	----
" — " "	1,706,000	6	" "	1868	63½
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1892	65½
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	6	Jan. & July.	long.	----
" — " " (sterling new)	456,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " " "	21,-60,598	6	" "	long.	47½
" — " " coupon on	10,900,000	6	" "	long.	47
" — " (new) registered	1,379,500	6	"	1876	50
" — " (") coupon	489,300	6	"	1886	----
Wisconsin—State Bond	405,100	6	Jan. & July	'77-'90	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	836,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,053,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext.)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	454,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	$21,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	394,250	6	Jan. & July.	"	1875	91½
Loan of 1850	602,000	6	" "	"	1880	91½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	258,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	304,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
3d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	93½
Company bonds (no mortgage)	204,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	87
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $900,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	84
Consol. Mortgage for $5,000,000	4,427,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	450,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1889	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	98½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	92
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	98½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	81½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	101
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	
2d *Mortgage*	941,000	8*	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	83½
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	85½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1884	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	97
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1906	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1883	85½
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	98½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						99½
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1856	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1892	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	426,000	7	Jan. & July.	New York.	'68–'80	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,150,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,439	6	Jan. & July.	" "	1892	75
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	87½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (June. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	128,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	90
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	82½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	90
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	160,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1878	98
2d Mort. (General) for $2,600,000	1,638,000	7	March & Sept.	" "	1881	91
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,537,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	165,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	250,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	92
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,087,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,060,000	7	Jan. & July.	Philadelphia.	1880	90
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	89½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,344,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	250,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,861	6*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,337	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	88½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	8	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,474,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '90	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6		" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,236,000	7	" "	" "	1870	100½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	153,000	7	May & Nov.	" "	1875	102½
Huntington and Broad Top Mt.:						100
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1896	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	113
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	300,000	6	April & Oct.	Philadelphia.	1896	99

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Leckawanna and Bloomsburg:						
1st Mortgage		7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885	....
2d Mortgage		7	April & Oct.	"	1890	....
2d Mortgage (Extension)		7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Leckawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	93½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000		7	" "	" "	1893	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	99
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	102
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	91½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	87
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,076,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	656,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	36
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1870	....
Mortgage Bonds	719,500	8	" "	" "	1881	92
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1879	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'89–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	89,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampe. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	6,189,954	6	May & Nov	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for R. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87½
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1863	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	85½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	88½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	85
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,223,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	84
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	83½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187.	86½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1890	86½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$330,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	935,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94
Company Bonds	32,000	5	March & Sept.	"	1884	80½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	73
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	95
2d M. stg. }	2,283,340	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,155,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	875,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	79½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	102½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	2,255,000	7	April & Oct.	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	333,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	$75,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	$75,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	$75,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	$75,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	$75,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	$75,000	7	June & Dec.	" "	1912	....
1st Mortgage (Series G)	$60,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	$60,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	$60,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	$60,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	$60,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	$60,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	600,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,000	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	320,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	83
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1834	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S. F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	$18,200	7	" "	" "	1876	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1899	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78
S. F. B. (Tol., W. & W. 499 m.	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	80
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	87
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,967,000	7	—— & ——	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1890	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1876	98
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	96
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88–'90	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,900	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	84
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	85½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	80,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.				Liabilities.					Carried one mile.						
	Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. &c.	Freight.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		Trains Moved.	Passengers.	Freight.	Gross.	Net.		Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,068	*	lands, &c.		4,185,000	915,000	418,711		25.0	.....	101,561	127,192	18,495	o'e3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766		364,073	142,248	951,300	1,537,100	420,239		114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825		1,774,924	2,486,000	229,767	384,642	108.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000				201,000	195,000				(Leased | to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*		117,042	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	90
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	58,417	.....	27,798,923	29,990,901	1,049,166		565.7	.....	.....	.....	8,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	40.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,226	447,708	464,447	5,826,969	1,262,900	712,185		265.0	429,555	.....	.....	619,876	252,971	—	100	40
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*			2,494,900	3,453,992			150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,226	24,000	3,808	6,616	15.5	19,766	448,909	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.0	....	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,661	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,990,225	16,664,929	379.0	3,798,323	.....	.....	10,096,706	4,437,984	10	100	118
Sept. 30, 1865	30.0	....	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	708,013	.....	1,650,000	20,000	.....	682,013	30.0	584,848	.....	.....	916,287	550,992	10	100	128
Sept. 30, 1865	103.5	....	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	280,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	640	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,709	.....	.....	1,487,587	632,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	4	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....		(Leased | to Housatonic.)		42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,784	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....		(Leased | to Fall Brook Coal Co.)		.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	280.8	—	143	110	11	2,258	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,553,514	1,388,457	12,725,100	5,764,520	86,382	2,507,662	241.7	2,628,957	67,154,060	105,510,449	6,029,210	2,031,717	10	100	149½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,350	114.3	.....	7,349,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	16,829,185	412,896	.....	.....	14,884,000	5,698,350	1,883,057	.....	108.5	297,637	9,582,988	2,432,317	369,577	50,770	—	100	23
Nov. 30, 1867	26.6	1.9	43.5	—	27	28	10	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,606	286,874	71.0	826,671	15,029,600	12,064,286	998,068	234,805	8	500	135½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	269,762	4,299,724	.....	94,382	908,680	396,973	876,017	119.4	868,661	42,096,253	12,886,086	1,565,462	435,780	10	100	138½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	.....	.....	396,939	61.8	448,521	20,710,225	9,024,810	1,066,147	275,952	10	100	121½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	6,000,000	.....	36,382	1,208,269	68.6	783,066	44,117,270	21,876,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....					Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000				1,100,000	1,766,000				(Leased | to Erie.)				7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	296,511	.....	43.2	20,723	.....	.....	49,159	27,550	—	100	....
Oct. 31, 1867	86.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	86.0	901,361	.....	.....	2,352,230	676,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....		(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,305,000	.....	.....	—	(Leased | to Erie.)		.....	.....	7	100	....
Sept. 30, 1867	—	—	—	116.0					Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....								100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	207,900	83,380	346,178	1,479,666	4,288,880	111,314		156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,627,866	315,556	7,921,412	10,182,137		1,078,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	124½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871		60.2	.....	.....	.....	325,407	147,928	—	100	143
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,437	.....	.....	.....	721,050	319,600	44,437		12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	270,527	47.1	93,388	4,167,000	1,122,038	197,981	61,251	6	100	66½
Nov. 30, 1867	16.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848		16.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,226	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	8.2	—	21	9	4	388	Catawissa.....Penn.	8,634,000	*	.....	.....	8,359,500	262,500	.....	.....	67.5	296,091	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....		(Leased | to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....		(Leased | to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.0	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	6,432,000	5,590,000	.....	.....		(Leased | to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	534,278	4,666,800	786,000	65,913	863,898	92.2	535,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,498	6,504,823	1,185,299	13,768,800	1,500,000	668,554	886,408	89.0	1,549,446	37,284,393	107,577,415	3,581,244	1,617,268	10	100	131½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	8,600,000	2,500,000	66,621		137.0	(Leased | to Balt. and Ohio.)		888,080	.....	—	100	22½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	6,000,000	15,000,000	.....	1,756,000	100.5	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina...N. C. & S. C.	2,000,000	*	105,000	15,540	1,500,000	334,080	125,750	55,496	109.6	.....	.....	.....	278,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....		(Leased | to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	3,085,925	762,700	.....	8,881	66.6	433,650	4,465,187	12,551,876	668,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....		(Leased | to Phila. and Read.)		.....	.....	—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,667,200	3,902,000	586,667	964,667	431.0	2,137,581	.....	.....	4,506,643	1,987,899	10	100	184
Apr 30, 1868	370.0	30.0	100.0	—	122	56	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,405	644,445	1,138,580	12,544,630	5,488,750	1,261,629	491,969	400.0	2,648,564	39,781,529	132,435,027	6,197,729	2,721,851	15	100	172
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,600	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....		(Leased | to Chic. and N. W.)		.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10e	100	83½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	458.8	1,896,837	26,185,470	87,522,492	4,451,974	2,268,148	10	100	135
Jun. 30, 1867		Lessees		of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	2,500,000	2,000,000	697,704	408,647	60.3	.....	.....	.....	1,332,895	584,178	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....		(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....		(Leased | to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	2,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	893,105	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....		(Leased	to Ind., Cin. and Laf.		.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,462	700	9,973	374,100	560,000	15,258		45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	1.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	211,564	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	Lackawanna and Bloomsburg.....Penn.	80.0	—	23.5	—	21	6	1	1,275	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	...
Dec. 31, 1867	Lake Erie and Louisville ....Ohio & Ind.	37.0	—	....	116.0	3	2	1	25	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	...
Jan. 1, 1868	Leavenworth, Lawrence & Galves. Kansas.	27.0	—	....	323.0	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	...
Jan. 1, 1868	Lehigh and Lackawanna....Pennsylvania.	15.0	—	0.3	22.0	—	—	—	—	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	100	...
Oct. 31, 1867	Lehigh and Susquehanna...Pennsylvania.	91.0	46.8	16.0	—	33	8	2	1,847	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	...
Oct. 31, 1867	Lehigh Valley.....Pennsylvania.	101.0	60.2	148.6	—	90	18	10	3,696	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111½
Nov. 30, 1867	Lexington and Arlington..Massachusetts.	6.6	—	0.6	—	2	6	2	10	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	...
Dec. 31, 1867	Lexington and Big Sandy .....Kentucky.	12.0	0.8	....	—	2	2	—	57	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1868	Lexington and Frankfort.....Kentucky.	29.0	—	2.7	—	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1867	Little Miami.....Ohio.	84.2	—	44.7	—	—	—	—	—	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	...
Nov. 30, 1867	Little Miami and Col. & Xenia (Joint).O.	15.5	—	....	—	45	40	24	713	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	...
Oct. 31, 1867	Little Schuylkill .....Pennsylvania.	28.3	3.0	24.4	—	—	—	—	—	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Dec. 31, 1867	Long Branch and Sea-Shore. New Jersey.	9.0	—	....	—	2	8	—	—	1,466,662	.....	2,047,438	.....	2,046,100	868,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Sept. 30, 1867	Long Island.....New York.	94.0	26.0	....	—	24	40	8	158	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	...
Jun. 30, 1868	Louisville, Cincinnati and Lexington. Ky.	—	—	—	81.0	14	13	5	220	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,450	19,437,628	5,420,360	693,016	449,189	—	50	46
Jun. 30, 1868	Louisville and Frankfort.....Kentucky.	66.0	—	6.1	—	—	—	—	—	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	...
Jun. 30, 1868	Louisville and Nashville...Ky. and Tenn.	185.0	163.2	33.7	....	66	45	22	745	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	...
Sept. 30, 1866	Louisville, New Albany and Chicago. Ind.	288.0	—	....	—	34	18	7	416	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	...
Nov. 30, 1867	Lowell and Lawrence.....Massachusetts.	12.4	—	2.4	—	2	3	1	26	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	...
Oct. 31, 1867	Lykens Valley.....Pennsylvania.	21.0	—	4.5	—	—	—	—	—	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	...
Dec. 31, 1867	Macon and Brunswick ¶.....Georgia.	50.0	—	....	124.0	6	3	—	53	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	...
Nov. 30, 1867	Macon and Western.....Georgia.	102.5	—	....	—	17	8	8	208	1,560,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	McMinnville and Manchester..Tennessee.	34.2	—	7.0	—	—	—	—	—	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1867	Mahanoy and Broad Mountain.....Penn.	12.3	19.0	38.8	—	—	—	—	—	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	...
Dec. 31, 1867	Maine Central ¶.....Maine.	109.8	—	....	28.0	13	16	5	236	4,212,201	*	.....	.....	1,600,880	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	...
Mar. 31, 1867	Manchester and Lawrence..N. H. & Mass.	22.4	3.6	....	—	—	—	—	—	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130
Mar. 31, 1867	Manchester and North Weare..N. Hamp.	19.0	—	....	—	—	—	—	—	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	...
Jun. 30, 1867	Marietta and Cincinnati.....Ohio.	190.8	86.0	22.4	—	52	21	13	580	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	...
Dec. 31, 1867	Maryland and Delaware ¶...Md. and Del.	32.0	—	....	22.0	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	160	...
Jun. 30, 1868	Memphis and Charles. Tenn., Miss. & Ala.	272.0	19.0	23.2	—	55	40	7	526	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	Memphis, Clarksv. and Louisv. ¶..Tenn.	83.0	—	....	—	—	—	—	—	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisv	ille and Na	shville.)	.....	—	100	...
Dec. 31, 1867	Memphis and Ohio ¶.....Tennessee.	130.6	—	....	—	—	—	—	—	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville.)	.....	—	100	...
May 31, 1868	Michigan Central.....Mich., Ind. & Ill.	284.8	—	36.5	—	98	86	50	1,747	14,914,167	*	571,510	543,860	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	120
Feb. 29, 1868	Mich. South. and North. Ind.O., M., I. & I.	468.4	48.6	65.6	—	99	74	56	1,674	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	116,163,611	4,747,219	1,710,007	—	100	98
Dec. 31, 1867	Millstone and New Brunswick. N. Jersey.	6.6	—	....	—	—	—	—	—	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	...
Dec. 31, 1867	Millville and Glassboro.....New Jersey.	22.3	—	....	—	—	—	—	—	490,366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	...
Dec. 31, 1867	Milwaukee and St. Paul .....Wisconsin.	820.0	—	....	5.0	192	73	41	2,229	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	85,282,221	96,178,049	5,683,608	2,017,923	—	100	177½
Oct. 31, 1867	Mine Hill and Schuylkill Haven....Penn.	93.3	—	51.9	—	33	—	—	71	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	109
Dec. 31, 1867	*Minnesota Valley*.....Minnesota.	63.0	—	....	20.0	6	7	*	98	1,942,567	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1867	Missies. Cent. and Tenn. ¶..Miss. & Tenn.	236.0	—	....	—	36	19	3	213	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	Mississippi and Tennessee ¶..Miss. & Tenn.	99.2	—	....	—	12	10	—	98	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	...
Dec. 31, 1867	*Mobile and Girard*.....Alabama.	63.5	—	....	164.5	8	5	3	81	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	Mobile and Great Northern.....Alabama.	72.0	—	....	—	7	5	—	56	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	472.0	14.5	....	—	102	32	10	799	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	...
Jan. 31, 1868	Montgomery and Eufala.....Alabama.	22.0	—	1.3	58.0	3	2	—	24	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	...
Feb. 28, 1868	Montgomery and West Point ..Alabama.	88.5	28.4	....	97.2	21	13	8	163	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	Morris and Essex .....New Jersey.	84.0	5.0	63.7	—	55	62	10	1,413	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87½
Dec. 31, 1867	Muscogee .....Georgia.	50.0	—	....	—	10	7	2	87	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1867	Nashua and Lowell....N. Hamp. & Mass.	14.6	—	....	—	12	13	6	310	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	...
Jun. 30, 1867	Nashville and Chattanooga ¶..Tennessee.	151.0	8.0	10.0	14.0	35	17	5	545	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	...
Sept. 30, 1867	Nashville and Decatur ¶...Tenn. and Ala.	120.0	12.5	....	—	.....	.....	.....	.....	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	...
Jun. 30, 1867	Nashville and Northwestern ¶..Tenn. & Ky.	172.5	—	4.7	—	20	4	2	151	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	...
Oct. 31, 1867	Naugatuck .....Connecticut.	57.0	....	8.4	—	11	11	4	178	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	New Bedford and Taunton.....Mass.	20.1	1.5	....	—	5	12	8	77	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	New Brunswick and Canada ¶..N. Bruns.	88.0	19.0	11.5	—	6	3	3	47	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	...
Oct. 31, 1867	Newcastle and Beaver Valley.....Penn.	14.9	—	1.8	—	1	—	—	4	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	...
Oct. 31, 1867	Newcastle and Frenchtown....Delaware.	6.0	—	....	—	—	—	—	—	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W.	and B.)	13,294	—	50	...
Nov. 30, 1867	New Haven and Northamp. Conn. & Mass.	93.0	8.8	....	8.0	5	3	1	32	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	...
Dec. 31, 1867	New Jersey.....New Jersey.	33.8	....	33.8	—	37	70	15	196	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	129
Nov. 30, 1867	New London Northern..Conn. and Mass.	100.0	—	10.0	—	15	13	7	309	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	...
Nov. 30, 1867	N. Orleans, Jack. and Gt. North. ¶..L. & M.	206.0	—	....	—	25	26	11	446	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	New Orleans and Ohio.....Kentucky.	62.0	—	....	—	5	4	—	31	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	*N. Orleans, Opelousas & Gt. Western* ¶..La.	80.2	2.8	9.6	238.0	10	9	2	137	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
ept. 30, 1867	New York Central .....New York.	297.7	296.0	452.6	—	289	296	90	5,530	36,594,405	*	8,540,209	688,921	28,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	18,976,514	3,325,822	6	100	162½
Sept. 30, 1867	N. Y., Housatonic & North. N.Y. & Conn.	—	5.0	....	34.8	—	—	—	—	216,660	.....	.....	.....	193,360	.....	29,224	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1867	New York and Harlem.....New York.	130.8	2.1	45.5	—	41	71	37	669	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	137½
Mar. 31, 1868	New York and New Haven. N.Y. & Conn.	62.3	—	63.8	—	37	77	24	450	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	120
Aug. 31, 1867	N. Y., Providence and Boston..C. & R. I.	50.0	12.0	....	—	16	17	5	128	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	Niagara Bridge and Canandaigua. N. York.	98.5	—	3.7	—	—	—	—	—	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1867	Norfolk and Petersburg ¶.....Virginia.	81.0	—	....	—	7	5	2	91	2,353,857	*	232,316	—	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	North Carolina ¶.....North Carolina.	223.0	—	....	—	25	20	—	204	4,950,606	*	300,100	62,264	4,000,000	443,000	147,136	782,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	...

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)													
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,063,950	873,000	266,683	10,409	102.0	166,800				279,232	105,577	—	100	....						
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																								
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,923	12,198,701	13,691,447		892,057	377,206	5a	50	68½						
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.									97.3					561,370		—	100	....						
Dec. 31, 1868	138.0	—	95.5	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,934	2,120,837	359,833	717,277	4,798,900	6,191,500	1,310,066	788,406	326.0	1,817,308	26,008,050	94,636,528		4,151,352	897,857	8	50	96						
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	115						
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394				252,366	14,805	—	100	....						
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209		680,438	204,086	8	100	104						
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)		155,098	22,699	—	—	....						
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145		898,981	301,742	3	100	67						
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6*3	122,225	340.0					4,469,319	1,063,529	—	100	32½						
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378				1,509,246	599,882	—	50	77						
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	19	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737		1,381,065	473,987	6	100	94						
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590		706,992	287,587	—	100	72						
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.									9.0					136,096	23,634	—	100	....						
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)				111,196	55,598	—	100	....						
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412		256,528	81,630	8	100	....						
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	....	3,614,515	9,349,000	806,281		283.0	1,405,886				3,003,681	973,055	—	100	....						
Sept. 30, 1867	47.0	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6							24	100	325						
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)					53,400	8	100	....						
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																	100	....						
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)					26,500	5	100	....						
Dec. 31, 1867	—	—	—	109.0					Peninsular .....Mich. Ind. and Ill.					400,000												100	....						
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,046,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	118½						
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	....	3,200,000	597,500	385,750		62.9							20	50	....						
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,497,543			295,006	157,371	—	100	....						
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)					125,000	8	100	....						
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							—	100	....						
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,790	36,000	1,323,200	99,526	172,453		92.3					220,232	93,662	—	100	....						
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*			219,000	800,000	62,500		102.1	85,460				149,348	23,423	—	50	....						
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)				2,333,760	677,239	—	50	57½						
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924			605,590	275,442	10	50	134						
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,692,054		9,106,497	2,039,761	10	50	93						
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3					863,705	254,288	10	100	123½						
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376				2,432,531	890,730	9	50	103½						
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340			1,275,161	91,332	—	100	....						
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804				498,181	172,973	—	50	....						
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,126	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,063	82,376,324	228,791,443		7,242,120	2,378,564	10	100	131½						
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)						—	50	21½						
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258		108,894	27,450	6	100	82						
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0					48,776	4,240	—	100	....						
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284			579,475	132,693	—	100	....						
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394				529,325	230,825	6	180	105						
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)					24,500	7	100	215						
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway .N. H.	370,000				170,000	200,000				(Leased to Eastern.)				76,425	26,673	—	100	....						
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600				92,930	34,259	—	100	....						
Nov 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480		702,946	160,429	8	100	....						
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.																	100	....						
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*							82.3							—	100	....						
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533				175,071	25,486	—	50	....						
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420		1,423,009	365,305	6	100	93						
Sept. 30, 1867	140.5	1.5	13.2	—	24	10	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892		639,662	207,711	—	100	....						
Sept. 30, 1867	75.5	—	....	—	8	14	9	12*	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812		403,733	73,597	—	100	....						
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267		136,457	39,544	—	100	....						
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)						—	100	....						
Sept. 30, 1867	22.0	—	....	31.0					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0							—	100	....						
Dec. 31, 1867	12.0	—	....	78.0					Rock Island and Peoria.....Illinois.									12.0							—	100	....						
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0					1,215,471	449,093	10	100	111½						
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563				840,855		—	100	32						
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*.Minn. & Wis.																	100	....						
Dec. 31, 1867	175.0	34.0	....	—	49	30	9	993	St. Louis, Alton and Terre Haute..Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)				2,218,402	608,112	—	100	88						
Dec. 31, 1866	80.0	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						—	100	....						
Dec. 31, 1866	54.0	—	....	—	7	19	2	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0					106,184	42,071	—	100	....						
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.																	100	....						
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000											100	....						
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*				2,020,000			80.0					209,534	87,404	—	100	....						
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)					16,530	6	100	....						
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,000	457			(Operated by Boston & L.)				17,500	16,788	—	100	....						
Dec. 31, 1867	155.0	16 0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,562,873				(Leased to Cin., Dayton and Eastern.)				125,000		6	100	45						
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284				410,668	86,360	—	100	....						
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,606	*			1,269,150	97,000	149,218		54.0	143,124				146,840	18,540	—	50	....						
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)						5	50	....						
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037				396,827	235,776	—	100	....						
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			990,050	706,850			119.3					312,577	12,900	—	100	....						
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,063,900		363,654		—	100	....						
Oct. 31, 1867	28.0	—	0.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)						5	50	....						
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0							—	100	....						
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,683				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						—	100	....						
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280				294,678	59,864	6	100	....						
Dec. 31, 1867	71.0	—	....	2.9					*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)						—	100	....						
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				250,000	500,000				(Leased to Portland and Kennebec.)					36,000	—	100	....						
Dec. 31, 1867	14.0	—	....	—					South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)						6	100	....						
Dec. 31, 1867	137.0	100.0	29.1	—	43	39	—	342	South Carolina ¶.....South Carolina.	6,990,754	647,607	3,110,721	435,388	5,819,275	3,767,944	668,861	938,430	243.0	609,871				1,316,000	613,777	—	100	....						
Nov. 30, 1867	17.6	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436			1,159,685	150,000	29,147	100,533	11.5	52,309	2,200,600	22,926		85,509	27,888	—	100	15½						
Dec. 31, 1867	54.0	—	21.0	8.1	17	5	—	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			54.0							—	100	....						
Sept. 30, 1867	220.0	6.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,206	1,365,000	1,768,000	683,047	22,766	132.5	200,068	1,861,845	5,329,232		330,090	67,921	—	100	....						
Dec 31, 1867	3[illegible]	—	....	43.[illegible]	[illegible]	[illegible]	1	75	Southern Minnesota .....Minnesota.									30.5							—	100	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	256,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	.....	(Leased	to Cinc., D	ayton and	Eastern.)	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	3,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased	to Housat	onic.)	.....	.....	.....	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	.....	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	13.2	.....	.....	.....	.....	31,409	7	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York .N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	66.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	62,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,060	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	69½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	609,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass., &	T. & B.)	32,000	.....	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy.)	.....	.....	—	.....	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	.....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,166	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	(Leased	to Vermo	nt Centra	l.)	.....	.....	8	100	102
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	467,424	62,595	1½	100	56
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central.¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	7.0	.....	.....	.....	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	187,562	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	6,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	6,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	760,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	61.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	60
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under const	ruction.)	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,962	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	567,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	206	Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,990	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	....	....	....	....	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....	.....	(Leased	to Balt. an	d Ohio.)	.....	27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ....N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	60,906	56,720	45.7	260,000	4,932,160	5,288,667	449,383	151,361	8	100	127½
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased	to Northe	rn Central	.)	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,264,976	*	292,311	418,696	1,818,963	2,264,000	.....	.....	13.0	.....	.....	.....	246,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	6,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased	to Le	high Nav.	Co.)	.....	.....	4	50	95½
Oct. 31, 1867	108.0	—	—	—	—	—	—	581	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	631,000	.....	.....	108.0	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	nal & A	mb.R.R.)	65.5	.....	.....	.....	571,672	543,157	10	100	126½
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	640	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	64½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,563	61,091	101 0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	24½
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	28
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	900,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed and equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No.	No.	No.		$	$	$	$	$	$	P. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—			—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	—	39½
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,469	325,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,630	—	1,656	27,208	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,426	200,000	50,000	48,984	154,987	loss.	—	10	—
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,256	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,843	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	26,000	21,000	5,000	—	22,442	2,240	50	25	—
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,235	1,250,000	—	185,198	736,709	139,686	10	—	68½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,529	99,694	188,085	10,087	—	—	65
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,316	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	18,800	888	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,640	71,800	66,424	87,592	228,228	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	196,317	150,000	32,400	6,268	38,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	89½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	5,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Ins.	in Mal.	& Melrose.)		—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	808,870	200,000	24,000	117,842	368,551	14,015	6	—	68
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	78,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.6	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,351	15,873	—	100	—
30 Sep.'67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	634,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	10.75	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	25,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	15.0	—	103	—	—	Broadway & 7th Ave., N. Y.	808,318	2,100,000	1,500,000	—	687,433	283,214	8½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,283	2,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131,199	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,537	129,267	14,852	—	100	—
30 Sep.'67	4.12	—	—	14	—	Brooklyn City & Rock. Beh	125,586	107,700	45,000	—	15,088	6,252	—	100	—
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	458,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	2.00	—	—	—	—	Buffalo Street	134,357	50,000	50,000	109,500	76,683	21,453	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,644	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	64,827	531,915	16,283	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	238	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,319	5	100	—
30 Sep.'67	18.00	—	—	102	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	8,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,290	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Morris & Ford'm	227,400	96,900	124,000	7,500	68,603	4,878	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,800	191,800	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,062	80,000	40,000	1,247	66,670	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,250	1,801	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,671,214	750,000	186,000	—	563,166	78,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,078	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,598	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,280000	50,000	1,134945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,962	44,150	19,000	11 283	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,268	121,174	196,500	1,200	78,179	14,707	—	100	—
30 Sep.'67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,524	17,395	2,260	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	8.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	27	—	Orange and Newark	648,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	72,422	24,600	500	—	4,971	428	2	25	—
31 Oct.'67	10.80	—	—	—	—	Frankfort and Philadelphia	188,267	99,635	50,000	11,661	16,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	285,142	56,995	9	50	38
31 Oct.'67	34.25	—	387	59	—	Germantown	542,270	112,245	350,000	20,000	234,514	63,582	26½	50	29½
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,884	170,000	—	—	112,204	15,878	12½	50	27½
31 Oct.'67	4.84	—	197	38	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,967	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & K. L.)	—	59,500	57,715	880	40,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	2	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	225,044	53,011	10	50	45½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	160,000	89,000	—	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,543	2 8,307	—	—	9 ,888	23,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,495	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	3	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	457,93c	339,007	114,200	68,085	408.156	105,448	18½	50	43½
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,858	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,884	84,648	—	50	17
31 Oct.'67	25.00	—	529	70	13	Union (Phila.)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,219	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	—	—	—	—	—	—	—
31 Dec.'62	3.81	—	—	—	—	Passenger (Cinc)	89,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1894	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1888	—
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1878	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J	1873	—
Real Estate	134,500	7	J. & J	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	250,000	7	J. & J.	1860	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J	1870	98
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J	'71-'72	91½
Malden and Melrose: 1st Mortgage guaranteed	75,000	6	A. & O.	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	—	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J	1880	—
2d Mortgage "	100,000	7	J. & J	1889	—
Philadelphia City: 1st Mortgage	140,000	6	J & J	1879	83½
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,500	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,100	—	M. & S.	1886	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	100
Third Avenue. 1st Mortgage	100,000	7	J. & J	1870	—
Real Estate bonds	180,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D	1876	—
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J	—	—
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N	1872	—
West Philadelphia: 1st Mortgage	160,000	7	J & J	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	68½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	....	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	72
Chicago and Alton, pref.	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	95½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochechio, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	113
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	22½
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,990,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	67
Sandusky and Cincinnati, pref.	445,596	6	6	37½
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65½
Schuylkill Navigation, pref.	2,888,997	6	6	34½
Union, preferred	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	....	35
Mariposa Mining, pref.	5,774,400	7	7	38½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 44 —
Pig, American, No. 1 (good to best)		40 — @ 42 —
Pig, American, No. 2		38 — @ 40 —
Pig, American, Forge		37 — @ 38 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	Store Prices.	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		— — @ 92 50
Bar, English and American, Common		— — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅜@3-16 inch		97 50 @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9¼
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 12½
Sheet, Single D. and T. Common		— 5½@ — 6½
Rails, English	(gold). per ton.	— — @ 55 —
Rail-, American		74 — @ 76 —
Anvils, Eagle	per lb.	— 9¼@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— 40 @ — 44
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 23½@ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 35½
Straits	(gold).	— 33½@ — 33½
English	(gold).	— 31½@ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 62½@ 8 75	11 75 @ 12 25
I. C. Coke	7 — @ 7 50	9 50 @ 10 25
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 50	10 75 @ 11 62½

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 17 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 21½@ — 22
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30
Refined, Standard White (in ship'g order).	— 32 @ — —
Refined, prime White (in shipping order).	— 32 @ — 33
Refined, S. W. (in merchantable order)	— 31½@ — 31½
Naptha, Refined, (60 @ 63 gravity)	— 9 @ — 9½
Residuum..per bbl.	— — @ 6 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9..per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10..per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14
Boston, Hartford & Erie	....	....	....	....	....	....
California 7s (gold)	....	....	....	....	....	....
Canton Co	60½	60	....	60¾	....	....
Central of N. Jersey	108¾	110	110¾	112	111	112
Chicago & Alton	154	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	172	172	....	....	....	173
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m	....	....	....	....	....	....
Chic. & Northwestern	....	84¾	....	84	....	....
" pref	....	97¼	....	96	95½	95¾
" 1st M	91	....	....	....	....	....
" Interest	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	96	97	....	....	....	....
Chic., Rock Isl. & Pac	....	131½	....	133	....	133½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94	94	....	93¾	94	
Clev., Col., C. and Ind	....	....	67¾	68	70	
Clev. and Pittsburg	....	....	90	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	76	....	76¼	....	....	....
" Con	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	....	42	....	....	40¾	39¾
" 1 M	82¾	82¾	....	83	83	82¾
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	126	....	126	126	....	126¼
Del., Lack. & Western	114¾	114	....	113¾	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	92	....	....	91	....	....
Erie Railway	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	89¾	....	89¼	....	....	....
" 4 M. 7s, 1880	82¼	....	....	82	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	79	....	....	....	....	80¼
Hannibal & St. Joseph	114	....	....	....	....	114
" pref	113	....	....	....	....	113
Hudson River	142¾	146¼	....	146	145	145¼
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	139	....	....	....	....	139¾
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	97	98	97¾	97¾	97¼	98¼
Marietta & Cin. 1st pref.	23	....	....	22½	....	....
" 2d pref	....	....	....	....	8½	....
Michigan Central	120	....	120	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '60	....	....	....	....	....	....
M. S. and N. I	97	97½	....	97¼	98½	99
" 1 M. S. F	99	99½	....	....	....	....
" 2 M	....	....	....	93¾	....	93¾
Mariposa Mining Co	....	19	19¼	....	....	....
" pref	....	36	....	....	37	37½
" Tr. 10s ctfs	....	65	....	....	....	65
Milw. and St. Paul	....	79	79½	78¾	77	77½
" pref	88¾	85¼	85½	84½	85	....
" 1st mort	90	....	90	90	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	102	....	....
" 7 3-10s con	....	....	....	91½	....	....
Missouri 6s	87	....	....	87	86¾	....
" H. & St. J. 8s	....	....	....	....	....	88¼
Morris and Essex	....	....	87¾	87¾	....	87¾
" 1st mort	99¾	....	100	....	100	....
" 2d mort	89¾	90	....	90	90¾	....
N. Jersey R.R. & T. Co	....	....	....	....	124	....
New York Central	163¾	165¼	....	162¾	162¼	163¼
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90	90	....	....	....	....
" 6s, S.F. 1887	....	90	....	90¼	....	....
N. York and Harlem	135	139	....	139½	....	138
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	60½	60½	60¾	61	60¾	60¾
" new	54	....	55¼	55¾	54¾	54¾
Ohio and Miss	33	....	....	....	32¾	....
" pref	....	....	....	....	76	....
" 1st M	94	....	94	....	....	....
Pacific Mail S. S. Co	92¼	93¼	93	93¼	92¼	92¼
Panama	325	....	....	....	....	....
Phila. and Reading	92¼	93¼	....	93	92¾	....
Pitts., Ft. W. & Chicago	131¾	131¾	131	131¼	130¾	130¾
" 1 M	102¾	102	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" Equip. 8s	102	....	....	....	....	....
Quicksilver Mining Co	22	....	22¾	22	22¼	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	67	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s	....	68	68¼	....	....	....
" new	64¾	64¾	65¼	65¾	65¾	65¾
Tol., Wab. & Western	68	69¼	69¾	69¾	68¾	69¾
" pref	....	....	....	....	....	....
" 1 M. ex	....	....	....	....	91	91
" 2 M	....	....	....	....	....	....
" Equipment. 7s	78	....	78	78	78	....
Virginia 6s, ex-coupon	....	56¾	....	....	57	57
" new	59	58¼	....	59	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105	105⅝	105⅛	105	105	105⅛
U. S. 5s, 10-40s, reg	....	105	....	105	105	105⅛
U. S. 6s, 1881, reg	115¾	115⅛	....	....	....	....
U. S. 6s, 1881, coup	115¾	116⅛	116⅛	....	....	116⅛
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	119⅛	120	120	120⅛	120⅛	120⅛
U. S. 6s, 5-20s, reg. '64	109⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	114⅛	115	115⅛	114⅛	115	115⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	113⅜	....	....
U. S. 6s, 5-20s, c. 1865	116⅛	117	117⅛	117⅛	117⅛	117⅜
U. S. 6s, 5-20s, r. n. '65	....	....	....	113⅜	....	....
U. S. 6s, 5-20s, c. n. '65	113⅛	113⅜	113⅜	113⅜	113⅜	114
U. S. 6s, 5-20s, reg. '67	....	....	....	....	113⅜	....
U. S. 6s, 5-20s, c. 1867	113⅜	113⅜	113⅜	113⅜	113⅜	113⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅞	....	113⅜	113⅜	113⅜	114
U. S. 6s, Pac.R.R.issue	103⅛	103¾	104	....	....	104

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 13.

	W. 7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa	....	....	....	....	....	....
.. preferred ..	34	34½	35	....	....	....
Camden and Amboy	124	124⅛	124½	124⅜	124¼	124⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	86	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	93	....	94	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	30¾	30¼	31½	32	32
.. 6s, 1884	....	....	....	....	....	....
.. Gold L	....	93⅜	93	93½	93⅜	93⅜
.. R. R. L	....	86½	....	86½	86⅜	....
Lehigh Valley R. R.	55	55	55	....	55⅜	55⅜
.. 6s new coup	....	94	....	....	94	94
.. 6s new reg.	96	....	96⅜	....	....	96⅛
Little Schuylkill R.R.	....	43	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	54½	54½	54	54½	54⅜
Morris Canal	....	....	....	....	....	....
.. pref	....	....	66	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	34⅜	....	....	....
.. 6s, 1880	....	....	....	89	89	....
.. 7s	....	....	85	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	48
Pennsylvania R. R.	59	59½	59½	59⅜	59½	59⅜
.. 1st M	....	99	99½	....	....	....
.. 2d M	95	95	....	95	....	95
Penn. State, 6s, 1st series	102	102	102½	102⅜	102⅜	102½
.. 6s, 2d series	105	....	....	105	105	....
.. 6s, 3d series	....	....	107	107	100⅛	....
.. 6s, W. L	....	....	....	100½	....	100
Philadelphia City, 6s	....	....	....	....	98¼	....
.. new	101½	101½	101½	101½	101½	101½
Phila., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	46½	46½	46⅝	46⅜	46⅜	46⅛
.. 7s, 1893	....	103	....	....	103⅜	....
Philadelphia and Erie	28⅛	29	29⅛	28⅛	28⅛	28⅛
.. 6s	....	....	....	....	85	....
.. 7s	....	....	....	79¾	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	17¼	17⅛	....	....	....
.. 6s, 1882	....	65½	....	....	65	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	12¼	12⅛	....	12⅛	....
Chestnut & Wal.	45½	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	43⅜	....	43¼	....	....	43⅜
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 13.

	W. 7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	94⅛	94⅜	94⅛	....	....	....
.. 1886	....	....	....	....	....	91⅜
.. 1890	92	92	92	92⅛	92⅛	92⅛
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	91¼	....	....	....	....
.. .. 1880	91¼	....	....	91¼	91⅛	....
.. .. 1885	....	90½	....	....	....	....
Marietta & Cin. 1st M.	87⅛	....	....	....	....	....
.. 2d M	73	72	....	....	....	....
Northern Central	....	48	48	....	....	84
.. bonds, 1885	....	....	84	84	....	84
.. .. 1900	....	....	....	82½	....	83⅜
N. W. Va. 1st mort	....	....	....	93½	....	....
.. 2d mort	85⅛	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Boston and Albany	149¾	....	150	149⅜	149⅛	
Boston and Lowell	....	....	....	....	135½	
Boston and Maine	....	....	....	139½	138⅜	
Boston and Providence	....	....	131½	131⅜	131½	
Boston, Hartford & Erie	24	24	24	23⅜	23	
.. 7s, new	....	....	....	61⅜	....	
Cheshire, pref	72	71⅜	....	....	72	
Concord	....	....	....	....	....	
Connecticut River	....	....	130	....	....	
Eastern	113⅜	113	113½	113½	113⅜	
Fitchburg	134	....	....	133½	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	....	....	120⅛	....	121	
Northern, N. H	....	....	....	115	....	
Ogdens. & Lake Champ	66½	....	....	67	....	
.. pref	103	....	....	103	103	
Old Colony & Newport	94	94	....	94	94	
Ph., Wil. & Baltimore	....	52	....	51½	51⅜	
Portl'd, Saco & Ports	....	105	....	....	....	
Vermont & Canada	....	....	....	....	....	
Vermont & Mass	....	57½	....	....	56	
Vt.C. & Vt. & C. Eq. 8s	102	....	....	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge ..	....	97½	....	98	....	
Metropolitan ..	68	68	68½	....	68⅛	
Middlesex ..	65	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	8¼	7¾	8¼	8⅛	8¼	
Franklin ..	17	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	....	10⅛	10¼	10¼	....	
Pittsburg ..	....	....	....	20	....	
Quincy ..	25	....	....	....	....	

London Stock Exchange.

	Closing Prices. March 25.	March 19.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	31 — 32	31 — 32
Detroit and Milwaukee 1st mort. 7s	63 — 65	63 — 65
Do. 2d mort. 8 p. c.	64 — 67	64 — 67
Erie shares 100 dol. all paid	24 — 25	24¼ — 24⅜
Do. sterlg. 6 p. c. convertible bonds	68 — 70	68 — 72
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 7 per cent., 1875	82 — 84	82 — 84
Do. 100 dol. shares, all paid	96½— 97½	96½— 97½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87½— 88½	86 — 88
Philadelphia and Erie 1st mort. 1881	89 — 91	88 — 90
Do. with option to be paid in Phila.	89 — 91	89 — 91

American Railroad Journal

Saturday, April 17, 1869.

Stock Exchange and Money Market.

The Money Market has been unusually close and active, nearly all the week, the pressure having been quite severe up to a late hour on Tuesday, when the current rates on call ranged from 7 per cent. gold, to ⅛ per cent. per day, flat. At the close of business on Tuesday, and through Wednesday, there was a somewhat easier feeling perceptible, the leading Government stock houses having been given accommodation at 7 per cent. in currency adding in some instances a fractional commission for the aid. The banks have not been making any considerable fresh advances, even as an exceptional matter. They reduced their loans, last week, nearly 4½ millions. They reported a further loss of nearly four millions of deposits, and nearly two millions of specie. A slight increase in the legal tender reserve was noted. The Sub Treasury added nearly three millions to its cash balances, during the week, its receipts from all sources having been over seven millions, while its disbursements on all accounts, were a little short of 4¼ millions, including less than half a million of coin interest. In the discount line there has been very little movement, and even the best grades of business paper have been quoted slow of sale at 10@12 per cent. per annum.

The specie reserve of the city banks is now $8,794,543, against $16,343,150 same time last year. The city bank deposits are now $171,495,580, against $179,851,880 week ending April 11, 1868 The legal tender reserve amounts to $48,644,732, against $51,982,609 same time last year. The circulation now stands at $34,609,360, against $34,194,272 same time last year. The loans are now $257,480,227, against $252,936,725 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $135,009,409 a day, against a daily average of $139,737,232 the preceding week, and $139,997,747 the week ending with March 24, 1869. The current week's exchanges average about $135,500,000 a day. The city banks, last week, reported a further loss of $1,943,350 of specie, and $3,830,201 of deposits, with a gain of $148,373 of legal tender notes. They reduced their loans, $4,453,443; and their circulation, $207,556.

National Bank notes to the amount of $99,050 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $313,796,806, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $13,979,051, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,817,755. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,798,300; and for the public deposits, $30,875,350—making a total of $373,673,650. The Treasury Department last week redeemed and destroyed $536,600 of worn and mutilated fractional currency, and issued $406,000 of new. The outstanding amount of fractional currency on the 1st of April, 1869, was $36,719,912, against $36,781,548 on March 1, 1869, $35,511,127 on Feb. 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with April 10, were $7,101,850, including $2,718,338 from customs duties; payments, $4,246,920, including $437,459 of coin interest; balance at the close of the week, $89,735,196, against $86,880,266, at the close of the preceding week, showing an increase of $2,854,930. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,040,484, including $458,527 from customs; payments, $1,393,661 including $133,000 of coin interest. On Tuesday, receipts, $930,594 including $567,481 from customs and, payments $454,648 including $26,387 of coin interest. The balance at the close of business on Tuesday stood at $89,857,966, against $87,611,306 a week previous; and $88,518,543, on March 24 1869. The aggregate receipts of the office in March were $40,051,331, including $13,241,405 from customs, aggregate payments, $40,897,476, including $3,698,831 of coin interest.

The outstanding amount of coin certificates on the 1st of April was $21,672,500 against $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certifi-

cates to the amount of $308,200, and retired $2,854,930 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached $1,793,180.

Government revenues have been yielding more satisfactorily since our last. The excises, last week, yielded about 4¼ millions; customs at the port of New York, $2,718,338 and at the outports about $918,000 (in coin) more, making the grand total income for the week equal to about $9,150,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 118 millions, according to the latest Washington advices.

Gold has been in more active speculative demand, and more variable in price, ranging from 131⅛@133⅞, and leaving off on Wednesday 132¾. There was quite a lively call for cash gold late on Saturday, and as much as ⅛@1 per cent. was pay for the use of coin until Monday, owing it was said to a temporary difficulty between the Bank of New York, and the Gold Exchange Bank, in the settlement of balances. The past week's exports of specie were only $326,350; while the imports of foreign specie were $394,893. On Monday, the *City of Brooklyn* from Liverpool delivered here £207,000 in specie. There were nearly $223,000 in specie received from California. The customs demand continues to absorb about half a million a day, at this port.

The Gold Exchange Bank clearances on Wednesday, were $41,092,000, and the resulting balances $1,622,798 in coin, and $3,127,504 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,196,355, average amount of specie $457,142, average amount of deposits $931,195.

The customs demand for Gold last week, averaged $453,056 a day; thus far, this week, it has averaged $510,000 a day, or equal to a weekly aggregate of $3,060,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $394,893, and since Jan. 1, $4,766,948, against $2,540,021 same time in 1868. The receipts from California, last week, were $222,296. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $98,807,977, against $88,888,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 16th 1869, $1,543,675, against $1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $16,798,343, against $26,784,299 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $9,985,956. The exports of specie, from this port, last week, were $326,350, against $891,807 same week last year; total, since July 1, 1868, $31,416,963, against $44,411,282 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $437,459; since July 1, 1868, $67,891,636, against $54,517,162 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to March 16, 1869, were $8,830,392, against $7,490,417 same time in 1868.

The offerings of Foreign Exchange have been more extensive since our last, and under the Money pressure prices have declined. The demand has been very moderate. Bankers' prime sixty day bills on London closed on Wednesday at 107⅛@107⅞, and on Paris to 5.27½@5.22½; sight bills on London to 108@108½, and on Paris to 5.21½c.@5.20. The offering of produce bills has been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,617,388, against $3,013,393 same week last year; total, since July 1, 1868, $127,331,660, against $142,498,735 same time in preceding fiscal year of 1867–'68.

Government securities have been quite confidently held all through the week, in defiance of the severe price in Money, and in the face of a very moderate demand from investment buyers. The offerings of bonds have been comparatively light, and sellers seemed unwilling to modify prices.

U. S. sixes of 1881 closed here on Wednesday at 116⅛@116⅜; U. S. Five-twenties of 1862, 120⅜@120½; U. S. Five twenties of 1864 at 115¼@115⅜; U. S. Five-twenties of 1865 at 117⅛@117⅝; U. S. Five-twenties of 1865, consolidated, 114@114⅛; U. S. Five-twenties of 1867, 114@114¼; U. S. Five-twenties of 1868, 114@114⅛; U. S. Ten-forties at 105⅛@105¼; U. S. Six per cent. currency bonds, 103¾@104¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 31.	April 7.	April 14.
Consols	93⅛	93⅛	93⅜
U.S. 5-20's of 1862	83¾	83⅝	84
Erie	24¾	24¼	24
Ill. Central	96¾	96¾	96¾
Atl. and Gt. Western	....	....	30½

There have been wider fluctuations in railway and miscellaneous share values, since our last, on a fairly active market.

General business has shown more activity in the leading articles of produce, but at lower prices, especially for Flour, Grain, Pork, Petroleum, and Naval Stores. Middling upland cotton closed steadily on Wednesday at 28¾@29 cts. per lb. The stock of cotton now here is estimated at about 110,000 bales. The receipts at the port this week, have averaged about 1,200 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,941,000 bales, against 1,952,000 bales same time in 1867–'8; exports, same time 1,051,000 bales, against 1,387,000 bales same time in 1867–'8; stock on hand at latest dates, 357,000 bales, against 261,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 7,134 pkgs., against 8,235 pkgs., same time last year. From Boston, 8,262 pkgs., against 4,372 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in moderate demand at from 11@17c., per lb.; week's receipts, 7,482. Milch cows in fair demand at $40@$110 each, receipts, 74. Veal calves in fair request at from 9@13c. per lb. Sheep and lambs moderately active at 5@9½c., per lb.; receipts, 22,756. Swine more active at 10⅞@11¼c. per lb.; receipts, 18,361. There has been a fair call for foreign merchandise, but the tendency of prices has been generally in favor of purchasers. The total imports of foreign dry goods, last week, were $2,288,958, and the total amount marketed $2,888,479. The value of foreign merchandise imported last week, was $5,693,865—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,982,823, against $4,522,237 same week last year; total since July 1, 1868, $210,763,672, against $182,859,615 in 1867–'8. The ocean freight market shows more animation, but on the basis of reduced rates generally. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 1½d.@2d. by sail, and 2d.@2½d. by steamer, per bushel; cotton at ⅛d. by sail, and $\frac{5}{32}$d.@$\frac{3}{16}$d. by steamer, per lb.; and heavy goods 10s.@25s. by sail, and 10s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 505.

The New York exports, exclusive of specie, for the week ending April 13, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,013,393	$3,617,388
Prev. reported	47,194,634	40,982,106
Since January 1	$50,208,027	$44,599,494

The imports for the week ending April 10, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,283,873	$2,288,958
Gen. merchandise	3,283,364	5,693,865
Total for the week	$4,522,237	$7,982,823
Previously reported	61,328,423	77,367,354
Since January 1	$65,850,660	$85,850,177

The balance in the Sub-Treasury on Wednesday was $89,921,871 17.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Central 1st mort., 98¾; Ohio and Mississippi Consolidated bonds, 84½; Marietta and Cincinnati 1st mort., 85; New York and New Haven, 120; do., 6s, 94; Dubuque and Sioux City 1st mort., 116; do., 1st mort., 90; Chicago and Milwaukee 1st mort., 88½; Milwaukee and St. Paul 1st mort., Iowa Division 87; St. Louis and Iron Mt. 1st mort., 83; Toledo, Peoria and Warsaw 1st mort., W. D., 82; Toledo, Wabash and Western consol. bonds, 80; Norwich and Worcester R. R., 104; New York, Providence and Boston, 83; Alabama 8s, 99½; Ohio 6s, 1886, 102; Michigan 6s, 98; Louisiana 6s, 72⅛; do., levee bonds, 71; New York State 7s, Bounty Loan, 109½; do, 5s, 1874, 100¼; Brooklyn 6s, Water Loan, 94½; Jersey City Water Loan, 93; Adams' Exp. Co., 59; Wells-Fargo Exp., 31; Am. Mer. Union Exp., 40¼; U. S. Exp., 58¾; Western Union Telegraph, 40⅞; do., 7s, 87; Atlantic Mail S. S. Co., 22; Central petroleum, 0.90; Consolidated Gregory Gold, 3.10; Combination Silver, 8.50; Buchanan Farm oil, 0.53; Bennehoff Run, 0.45; Grass Valley, 1.00; Home oil, 4.95; Liberty gold, 0.03; La Crosse gold, 0.30; Montana Gold, 0.30; N. Y. and Eldorado, 0.42; Pit Hole Creek, petroleum, 1.50; Quartz Hill Gold, 1.40; Rocky Mt. Gold, 0.16; Smith and Parmalee Gold, 2.95; United States petroleum, 1.65; Wallkill Lead, 0.45.

Philadelphia.—West Jersey R. R., 6s, 90⅜; Sunbury and Erie 7s, 97⅜; Philadelphia and Sunbury 7s, 92 Phila. and Reading 6s, 1880, 90; Phila.

and Trenton R. R., 123¼; Germantown Passenger R. R., 29½; West Phila. R. R., 61; Allegheny County Comp. 5s, 74½; N. Y. and Middle Coal Fields, 4.81; Shamokin Coal, 5⅛; Locust Mt. Coal, 45; Big Mt. Coal, 5⅞; Niagara Oil, 2¼. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101@101⅛; State 5s, reg., —@—; do., coupon, 92@93; do., 6s, W. L., 100@100½; do., 1st series, 102¼@102½; do., 2d series, 105@106; do., 3d series, 106⅛@106⅜; Reading, 46⅛@46⅝; do., 7s, 1893, 103@104; do., 6s, 1880, 90@90½; Camden and Amboy, 124½@124¾; do., mort. 6s, 1889, 94¼@95; do., 1883, 85¼@87; Penn. R. R., 59½@59⅝; do., 1st mort., 99@99¼; do., 2d mort., 94⅛@95; Little Schuylkill R. R., 42¾@43; Morris Canal, 30@30; do., pref., 65@67; do., bonds, 85@86; Susquehanna Canal, 13@13; do., 6s, 56@56¾; Sch. Nav., 9@10; do., pref., 17¾@18; do., 6s, 1882, 64¾@65; Delaware Div. Canal, 47@48; do., bonds, 80@84; Elmira and Williamsport, 30½@32; do., pref., 40@40; do., 7s, 1873, 89½@91; do., 5s, 59@60; Lehigh Coal and Navigation, 32@32¼; do., 6s, 1884, 82¼@83; do., R.R., Loan, 86¼@86⅛; do., Gold Loan, 93½@94; North Pennsylvania, 34@35; do., 6s, 88½@89; do., Chattle 10s, 108@109; Philadelphia and Erie, 28¾@28½; do., 6s, 84@85¼; Minehill, 54@54½; Catawissa, 10@—; do., pref., 84⅝@84¾; Lehigh Valley, 54⅞@55; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 43@45; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38@39; Chestnut and Walnut, 46@46½; Thirteenth and Fifteenth, 17½@18; Girard College, 27@30; Tenth and Eleventh, 70@71; Union, 40@43; Hestonville, 12½@12¾.

Boston.—Rutland and Burlington 1st mort., 145⅛; Vermont Central 1st mort., 77½; Old Colony and Newport 7s, 1877, 100¾@101¼; do., 6s, 1876, 94; Cedar Rapids and Missouri 7s, 1891, 92; Rockford, Rock Island and St. Louis R. R. 7s, 96; Union Pacific R. R. 6s, 87; Cheshire R.R. 6s, 92¼; Burlington and Missouri River R.R. 7s, 87; Summit Branch R. R., 22; Indianapolis and Cincinnati R. R., 18¾; Cincinnati, Sandusky and Cleveland R. R., 22½; Rutland R. R., 32; Conn. and Pass. Rivers R. R., pref., 87½; Cape Cod R. R., 66½; N. Y., Providence and Boston R. R., 79¾; Boston Water Power Co., 17⅜; Essex Co., 118¼; Waverly Land, 1⅝; Short Mt. Coal, 18; Rhode Island 6s, 99½; Vermont 6s, 1891, 99½; Massachusetts 5-20s, currency, 101¼; Bath 6s, 1898, 91½; Augusta 6s, 1870, 99¾; Albany 6s, 1886, 93¾; Bangor 6s, 1894, 92; Chicago 7s, 95¾@96¼; Salem 6s, 10-50s, 100; Cambridge 6s, 1875, 99¼; Boston 6s, 1876, currency, 101⅝; do., 5s, 1886, gold, 106; Cincinnati 6s 1885, 87½; Allouez Mining Co., 4½; Concord, 2; Ridge, 5; Star, 87½c.

Baltimore.—Maryland Defense Loan, 99⅞; Virginia 6s, old, reg., 49¾; do., coupon 6s, old, 56⅜; do., 1867, reg., 50; Western Maryland 2d mort. pref., 50; Richmond and Danville bonds, 72½; Virginia and Tennessee 4th mort., 72; Central Ohio R. R., 32; Baltimore Copper, 48½; Santa Clara, 1.50; Mineral Hill, 0.01; George's Creek Coal, 67½. The latest quotations are: Balt. and Ohio, 118@119; do., 6s, 1875, 91¼@91½; do., 1880, 91@91¼; do., 1885, 90@90½; Northern Central, 47½@48; do., bonds, 1885, 84@84½; do., 1900, 82½@83; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@93½; do., 2d mort., 88@90; do., 3d mort., 1873, 83@85; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87@88¼; do., 2d mort., 72¾@73; Central Ohio, 31@32; do., 1st mort., 82@83; Western Md. 6s, 1890, 68@72; do., guar., 87@90; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 73@—; Baltimore 6s, 1875, 90½@92; do., 1886, 91¾@92; do., 1890, 92@92¼; do., 1893, 92@—; do., 5s, 1838-'70, 73@75; City Passenger R. R., 18@18¼; George's Creek Coal, 67½@67⅛; Santa Clara, 1.50@1 55; Atlantic Coal, 2.80@3.25.

☞ A DESIRABLE INVESTMENT. ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD CO. First Mortgage 7 per cent. Bonds. Twelve Thousand Dollars per mile Guaranteed by—The Terre Haute and Indianapolis Railroad Company. The Columbus, Chicago and Indiana Central Railway Company. The Pittsburg, Cincinnati and St. Louis Railway Company. The Pennsylvania Railway Company, for sale by LUDLOW THOMAS, 39 Pine street, New York.

Illinois Central Railroad.

The statement of this Company for the month ending March 28, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	9,621.22 for	$94,186.28
Acres Int. Fund Lands sold	174.41 for	2,712 05
Acres Free Lands sold	1,420.51 for	19,790 48
Total sales during month of March, 1869	11,216.14 for	$116,688 81
To which add Town Lot Sales		80 00
Total of all	11,216.14 for	$116,768 81
Cash collected in March		$206,124 43

TRAFFIC DEPARTMENT.

Receipts from Freight		$369,781 00
do. Passengers		138,591 10
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		90,000 00
Total Receipts in March, 1869		$608,730 43
Total Receipts in March, 1868		$390,353 34
Estimated earnings in the month of March, on the D. & S. C. R. R., not included above		$102,828 90
Corresponding month of 1868		$52,668 40

Changeable Gauge Cars.

The "National Despatch Line" have now running a through line of changeable gauge freight cars between Boston and Chicago, passing over the Boston and Lowell and Nashua, Concord, Northern (N. H.,) Vermont Central, Montreal and Vermont Junction, Grand Trunk and Michigan Central Railroads, comprising the 4 ft. 8½@5 ft. 6 in. gauges. Two hundred of these cars are now under contract, all of which will be completed by the first of July. One hundred have already been delivered, and are now running on the line, a part of them since the first of January, and it is intended immediately to increase the number of cars to 500, and afterwards further to increase the stock as the business may require; thus furnishing to Boston and other New England cities and towns another expeditious through freight line without trans-shipment [illegible] from Chicago and other Western cities.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of March, as compared with the same period of the year 1868:

	1869.	1868.
From freight	$497,126 05	$450,767 03
" passengers	221,818 10	212,152 81
" express matter	10,651 50	10,257 00
" mail	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,000 00	1,282 16
Total	$745,503 99	$689,317 34
Expenses	404,549 64	397,240 81
Net earnings	$340,954 35	$292,076 53

This shows a decrease in earnings of $56,186 65; with a decrease in expenses of $7,308 83—making the increase in net earnings, $48,877 82.

The earnings and expenses, from January 1 to March 31, compare as follows:

	1869.	1868.
Earnings	$1,957,222 80	$1,799,138 50
Expenses	1,249,747 09	1,186,085 37
Net earnings	$707,475 71	$613,053 13

This shows an increase in earnings of $158,084 30; with an increase in expenses of $63,661 72—making the increase in net earnings, $94,422 58.

☞ The Macon and Western Railroad Company have declared a stock dividend of 33⅓ per cent. out of the earnings that have heretofore been invested in the construction and improvement of the company, payable on and after the 15th of May. Stockholders registered in New York will receive their dividends at the National Bank of the Republic. No fractional shares will be issued, and no transfers will be made after April 25 until May 15.

☞ The President has approved the act recently passed by Congress, to extend the time for the Little Rock and Fort Smith Railroad Company to complete the first section of twenty miles of said road. Also the act to amend an act, entitled "An act granting land to aid in the construction of a railroad and telegraph line from the Central Pacific Railroad, in California, to Portland, in Oregon," approved July 25, 1866.

☞ The tunnel on Crooked Creek, near Marble Head, in Bollinger Co., Mo., on the line of the Iron Mountain Railroad Extension, has been opened to daylight. It is about 1,000 feet in length. The road bed of this road is now complete, and the company are only awaiting the arrival of rails to finish twenty-five miles, when the entire line will be opened.

☞ The earnings of the European and North American Railway in March, 1869, were $12,360, against $10,871 in March, 1868—an increase of $1,489.

☞ Concord, N. H., has pledged nearly $75,000 toward the extension of the Concord and Claremont Railroad. The final survey will be commenced as soon as the ground is settled.

☞ The New Orleans and Opelousas Railroad has just concluded a contract for one hundred and sixty tons of English railroad iron, extra quality.

From Herapath's Railway Journal.

American Locomotives and Rolling Stock.

Mr. Zerah Colburn, M. Inst. C. E., read a paper upon the above subject before the Institution of Civil Engineers on the 9th ult.

It was remarked that, in construction and working, the American railways represented little more than a modified application of English practice. When the systems of the railway machinery of the two countries were compared, many of the differences which first struck the eye were found to be external rather than fundamental; and so, too, many of the peculiarities of construction now retained in America were due to the initiative of English Engineers.

Pursuing the history of the introduction of locomotives into the States, it was observed that the first two worked in America were made in England, in 1828, one by Mr. George Stephenson, the other by Mr. J. U. Rastrick. In the same year the engineers of the then contemplated Baltimore and Ohio railroad visited this country, when Mr. Robert Stephenson suggested to them, what was now the distinguishing feature of all American railway rolling stock, viz.: the bogie, to be applied to the engines intended to work round curves of 6 chains radius, at that time proposed to be adopted. The bogie, which had grown out of William Chapman's invention of 1812, was then, Mr. Stephenson stated, in regular use upon the quays of Newcastle. Having regard to the character of the lines first constructed in the States, it was essential that the locomotives should be light and cheap, and the first engines made there, between 1830 and 1832, weighed only from 3½ tons to 4 tons, Some of the English built engines imported at about that time had their leading wheels removed, and a swivelling bogie substituted. The bogie, was not, however, exclusively employed. Considerable numbers of engines made by Messrs. Stephenson and Co., Messrs. Bury, Curtis, and Kennedy, Messrs. George Forrester and Co., and Messrs. Braithwaite and Co., were afterwards imported and worked as originally constructed; and, as late as 1855, at least one hundred locomotives of English construction, or made almost exactly upon Messrs. Stephenson's plans, could have been counted at work in the States. For many years wood only was employed as fuel, and as it produced great quantities of sparks, as annoying to passengers as they were dangerous to goods, much ingenuity was directed to the problem of separating and withholding them from the escaping smoke and steam; and the voluminous "spark arresters" were very successful in this respect, while they gave also an individuality to the engines. Again, the rigours of the American winters compelled the adoption of some kind of shelter for the enginemen and firemen; and this was afforded by the bulky, and often extravagantly painted "cabs," which imparted a novel appearance but without in any way affecting the principles, or economical conditions of working, of the engine.

As high speeds were seldom attempted upon the early American lines, the greatest steam tractive power was sought and obtained, both by working high-pressure steam and by employing driving wheels of small diameter. Thus, although, in 1835, the English built engines, and those copied from them, were worked at 50lbs. pressure, and had five feet driving wheels, it was not long before American practice settled upon 90lbs. to 100 lbs. pressure and 4ft. or even 3ft. 8in. driving wheels. It was soon found, however, that the adhesion weight upon a single pair of wheels, necessary to work up this increased steam tractive force, was too great for the strength of the way, and coupling was then resorted to; and now, with the exception of a few light tank engines on branch lines, there was not probably an engine in the States having single or uncoupled driving wheels. Four tons might be said to have been the maxium per wheel for many years, while three tons was the more usual average. Compensating levers, generally made of long steel springs, were now employed on all American engines, whereby the weight was not only equalled between the coupled wheels, but the effect of a jolt upon one pair was divided and distributed, through the springs and levers upon the other pair. For some years, too, the bearings of the outer ends of the springs of the coupled wheels were made to rest upon india-rubber blocks.

The details were then given of several descriptions of engines long worked on the Baltimore and Ohio and Reading railroads, as well as of that employed to work the incline of 1 in 16⅔ and 1¼ mile long, at the Madison terminus of the Madison and Indianapolis railway. Compared with English practice, in which six-wheeled coupled engines had from 5 tons to 6 tons on a wheel, and eight-wheeled coupled engines had 7 tons on a wheel, it was observed that the subdivision of weight in American engines was carried about half as far again, or, in other words, that they averaged only about two-thirds as much weight per wheel, and that they thus required, for a given total weight, half as many more wheels. Except with smaller wheels, this could not be done on any practicable length of wheel base, but none of the American goods and bank engines of which the particulars had been given, had wheels larger than 3ft. 11in. in diameter. There were objections also, of much weight, to coupling a large number of wheels from a single pair of cylinders. It was more or less difficult, if not impossible, to preserve an exact equality in the diameter of the wheels, an exact parallelism of the axles, and an exact equality in length of the coupling rods. The extent to which coupling had been caaried in American goods engines had been due, in a great measure, to the following expedients. The coupled wheels were as equally loaded as possible; Their tyres, in a majority of cases, were of chilled cast-iron, since replaced by steel; and the former were cast, and the latter turned, nearly or quite to a cylindrical form, or with but little or no cone. The driving wheels were the middle pair, or, in the case of an even number of pairs, one of the pairs nearest to the mid length of the wheel base; compensating levers were employed, and adjusting wedges had for some years been applied to the axle boxes. The coupling rods, in many cases, were made without brasses, round steel bushings being fitted to circular eyes formed at the exact required distance apart in the ends of the rods. With the exception of the leading and trailing wheels, the coupled wheels were generally fitted with plain cylindrical tyres having no flanges. Outside coupling cranks, necessary with outside frames, had rarely been employed, and were never so now. The coupling rods were counterweighted, within the wheels themselves, no attempt being made, in inside cylinder engines, to set off their weight against that of the cranks and attached parts. In other words, the coupling pins of the driving wheels were coincident, on each side of the engine, with the position of the crank in inside cylinder engines, and, of course, necessarily so in outside cylinder engines. The experience of American locomotive engineers had been to the effect that with this arrangement, which was the opposite of English practice, the axle-boxes wore more uniformly, and that there was less "knocking" where a little play in the horn plates had once begun. And lastly, the length of the crank being one-half the radius of the small coupled wheels employed, any inequality in the length of the coupling rods was attended with less slipping and binding than where, with larger wheels, the crank was but about one-third the radius of the wheel.

The general form of passenger engine now in use in the States was then described. It had in most cases outside cylinders—indeeed inside cylinder engines had not been built for many years—and it had invariably four coupled driving wheels, and a four-wheeled bogie. The leading dimensions of the representative type of passenger engines were, cylinders from 15 inches to 17 inches in diameter, with a length of stroke of from 22 inches to 24 inches, and coupled driving wheels of from 5 feet to 5 feet 8 inches in diameter. Such engines would exert a tractive force of 3½ tons to 4 tons in starting, for which their adhesive weight, assisted sometimes by sand, was sufficient; and thus they could get quickly away from stations even with trains of a gross weight of two hundred tons or more. Economy of fuel had not been studied to the same extent in America as in English locomotives; the blast pipes of the former were smaller, the draught more forced, the back pressure greater, and less expansion was attempted in the cylinders, the link motion being generally arranged to cut off at one-third stroke as a minimum, and at nine-tenths or more as a maximum. It was thus that boilers of moderate size were made to supply steam for work equal to 300 I. H. P., or the exertion of upwards of 2 tons of draught upon a passenger train at a mean speed of 25 miles an hour; but there was nothing remarkable in the consumption of from 50lbs. to 60lbs. of coal per mile in such work. It was stated that on the Pennsylvania Central railroad, a line 356 miles long, with gradients of 1 in 100 and 1 in 55, the consumption of coal for both goods and passenger trains amounted on an average to about 70lbs. per train mile, the goods mileage being three and a half times the passenger mileage. The coal was of excellent steaming quality, and cost abont 3½d. in currency, or 2½d. in coin, per train mile. At this rate a difference in consumption of 24lbs. of coal per mile would only cause a variation of a penny per mile in the cost of fuel; and it had been argued that such a waste was better than the alternative of employing an engine 4 tons or 5 tons heavier, to work with a less rapid rate of combustion, a slower piston speed, and more expansively.

The policy of American railway managers with respect to goods traffic, as it was also the policy of the managers of most of the French lines, was maximum loads at slow speeds, involving a maximum resistance per ton, and correspondingly a maximum working expenditure per ton.

No experiments upon the dynamical efficiency of American engines had been made, so far as the author was aware; but he had run an experimental train on the Erie railway, over the whole length of the line and back, a total distance of nearly 900 miles. The same engine was employed throughout the run, occupying in all nearly three weeks, making an average for each week day of about 50 miles. The results of these experiments appeared to show that the resistence of bogie rolling stock, even under disadvantages, was less than that of English rolling stock as ascertained by the best authorities, and also that the ratio of adhesion to weight averaged considerably more in the States than in England. With respect to adhesion, as the surfaces in contact were identical with those on English railways—indeed the rails and tyres in general use in the States were commonly of English manufacture—any difference in this respect must be attributed partly to the influence of climate and partly to a better application of sand, when necessary to increase the bite upon the rails. The sand was dropped equally upon both rails, not in intermittent handfuls down a pipe on one side of the engine only, but by means of the hand gear and regulating valve since adopted on the North London railway. The experiments in question were, no doubt, influenced by the favorable circumstances of weather, and something was to be allowed also for the great length of train drawn, very long trains having a less tractive resistance per ton on a level than short ones, and something, possibly more than was commonly supposed, might have been due to the use of oil-tight axle-boxes, the saponaceous compound known as "railway grease" being nowhere in use on railways in the States. Messrs. Guebhard and Diendonne's experiments, made in 1867, on the Eastern railway of France, showed a considerable diminution in the resistance of oil-boxed rolling stock as compared with that fitted with grease-boxes.

With regard to the expense of maintenance, it was stated that the average cost of engine repairs in the States, exclusive of those renewals which

amounted to building a new engine, might be taken as a maximum at 10 cents currency per train mile, equal to 3½d. in coin. Of this, the absolute difference in the cost of labour and materials would account for nearly or quite 1d., leaving 2½d. to 3d. as the cost at English prices. Again, the manner in which these repairs were conducted showed a want of system and organization, and the shops were not fitted with some of the appliances considered essential in this country. Whatever economy in repairs might attach to the American engines was due, after allowing for the moderate working speed, to three causes only—viz., the use of the bogie, of chilled cast-iron bogie wheels (which could be renewed at a cost of from £2 to £2 10s. each, after allowing for the value of the wheel taken out as old iron), and of steel or iron fire-boxes and iron tubes. About twelve or fifteen years ago, the average mileage of American engines, taking the full stock of the leading lines, was not above 15,000 miles yearly—now it was probably not far short of 20,000 miles, and on some lines it might be even more.

There remained the consideration of the carriage and wagon stock, with reference to its mechanical peculiarities and its commercial relation to traffic. The earlier American carriages were made upon the English model, but it was found, not only that a short wheel base was required for six chain and nine chain curves, but also that side buffers aggravated the difficulty. The bogie, already in use on the engines, was, therefore, adopted for the carriages, and it was soon discovered that the length of body could be considerably increased, and that the longer it was the steadier it became. But the long bodies precluded the use of side buffers, and so the central buffer with a loose coupling took their place. End doors afforded an obvious means of economy in the structure of the carriage, and left the whole depth of the body below the window-sills available for any combination of trussing, most effective for carrying a comparatively long span. The end doors, with a continuous passage throughout the carriage, afforded obvious facilities for communication. The central passage required an additional width of carriage, and from 9ft. to 9ft. 6in. was a common outside width; while in some cases, even on the narrow guage, a width of more than ten feet had been adopted. The widths allowed seats for four passengers across, and for the longitudinal passage dividing the seats. The seats had reversible backs, so that the passenger might face either way, the carriages running in either direction without turning. It was undeniable that the seating was not so roomy and comfortable as in an English first-class carriage, and that, as compared with a second-class carriage, there was a certain loss of space. It was equally undeniable that such carriages could never answer for short traffic lines, where forty, fifty, or more passengers had to leave, and as many more to enter, in a minute or a minute and a half. The long body, however, with end doors and platforms, possessed obvious mechanical advantages. Its length gave steadiness, and the depth below the window-sills afforded ample opportunity for providing vertical stiffness without undue increase of weight. There were no cross partitions; there were but two doors where English carriages would requre, for the same number of seats, according to class, from twelve to twenty-six; there was much less sash and glazing, while there was at the same time more light; there was an important saving in respect of draw-springs, buffers, buffer-rods, and screw couplings, and there was every facility for applying brakes, as was always done in the States, to every wheel in the train, either from the platforms of the carriages themselves or from the engine. It was an advantage of the long body, with its corresponding weight and number of wheels, that the application of the brakes, however suddenly, did not produce the jolting of which passengers complained so much when the same thing was attempted upon English carriages. Passenger carriages upon the double bogie plan were made of various lengths, from 45 feet to 60 feet, exclusive of the additional 2 feet 6 inches at each end for platform and covering porch. They accommodated from 60 to 84 passengers, and weighed, empty, 12 tons and upwards, or from 16 tons to 22 tons loaded. Some notice was next given of Pullman's hotel car, and of the carriage, built by Messrs. Winans, for the Emperor of Russia. The improvements which had been effected in the engine and other bogies were then alluded to, and a description was given of the oil-tight axle-boxes, as well as of Loughridge's and of Creamer's continuous brakes.

In comparing the cost of maintenance of American carriage and wagon stock with that on English lines, many considerations were to be regarded. To say that the cost, in 1867, on the 1,612 miles of railway in the State of Massachusetts, for a train mileage of nearly ten million miles, was 6.55 cents, currency, or about 2¾d. coin, per train mile, did not permit of any accurate deductions. In the States, the average number of passengers continuously carried over the whole distance made by a train was generally one-half greater than in England, although the proportion of dead weight to live load was probably nearly as high as in this country; the speed was less, and there remained the fact that labor and nearly all materials were much dearer. On the other hand, there was a considerable saving in the use of chilled cast-iron wheels, such a thing as a wheel-turning lathe for carriage or wagon stock being unknown in the States; the maintenance of the buffer and draw springs cost much less; the maintenance of the carriage bodies was cheaper, from their greater strength and simplicity of structure, and from the fact that there were no side doors to slam.

One objection to the use of chilled cast-iron wheels, not referred to in the earlier portion of the paper, was that, being almost necessarily of the disc form, their weight increased in a ratio nearly as the square of the diameter, and thus the largest railway carriage wheels yet employed in the States were but 3ft., and this size was long ago discontinued in preference for 2ft. 9in. In the case of cast-iron spoked wheels, the chill was less hard opposite the ends of the spokes than elsewhere, and thus they soon showed flat spots.

It might be said, in conclusion, that if American railway practice were in any or many respects more daring than that which prevailed in this country, failure, if not too often repeated, was regarded in the cousin country as a misfortune, while here, unless it proceeded from causes absolutely beyond prevision, it was rightly regarded as a fault, a misdemeanour, or even a crime.

Railroads of Arkansas.

The following communication has been made to the Arkansas Assembly by J. H. Barton, private Secretary to the Governor, notifying that body of the award of State aid to railroads:

I am directed by his excellency, the Governor, to inform your honorable body, that at a meeting of the board of railroad commissioners, held March 15th, 1869, he was instructed, as President of said board, to report to the General Assembly the result of the action of the board in awarding State aid to certain railroad incorporations in the State.

Whilst it was at first deemed advisable by the railroad commissioners not to award aid to any of the railroad companies until a bill was passed by the General Assembly making provision for the funding of the outstanding indebtedness of the State, and thereby giving confidence in our State aid as applied to railroad enterprises, yet the recent action of the upper house of the General Assembly, and a conference with some members of the lower house, have induced the board to conclude that an immediate award of the State aid is desired by a majority of the members, and possibly by the people at large.

Believing that the State aid can only be made available by complying strictly with all the provisions of the law, as approved by the people, and having perfect confidence in the intention of your body to pass a general funding bill at an early day, and being desirous of acting in conformity with the will of the people, the board of commissioners, after a careful investigation of the various railroad companies asking State aid have made the award to the following incorporations, they having complied with the provisions of the law:

To the Cairo and Fulton Railroad Company, three hundred miles of its line; to the Little Rock and Helena Railroad Company, ninety-eight miles of its line; to the Memphis and Little Rock Railroad Company, ninety miles of its line; to the Little Rock, Pine Bluff and New Orleans Railroad Company, for that portion of the road which lies between Pine Bluff and the State line, commencing at Pine Bluff and running the line of the road toward the State line, one hundred and twelve miles; to the Mississippi, Ouachita and Red River Railroad Company, so much of the road as lies between Camden and Mississippi River, not to exceed one hundred miles.

The board took into consideration the application of the Memphis and St. Louis (levee) Railroad Company, but Congress having been memorialized to aid in the construction of a levee and railroad bed along the west bank of the Mississippi River, and there being a strong probability that such aid will be given, the board declined to accept the application of the said St. Louis and Memphis Railroad Company for State aid.

No award of State aid was made to the Western Border Railroad Company, by the board, as no application had been made and the law had not been complied with.

The board also refused to accept the application of the Pacific and Great Eastern Railroad Company, not being satisfied that the resources of the company were sufficient, with the State aid, to enable them to finish the road, it being a work of great magnitude.

I am further directed to say, by his excellency, on behalf of the board of commissioners, that they have not awarded State aid to any road running from Little Rock to Fort Smith. They have, however, reserved aid to the amount of 150 miles, to be hereafter awarded to one of three incorporations, two of which are claiming the same right of way and the same land grants, and one of which has been reported upon by the Senate of the United States at the last session as a part of the 35th parallel road to the Pacific.

The commissioners are undecided in reference to the proper selection and award to be made for these routes, but are of the opinion that Congressional action will throw light upon and probably decide this question. For these reasons the board of railroad commissioners has deferred taking any action for the present in respect to these routes.

Railroads in New Jersey.

The large transportation business in the western part of New Jersey, occasioned by the working of the ores, has given an impetus to railroad construction in that part of the state. The Sussex Railroad extension is finished to within a mile of Franklin. The Branchville Road being principally agricultural, is not pushed so rapidly. The Sussex extension is to be continued to Hamburg and Vernon, and a connection will finally be formed with the Warwick Valley Road, a branch of the Erie. From the Hamburg line, about one mile from the village, it is intended to build a spur to the Pochuck hematite mine. In addition to these roads there are other projected lines, as from the zinc mines at Franklin to Andover, from Newton to Belvidere, and from Hackettstown to Water Gap; the principal objects of the two latter roads being to supply the furnaces with anthracite coal from the Pennsylvania mines. The projected road from Franklin to Andover is to be built, if built at all, by the New Jersey Zinc Company.

Journal of Railroad Law.

WHEN CARRIERS EXEMPTED FROM LIABILITY AS INSURERS—SPECIAL CONTRACT—STATEMENT OF VALUE OF PROPERTY IN RECEIPT—WHEN CONTRACT DEEMED TO BE ASSENTED TO.

The following are the facts in the late case of Boorman *vs.* The American Express Company (21 Wis., 152) which was an action for injuries to a violin carried by defendent for plaintiff from Milwaukee to New York City. The answer alleged that defendant had no knowlege or information sufficient to form a belief as to the alleged neglect and wrongful acts; and that it received the violin under a special agreement, as follows: "Received of C. Boorman one box, said to contain instruments valued at — dollars, marked Geo. Germunder, New York N. Y., which we undertake to forward to the nearest point of destination reached by this company, subject expressly to the following conditions, namely: This company is not to be held liable for any loss or damage except as forwarders only, nor for any loss or damage by fire, by the dangers of navigation, by the act of God or of the enemies of the government, the restraints of government, mobs, riots, insurrections or pirates, or from or by reason of any of the hazards or dangers incident to a state of war. Nor shall this company be liable for any default or negligence of any person, corporation or association to whom the above described property shall or may be delivered by this company, for the performance of any act or duty in respect thereto, at any place or point off the established routes or lines run by this company for any such person, corporation, or association is not to be regarded, deemed or taken to be the agent of this company for any such purpose. * * * Nor shall this company be liable for any loss or damage of any box, package or thing, for over $50, unless the just and true value thereof is herein stated; nor upon any property or thing unless properly packed and secured for transportation; nor upon any fragile fabrics, unless so marked upon the package containing the same; nor upon any fabrics consisting of or contained in glass. The party accepting this receipt hereby agrees to the conditions herein contained." (Signed by the company's agent.)

On the trial, after the plaintiff had introduced evidence of the shipment, the condition of the instrument when shipped, the manner in which it was packed, its condition immediately after its arrival at New York, and the amount of damage sustained, he produced, upon demand of the defendant, the original receipt, &c., as above stated which he admitted was delivered to him at the time of the delivery of the violin to defendant; and said receipt, &c., was put in evidence by the defendant. The court refused to allow defendant to prove that the violin was not broken through its negligence, holding that the answer did not deny the averments of the complaint on that point. It also refused to allow an amendment of the answer so as to make it deny absolutely those averments. Some evidence was then introduced by defendant as to the amount of damage sustained by the plaintiff. The court instructed the jury as follows: "If the receipt was expressly agreed to, or by fair implication an agreement could be presumed, it might be binding. The burden of proof is upon the defendant, to show the contract by the agreement of the parties. He asks me to instruct you that there was an agreement between the parties for the transportation of this violin to New York. This I decline to do, because the terms and conditions are entirely outside of a simple receipt. They go to discharge the defendant from its common law liability, and there can be no limitation of this liability except by an express contract, and unless the party taking the receipt knows the terms and conditions therein expressed, there can be no assent to them. The real question is, whether the plaintiff knew of the stipulations and conditions contained in the receipt. I do not recollect of any testimony bearing upon that point, except that of the plaintiff, who appears to be a German, and who required the assistance of an interpreter in giving his testimony before you. He testified that he took the box to the defendant, and asked him how much there was to pay. They told him. He paid them, took the paper, and went away. It is for you to say whether this was a contract. In my opinion it was not, but it is for you to determine."

The following is the opinion of the court by DIXON, C. J.—The answer of the defendant is a sufficient denial that the violin was carelessly, negligently and wrongfully split and broken as alleged in the complaint, to put the plaintiff upon proof of those allegations, and consequently sufficient to let in the rebutting evidence offered by the defendant. It was error to reject such evidence. An answer denying any knowledge or information sufficient to form a belief as to facts presumed to be within the knowledge of the defendant, or of which he can easily inform himself, is bad; but such is not the nature of the facts here put in issue. The defendant, the express company, which is no more than a co-partnership doing business under that name, transacts its business through a multitude of agents residing in different parts of the country, and the knowledge of such agents is not for this purpose the knowledge of their principals, the proprietors of the company. Neither can the proprietors readily avail themselves of or acquire the knowledge of their agents. This would be extremely difficult in the first place, on account of the great number of such agents residing in places remote from each other and from the proprietors themselves; but more especially, because the guilty or negligent agent in every such case is adversely interested. He might evade inquiry, or give false answers. To hold, therefore, that the proprietors must know the facts, or obtain correct information of them, before they can answer to an action, would, in very many cases, be equivalent to an unqualified denial of justice. We are of opinion that such is not the rule of law, and that the answer in its present form is sufficient.

In deciding this point we may perhaps, be acting outside of the record. It may be that the business of the company, and the manner in which it is transacted, should have been stated in the answer, and shown at the trial, by way of justifying the form of denial employed; but we assume, as was assumed by the counsel at the bar, that this was unnecessary.

The contract embodied in the receipt, if intelligently made, is good in law and binding upon the parties. The court below was of this opinion, but instructed the jury that there was no proof that it was intelligently made, or that the plaintiff knew and assented to its conditions, the burden of which proof, the jury were informed, was upon the defendant. The receipt and contract was shown to have been in the possession of the plaintiff. It was produced by him at the trial, upon notice given by the defendant. We think that the rule of law in such a case is correctly stated in King *vs* Woodbridge 34 Vt., 571—2, that, the paper being shown into the custody of the plaintiff, a due and proper delivery of it to him, and his assent to its terms, are to be presumed, and that the burden is thrown on the plaintiff to obviate these presumptions by proof. It is for the plaintiff, then, to show the circumstances under which the paper came into his possession, that he never assented to its terms, and that there was no such delivery of it as to make it operative as a binding contract.

It is to be observed with reference to the conditions of this receipt, that they do not involve the much vexed question as to whether a common carrier can protect himself by contract from liability for losses occurring through his own negligence or misconduct, or the negligence or misconduct of his own agents or servants. The conditions in question do not purport to guard the express company against liability for losses thus arising. They purport merely to exempt it from liability as insurer; from losses arising through the default or negligence of any other person, corporation or association to whom the property shall be delivered by the company for the performance of any act or duty in respect thereto, at any point or place off the established routes or lines run by the company; and from liability for any loss or damage of any box or package for over $50, unless the just and true value is stated in the receipt, or upon property not properly packed, or fragile fabrics not so marked upon the package, or fabrics consisting of or contained in glass. All these are conditions which a common carrier may lawfully make; and if assented to by the shipper, we believe there is no conflict of opinion but that they will be binding upon him.

By the Court.—The judgment of the county court is reversed, and a new trial awarded.

Chester Creek Railroad.

The new Chester Creek Railroad, connecting the Baltimore Central with the Philadelphia, Wilmington and Baltimore Railroad, was formally opened on the 13th inst. The Chester Creek Railroad makes a junction with the Philadelphia, Wilmington and Baltimore Railroad at Lamokin Station, a short distance below Chester, but within the city limits, and follows the creek to the West Chester junction, a distance of 6½ miles.

☞ The Cincinnati *Inquirer* states that, the directors of the Cincinnati, Hamilton and Dayton Railroad having refused to complete the lease to the Erie and Atlantic and Great Western Companies, the Erie management have engaged the Little Miami and the Cleveland, Columbus and Cincinnati roads to carry all the freight brought by the Erie.

☞ Passengers to and from New York and Philadelphia are now received on all the fourteen daily trains between those cities—including the 8.40 P. M. through train, from which they have hitherto been excluded.

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Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.

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We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

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The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

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In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

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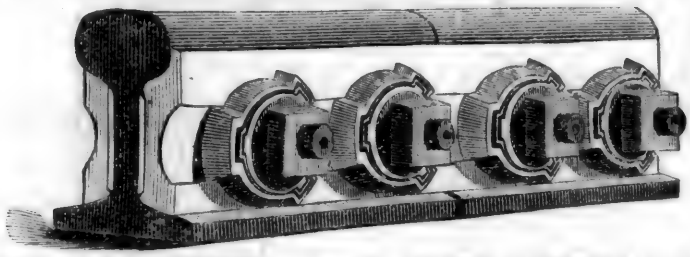
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known: but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

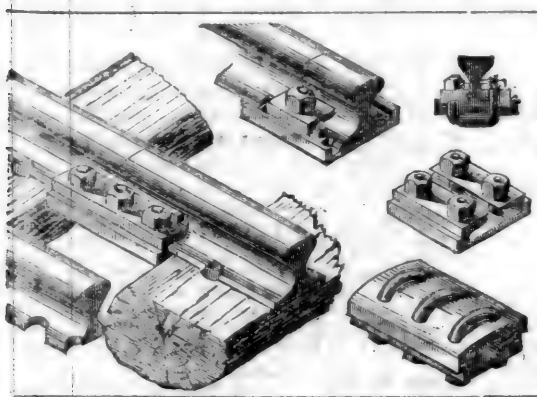
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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On 1st, 11th and 21st,

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Steamer leaving April 10, connects closely with steamer JAPAN, leaving San Francisco May 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer HENRY CHAUNCEY received until 4 P. M. on TUESDAY, April 20. All usual facilities afforded shippers in collecting inland charges, &c.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 17.] SATURDAY, APRIL 24, 1869. [WHOLE No. 1,723, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 24, 1869.

Railroads of New York.

The following is a list of Railroad Companies organized during the year ending September 30, 1868, that have filed Articles of Association in the Office of the Secretary of State of the State of New York :

Black River and St. Lawrence Railroad Co.—Articles of Association filed June 30, 1868. Length of proposed road about 38 miles. Located in Jefferson and St. Lawrence Counties. Capital stock, $380,000.

Black River and Woodhull Railroad Co.—Articles of Association filed June 20, 1868. Length of proposed road and branches about 12 miles. Located in Oneida County. Capital stock, $25,000. This road is to be laid with wooden rails, to be used for transporting lumber and wood with horse power.

Booneville and Constableville Railroad Co.—Articles of Association filed January 31, 1868. Length of proposed road 8 miles. Located in Oneida and Lewis Counties. Capital stock, $125,000.

Booneville and Ontario Railroad Co.—Articles of Association filed April 16, 1868. Length of proposed road about 45 miles. Located in Lewis and Oneida Counties. Capital stock, $500,000.

Brooklyn City, Hunter's Point and Prospect Park Railroad Co.—Articles of Association filed July 31, 1868. Length of proposed road 16 miles. Located in Kings County. Capital stock, $300,000.

Buffalo, Corry and Pittsburg Railroad Co.—Articles of Consolidation of the Buffalo, Oil Creek and Cross Cut Railroad Company, and the Cross Cut Railroad Company of Pennsylvania, pursuant to Act Chap., 753, Laws 1867, forming the company, filed October 15, 1867.

Cattaraugus Railroad Co.—Articles of Association filed March 10, 1868. Length of proposed road, 22 miles. Located in Cattaraugus County. Capital stock, $500,000.

Cazenovia and Canastota Railroad Co.—Articles of Association filed January 22, 1868. Length of proposed road, 15 miles. Located in Madison County. Capital stock, $300,000.

Cornwall Suspension Bridge Railroad Co.—Articles of Association January 14, 1868. Length of proposed road about 15 miles. Located in Dutchess, Putnam and Orange Counties. Capital stock, $2,500,000.

Eastern Branch of the Dutchess and Columbia Railroad Co.—Articles of Association filed October 11, 1367. Length of proposed road to be 16 miles. Located in Dutchess County. Capital stock, $160,000.

East Side Railway Co.—Articles of Association filed March 18, 1868. Length of proposed road about 5 miles. Located in the City of New York. Capital stock, $1,000,000.

Erie and Genesee Valley Railroad Co.—Articles of Association filed January 24, 1868. Length of proposed road about 25 miles. Located in Allegany, Steuben and Livingston Counties. Capital stock, $500,000.

Erie and New England Railroad Co.—Articles of Association filed January 15, 1868. Length of proposed road about 37 miles. Located in Orange, Rockland, Westchester and Putnam Counties. Capital stock, $2,500,000.

Far Rockaway Branch Railroad Co.—Articles of Association filed June 22, 1868. Length of proposed road, 5 miles. Located in Queens Co. Capital stock, $75,000.

Fifth Ward Railroad Co.—Articles filed October 3, 1867. 2 miles. Located in Syracuse. Capital stock, $50,000.

Flushing and North Side Railroad Co.—Articles filed April 3, 1868. Length of proposed road, 25 miles. Located in Queen's County. Capital stock, $400,000.

Fulton Ferry and Canarsie Bay Railroad Co.—Articles filed October 11, 1867. Length 3 miles, in City of Brooklyn. Capital stock, $200,000.

Gloversville, Mayfield and Northville Railroad Co.—Articles of Association February 18, 1868. Length of proposed road, 14 miles. Located in Fulton County. Capital stock, $300,000.

Goshen and Deckertown Railway Co.—Articles of Association March 18, 1868. Length of proposed road, 14 miles. Located in Orange County. Capital stock, $360,000.

Hamilton Avenue, Prospect Park and Flatbush Railroad Co.—Articles filed April 1, 1868. Length 4 miles. Located in King's County. Capital stock, $200,000.

Lake Champlain and Moriah Railroad Co.—Articles of Association filed December 4, 1867. Length of road, 7 miles. Located in Essex County. Capital stock, $200,000.

Lake Ontario Shore Railroad Co.—Articles of Association filed March 17, 1868. Length of proposed road about 140 miles. Located in Oswego, Cayuga, Wayne, Monroe, Orleans and Niagara Counties. Capital stock, $4,000,000.

Liverpool and Syracuse (Horse) Railroad Co.—Articles of Association filed January 16, 1868. Length of road, 5 miles. Located in Onondaga County. Capital, $100,000.

Middletown and Crawford Railroad Co.—Articles of Association filed August 3, 1868. Length of road, 13 miles. Located in Orange County. Capital stock, $250,000.

Monticello and Port Jervis Railway Co.—Articles of Association filed September 2, 1868. Length of road 21 miles. Located in Sullivan and Orange Counties. Capital stock, $500,000.

Montreal and Plattsburg Railroad Co.—Articles filed August 22, 1868. The property of the Plattsburg and Montreal Railroad Company, having passed into the hands of the bondholders a new company was formed under the above name. Length 23 miles. Capital stock, $1,000,000.

Newburgh and Wallkill Valley Railroad Co.—Articles of Association filed January 16, 1868. Length of road, 15 miles. Located in Orange County. Capital stock, $400,000.

Sunca Lake Branch Railway Co.—Articles filed August 17, 1868. Length 2 miles. Located in Schuyler County. Capital stock, $30,000.

Southfield Branch Railroad Co.—Articles filed September 18, 1868. Length 1 mile. Located in Orange County. Capital, $10,000.

South Side Connection Railroad Co., of Queen's County.—Articles of Association filed February 21, 1868. Length of road, 3½ miles. Capital stock, $60,000.

Syracuse and Chenango Valley Railroad Co.—Articles of Association filed April 16, 1868. Length of proposed road, 50 miles. Located in Onondaga, Madison and Chenango Counties. Capital stock, $1,000,000.

Syracuse Northern Railroad Co.—Articles of Association filed February 25, 1868. Length proposed from 32 to 45 miles. Located in Onondaga and Oswego Counties. Capital stock, $500,000.

West Shore Hudson River Railroad Co.—Articles filed October 28, 1867. Length of proposed road, 56 miles. Located in Rockland and Orange Counties. Certificate of consolidation of the Hudson River West Shore with the West Shore Hudson River Railroad Company filed ———. Length of Hudson River West Shore Railroad, 30 miles. Capital stock, $3,000,000.

Westport and Kingdom Railroad Co.—Articles filed November 12, 1867. Length of road, 5 miles. Located in Essex County. Capital, $100,000.

From the Western Railroad Gazette.

Lake Shore and Michigan Southern R. R.

Last Tuesday a meeting of the directors and the most influential stockholders of the Michigan Southern and the Lake Shore Railroads was held in Toledo for the purpose of considering a proposition for the consolidation of the two roads. The Lake Shore line is itself the offspring of a recent consolidation completed only two or three weeks ago, though the roads of which it is composed have been so long operated as a single line and by a single company that many were not aware that they were owned by separate companies. The Cleveland and Toledo Railroad, 109 miles long, with branches amounting to 79 miles of road, was leased by the Cleveland, Painesville and Ashtabula Company, whose road extended from Cleveland to Erie, 95½ miles. So the new Lake Shore Railroad owned and operated 283½ miles of railroad chiefly in the State of Ohio, a few miles only being in Pennsylvania.

The road has always been operated in connection with the Michigan Southern, and indeed could hardly do otherwise, as it has depended chiefly upon it for western business; but the value of the connection has been mutual, for the Lake Shore line is the only available eastern outlet of the Michigan Southern. So with identical interests, it seems altogether proper that the two roads should be consolidated. So it seemed at the Toledo meeting. The directors of the two companies agreed unanimously upon terms of consolidation to be submitted to the stockholders, and there is no doubt that their action will be ratified.

The consolidated line is to be called the "Lake Shore and Michigan Southern Railroad." It will have an east and west line 451 miles long, from Chicago to Erie, with branches amounting to 862 miles, and will represent a capital of about $38,000,000.

With the terminus at Erie the Michigan Southern can have the choice of two outlets to New York, the Buffalo and Erie and the Philadelphia and Erie. By the former the distance to New York is 972, by the latter 977 miles. The latter road also furnishes a connection to Philadelphia by which the distance is 902 miles. But it is reported that the Buffalo and Erie Railroad will become a part of the new road and thus secure the preference which it has hitherto had as the carrier of the Michigan Southern business.

There are some who look upon this consolidation as only a preliminary to a grander consolidation which will form a line from New York to Chicago.

The stockholders of the Michigan Southern will vote upon the ratification of the consolidation at the annual meeting, to be held in Toledo, April 28. If it is approved, it is reported that the general offices of the company will be established at Cleveland.

Morris Canal and Banking Company.

We have the report of this company for the year ending February 27, 1869. From this we learn that navigation was commenced at Jersey City and Port Delaware on the 1st of April, 1868. The canal was closed by ice on the 8th of December, which made the entire season for navigation 216 days, or 36 weeks.

The income of the company from tolls and other sources during the year was..... ..... $423,476 30

And the expenses were:

Repairs of canal & works.	$139,888 61	
Operating canal	66,688 35	
Salaries, law and other expenses.....	$33,182 95	
Less interest ..	6,918 81	
	26,269 14	
Transportation expenses..	3,539 77	
		236,385 87
Balance—profits of the business.....		$187,090 43
Balance at credit February 29, 1868.		61,090 56
Total.....		$248,180 99

Thus accounted for:

Dividends on preferred stock.....	$117,500 00
Interest on mortgage bonds.....	47,010 00
" boat loan.....	18,513 42
Depreciation of boat stock.....	2,299 99
Bad debts.....	308 60
Discount on second mortgage bonds..	200 00
State of New Jersey	25,000 00
Balance February 27, 1869.....	37,348 98
Total, as above.....	$248,180 99

The income of 1868, as compared with that of 1867, shows a decrease of $26,176 16, being a loss of a little less than six per cent. The current expenses and repairs of 1868, as compared with the expenditures for the same items in 1867, show a decrease of $50,294 40, being a gain of $24,118 24, or about seventeen per cent. The report says:

A dividend of ten per cent. upon the amount of the preferred stock has been declared, payable in scrip, redeemable in twenty years, bearing interest at the rate of seven per cent. (payable at the usual semi-annual periods for the payment of the dividends), in accordance with the recommendation of the finance committee, adopted by the board of directors. In the last annual report reference was made to the excess of the cost of the canal and its works over the amount of stock and bonds outstanding. For a series of years, as the necessity arose, expenditures have been made upon capital account, absorbing a portion of the profits; in view of the depressed trade for the past two years, and the consequent condition of the treasury, arising from that fact and the necessity which still exists to make expenditures on capital account, the directors, recognizing the right of the holders of the preferred stock to receive some evidence of the claim which they have upon the profits arising from the business of the canal, resolved to fund an amount represented by scrip, which should be equal to two semi-annual dividends upon the preferred stock, and providing for the redemption of this scrip by means of a sinking fund which will pay the whole of the scrip when it shall have become due. By a reference to the general statement hereto annexed, it will be seen that $1,111 50 of this scrip has already been redeemed.

The interest falling due on all the outstanding mortgage and boat loan bonds of the company, and the rent for the State grant ($25,000 to the State of New Jersey,) have been paid, which leaves to the credit of profit and loss, $37,348 98.

The expenditures for capital account have been as follows:

Extensions and improvements at Jersey City	$10,708 57
Do., Pt. Delaware	25,411 01
Land damages and general improvement account....	3,390 18
	$39,509 76
Which is to be credited with—	
Reduction of boat account.	$15,884 63
Sale of real estate heretofore charged to this account..	11,770 00
	27,654 63
	$11,855 13

In accordance with the requirements of the trust deed upon which the boat loan was obtained, the trustees of that loan have purchased and canceled $17,185 of the boat loan bonds, and delivered the same to the company.

Three second mortgage bonds, of $1,000 each, have been sold during the past year, leaving $15,000 of that class of securities still in the company's hands.

The competition for coal-tonnage which existed during the previous season, between some of the competing companies, was still in force at the opening of navigation, thus rendering it necessary that we should make equally low rates for transportation, which were continued until the first of September. In the early part of the month of July a general strike took place among the miners of the coal regions, which continued for more than seven weeks, causing an almost entire suspension of the coal trade and a consequent reduction of the tonnage upon the canal. After work was resumed by the miners, the trade gradually revived, and we were enabled to obtain rates of transportation which were more remunerative than before, but not sufficient to compensate for the loss which had occurred during the strike.

TONNAGE.

I. Coal.—The coal tonnage of the canal for the year 1868 was as follows:

	Tons.
Received from the Lehigh Canal	161,828
" " Railr'd at Pt. Delaware.	107,387
" " " Pt. Washington.	80,977
Total coal tonnage	350,192

of which amount 247,458 tons came to tide-water, and the balance, 102,734 tons, was delivered on the line of canal west of Newark.

II. Ore.—The total amount of ore transported on the canal was 269,672 tons; of this amount, 120,603 tons crossed the Delaware River into the Lehigh Valley, and 56,044 tons were transhipped to the Warren Railroad at Port Washington, leaving 93,025 tons belonging strictly to the way trade of the canal.

III. Total.—The total tonnage of the canal was 744,412 tons, equivalent to 44,989,737 tons carried one mile. The decrease in the total tonnage from that of 1867 is 78,507 tons.

In the winter of 1866 7 two planes were laid

with Bessemer steel rails, as an experiment, in place of iron rails. The wear upon these rails is almost imperceptible. The iron rails laid at the same time are about half-worn. We have again purchased one hundred tons of the steel rails, and laid them upon two planes and part of a third plane.

The canal is now open, and the prospects for an increased business lead to the hope that the year, upon which we have now entered, will prove more remunerative to the stockholders than that which has just closed.

GENERAL STATEMENT TO February 27, 1869.

Cost of canal and appurtenances		$3,376,472 26
Assets—		
Cash	$16,747 15	
Bills receivable, individual accounts &c.	47,011 68	
Materials	6,801 84	
Sinking fund 7 per cent. scrip	1,111 50	
		71,672 17
Total		$3,448,144 43
Capital Stock—		
Consolidated		$1,025,000 00
Preferred		1,175,000 00
Mortgage bonds		785,250 00
Boat loan bonds		249,825 00
Seven per cent. dividend scrip		111,625 00
		$3,346,700 00
Liabilities—		
Bills payable	$29,902 11	
Individual accounts &c.	30,517 40	
Dividends, coupons, &c., unclaimed.	3,675 94	
		64,095 45
Profit and loss—surplus		37,348 98
Total, as above		$3,448,144 43

President.—JACOB RANDOLPH.

Vice President.—BLAKLEY WILSON.

Secretary.—JOHN RODGERS.

Cheap Freights.

THE ABILITY OF RAILROADS TO COMPETE WITH WATER TRANSPORTATION.

We gave last week an extract from the following letter written by J. H. Moore, Commercial and General Agent of the Pittsburg, Ft. Wayne and Chicago Railway Co., at Chicago, to J. N. McCullough, General Superintendent, on the subject of cheap transportation by rail. We have been requested to publish the letter entire. Mr. Moore says:

Referring to your expressed desire to furnish cheaper transportation for the products of the West to Eastern markets, and the request for my views on the subject, I would state that I have been for many years impressed with the idea that the railroad companies between Chicago and the Atlantic cities would, with a developed country, see their way clear for remunerating dividends at reduced rates for the transportation of passengers and freights of all kinds. The lakes, rivers and canals are now considered the avenues for cheap transportation, and railroads the most expensive routes for all kinds of transit movements. The great question to be solved by railroad companies, as it appears to me, is the one of rates to compete successfully with water carriage between Chicago and New York and other Eastern cities. When the railroads can transport the staple articles of the country to market, the year round, at about the same rate per ton as the average season rates by water, from the interior to the Atlantic cities, the rail will have the preference. By refering to the Chicago Board of Trade report for the year ending with March 31, 1868, we find that the average lake tariff on wheat for the year was 8½ cents per bushel; on corn, 6.06 cents per bushel, and oats at 5 cents per bushel. If we add to these rates insurance, commissions and warehouse charges in Buffalo, and canal tolls and freights, we have a cost per bushel, on the average, of about 24 cents from Chicago to New York. The total tonnage of the following articles shipped from Chicago during the year ending as above, being, with the exception of lead, the products of agriculture, was 1,691,186 tons, equal to 140,928 car loads of 12 tons each. Of this tonnage, 1,117,512 tons was shipped from this city by water carriage. Nine hundred and sixty-four vessels, of an average tonnage of 212½ tons each, were employed during the year in all kinds of freight transportation to and from this city. Many were employed exclusively in the lumber trade. The tonnage referred to above consisted of:

	Tons.	Car loads of 12 tons each, shipped by	
		Water.	Rail.
Wheat	284,909		
Corn	747,252		
Oats	162,523		
Rye	31,000		
Barley	30,393		
Total	1,256,077	92,187	12,486
Seeds, lbs	6,336,900	264	505
Cattle, No	203,564	122	11,852
Live & dressed hogs,	1,033,118	....	12,914
Butter, lbs	2,804,177	25	93
Hides, lbs	27,739,099	452	705
Highwines, brls	34,070	45	456
Lead, lbs	4,162,074	8	165
Beef, brls	83,288	417	693
Tallow, lbs	7,165,927	72	227
Lard, lbs	27,054 529	53	964
Pork, brls	134,849	687	1,111
Cut meats, lbs	82,322,540	27	3,403
Wool, lbs	11,293,500	15	455
Sheep, No	51,616	9	507
Total car loads		94,392	46,536

The water rates to Buffalo during the season, were as follows (average): Wheat, 14 cents per 100 lbs.; corn, 10.8 cents per 100 lbs.; oats, 15 cents per 100 lbs. Canal rates from Buffalo are estimated at 23.3 cents per 100 lbs., making a total average rate from Chicago to New York, *via* lakes and canals, including 3 cents for insurance, warehouse commissions and transfer at Buffalo, of 40 cents per 100 lbs.

I think the above transportation may be arranged and carried by rail in three classes, at $7, $8 and $9 per ton for six months of the year, and during the suspension of navigation $9, $10 and $11 per ton; averaging $9 per ton throughout the year. This applied to the above tonnage, would give a gross income of $15,220,224 from this city, and estimating the west-bound freights to produce an equal income, we have the gross amount of earnings, from business to and from Chicago of $30,440,448.

During the year 1867, there were 396 313 tons of coal brought to this city by vessels. This, together with building stone, pig iron and other coarse and heavy freights, may be brought here by rail, in full trains, from the interior of Ohio and Pennsylvania, at *pro rata* per mile of the above rates, or perhaps at 1¼ cents per ton per mile, which will turn all of this transportation, from that section of the country, on to the railroads, as it appears to me, loading the return trains at remunerative rates. The increasing consumption of coal in this city is 100,000 tons annually. Thus it will be seen that full trains carrying all of the products above enumerated, in the year ending, as above stated, our road would have earned, assuming the fact that one-third of the business of the year was, and would have been, done by our line, at pro rata divisions, $5,877,812; to this add local receipts, $1,695,507, which gives us a total of $7,073,319 as the gross freight earnings for that year. If the entire lake trade, as above shown, with an equal amount of tonnage west bound, had been carried by rail, our full proportion would have averaged 179 tons per train per mile, earning $1 08 per mile per train more than the earnings per mile per train, of freight, during the year 1867. If we deduct 54 cents per mile as the cost of transporting this additional tonnage in the same trains that were run, we show a net increase of earnings per train per mile of 54 cents, making a total net additional income for the year of $1,739,602 44.

To successfully work a railroad, where the tonnage is very large, it should be provided with a double track for freight trains and another for passenger trains, and the freight should be worked at a slow rate of speed—say six or eight miles an hour, with engines especially adapted to such speed. Under an organization of this kind a single line between Chicago and New York would transport more than five times the railroad and lake tonnage for the year under consideration. The trains can be safely worked within fifteen minutes of each other, giving ninety-six trains a day from Chicago, of 300 tons each for 300 days in the year, total 8,640,000 tons. This traffic at $9 per ton, on the average, will amount to $77,760,000, and estimating west bound receipts the same we have total income, from a single line, of $155,520,000, of which our company would be entitled to $80,870,400. To economically transport this immense tonnage 30,000 freight cars, at a speed of eight miles the hour, and 35,000 at six miles the hour, and 3,000 locomotive engines, would be required. The receipts per train per mile would average $3 from Chicago to New York *via* Pittsburg. These items of tonnage and earnings multiplied by four, the number of railroad lines from this city to New York, Philadelphia and Baltimore, give an aggregate of 96,120,000 tons, counting both east and west tonnage, producing an income annually of $622,080,000. All this I mention to show that railroad lines may be worked, when the tonnage is large, so as to entirely supersede water carriage when lakes, canals and rivers must be used between the termini of a long route; and that the capacity of a single line of railway is equal, if not superior, to that of five canals, in this latitude, as the speed of the trains would be three times that of canal boat movement during the season of navigation, with the five months' winter tonnage in favor of the all rail lines.

Respectfully submitted by yours truly,
J. H. MOORE, Commercial and Gen'l Agent.

☞ The Richmond *Examiner* says the directory of the Chesapeake and Ohio Railroad Company have in contemplation the scheme of selling out to the Pennsylvania Railroad Company the State's interest in the Virginia Central Railroad, ($2,000,000) and the State's interest in the Blue Ridge Railroad, ($1,674,000) and that if the sales were made the Pennsylvania Railroad Co, would build a road from Pittsburg to Charleston, on the Kanawha, or some other point in West Virginia connecting their line with the Chesapeake and Ohio Railroad.

☞ About $242,000 of the stock of the Chartiers Valley Railroad Company have been subscribed, leaving only $80,000 to be raised. The engineers are now upon the road preparing the whole line for letting, which will be done immediately upon the raising of the balance by the people of Washington and Alleghany counties.

☞ The Philadelphia *Ledger* says that the Pennsylvania Railroad Company has obtained a controlling interest in the Indianapolis, Cincinnati and Lafayette Railroad, by the purchase of a majority of the stock.

☞ At a meeting of the directors of the New Orleans and Jackson Railroad, held at New Orleans on the 12th inst., reports were received from the President, Engineer and Superintendent, all favoring the extension of the road to Decatur.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company, was held in Baltimore on the 14th inst. J. W. Garrett, Esq., President, in the chair. Upon the presentation by the committee of finance of their report recommending the declaration of the usual semi-annual dividend of four per cent. on the main stem, and five per cent. on Washington branch, and the payment of the United States taxes by the company, the President made the following remarksin relation to the financial condition of the company, and the various works of mprovement at present in progress :

Before taking the vote upon these resolutions a statement in reference to the general financial condition of the company and the progress of its works may be interesting. The board is aware that the expenditures in the various works which the company is now prosecuting, are very heavy. Upon the Metropolitan branch large forces are engaged and much work is being performed. The road from Winchester to Strasburg is under contract, and work upon nearly that entire line is also being vigorously prosecuted.

THE OHIO BRIDGES.

A large amount of preparation has continued to be made of the work for the Ohio river bridges, and the expenditures for these structures now exceed $500,000. As the board is aware, an attack was made during the last season of Congress upon the plan for the channel spans of these bridges.

It will be remembered that the bridges at Bellaire and at Parkersburgh are being constructed under an act of Congress passed in 1862, under which the Steubenville bridge, which is used by the Pennsylvania road and its connections, was also built. That bridge remains, and has not been practically attacked by those who assume that the navigation of the river will be interfered with by the bridges of the Baltimore and Ohio Company. Under the act of 1862 the water way between the channel piers is required to be not less than three hundred feet. The Steubenville bridge was so imperfectly constructed, the piers having such insecure foundations, that in order to maintain them twenty feet of rip-rapping on each side of each pier was required, so that the water way has been reduced to 260 instead of 300 feet, as required by law.

The bridge was also constructed in a bend of the river, where the water was crooked, and where there were serious difficulties in navigation, irrespective of the structure itself. The bridges planned by the Baltimore and Ohio Company have been located not only in straight water, but where, for half a mile above and below each site, there is a direct current, thus preventing the difficulties which arise from crooked water, which exists wherever the river curves. The Baltimore and Ohio Company also, instead of attempting to place its piers upon the bottom of the river, with little or no foundation, has, at great cost—and thus far under great difficulties, arising principally from the frequent rises of the river during the last season, which destroyed or damaged seriously and repeatedly its coffer dams—constructed its piers with an average depth of foundation of eleven feet, thus making them so substantial that when constructed the superstructures can be placed upon the piers and the bridges be safe without resorting to rip-rapping.

Under these circumstances the company represented to the committees of the House of Representatives and Senate that it was unjust and unreasonable because the Pennsylvania Railroad Company violated the law, that the Baltimore and Ohio Company should not be permitted to carry out its plans in strict compliance with the law. The company also, instead of selecting locations where the water was shallow, selected pools, so as to give this additional protection to navigation. Under these circumstances, after repeated presentations of the facts, the company succeeded in rescuing its rights from the perils which were threatened.

In this, as in most other cases involving adverse legislation, the efforts were inspired chiefly by rival railway interests. The company is in a position fortunately to proceed with those great works—works which are of vast importance to the country as well as to the Baltimore and Ohio railway and its connections. It will therefore be the policy of the company to press this work vigorously during the approaching season.

THE MARIETTA AND CINCINNATI ROAD.

In consequence of its embarrassed condition this company has continued to assist the Marietta and Cincinnati Company. The completion of the arching of the twenty-three tunnels on the Parkersburg branch, and the general improvement in the condition of that road, combined with the improved condition of the Marietta and Cincinnati road, under the present vigorous administration of the affairs of that company, will enable the Baltimore and Ohio Company to do that which is unprecedented in the history of travel betwixt the East and West. The company design establishing a line between Baltimore and Cincinnati via the Parkersburg branch, which will require but twenty-four hours between the two cities. This arrangement will commence with our spring schedules, and the line cannot fail to command a large increase of traffic.

REVENUES AND POLICY.

It will also be gratifying to learn that notwithstanding all the complications in the West by efforts to cut off the Baltimore and Ohio road from some of its natural connections, yet, during the past month of March, with the relations that the company have been able to maintain, and others which it has improved, whilst the revenue of the main stem and branches, in March, 1868, was $718,591 68, the revenue of the last month of March, 1869, proved to be $936,494 86—thus showing an increase for that month of of $217,-903 18. This exhibit proves that the policy of the Baltimore and Ohio Company has not been erroneous in declining to fasten upon itself, at prodigious cost, during a period of extraordinary extravagance and excitement additional western connections.

The Pennsylvania road has deemed it proper to make an agreement with a single association of financially weak roads west of Columbus by which it agrees to pay annually the sum of seven per cent. on $20,000,000 of debt, viz: $1,400,000 a year; and the supposition has been indulged that the Baltimore and Ohio Company might be cut off by such arrangement; but the power of the Baltimore and Ohio road having so strengthened and enlarged the business of the city of Baltimore enables it to command such a business for the West that upon the principle of reciprocity, on which it acts, it is in a position to *command business from* the West by a sufficient number of satisfactory and desirable routes.

PITTSBURG AND CONNELLSVILLE ROAD.

The work upon the Pittsburg and Connellsville road is progressing satisfactorily, and it is proposed to place, at an early day, all the remaining sections under contract. No effort will be spared to open this invaluable and powerful line at the earliest practicable period. That company continues to dispose of its seven per cent. first mortgage bonds at ninety per cent. It is hoped that capitalists will continue to invest largely in this desirable security.

To meet the requirements of funds for the important works in progress, the Baltimore and Ohio Company is now furnishing its preerfred six per cent. stock at par. As this security is of the very highest order, is perpetual and free from both State and municipal taxes, it offers a most reliable and inviting investment.

WASHINGTON COUNTY RAILROAD.

Among the works which the company has prosecuted to completion is the Washington county road. It is proper to state that whilst this road was undertaken measurably by this company, in view of the disappointment originally of our fellow-citizens of that portion of the State, arising from the final location of the Baltimore and Ohio road, yet it was always hoped by it friends that the enterprise might prove remunerative. The results, however, have not been satisfactory, financially. The road has been in operation from December 1st, 1867, and up to March 31, 1869—fifteen months—the earnings from passengers amounted to but $39,503 67, and from tonnage to $29,336 12, making an aggregate revenue for that entire period of $68,839 79. The actual expenses for repairs, irrespective of construction during these fifteen months, were $75,225 03, leaving a deficit of $6,385 24. This deficit exists in addition to the expenses incident to the completion of the road during the same period, viz: $52,503 69, which were charged to construction. Besides this loss, the further loss of upwards of $70,000 has been sustained, being the interest for that time at six per cent. on the capital expended in the construction of the road. Why has this disappointment arisen? It was, of course, originally understood that the Chesapeake and Ohio canal furnished abundant and cheap facilities of transportation for a large portion of Washington county, and that the Cumberland Valley road, extending also to Hagerstown, was an outlet to Baltimore, through the Northern Central road, and to Philadelphia and New York by the Pennsylvania road, and that, consequently, severe competition would occur; but that competition has proven greater than anticipated, and so great have been the facilities for transportation for the relatively small business to be obtained that it has been demonstrated that the Baltimore and Ohio Company could conveniently transport in one week all the business that it has been in its power to obtain in the fifteen months elapsed since the opening of the road.

These results have not followed because Washington county is not a great and productive region; nor because there is not a considerable business, but simply because, with the Chesapeake and Ohio canal and two powerful railway companies, prepared for a large business, a capacity of transportation exists immensely beyond any existing or possible requirements for the traffic of that region. The Baltimore and Ohio Company has the satisfaction of having met the wishes of that section of the State. Financially, however, it is proper that the true relations and losses connected with the line should be understood. Another lesson is thus furnished, showing that the true policy in building railways is not to construct parallel lines or to furnish additional railways to points whence the business cannot possibly be commensurate with the capital and facilities afforded.

DISTANT CONNECTIONS.

The policy generally pursued by this company has been to strike for *new and distant regions and for additional sources* of business. By this policy great regions are accommodated and supplied with avenues of the highest necessity and advantage, and immense amounts of traffic necessarily flow through such new channels, and aid enormously in building up the terminal points, and thus insure a legitimate and natural increase of business, which causes every interest connected with a commercial community to advance and prosper.

THE COAL TRADE.

The company has not hesitated to continue, in addition to its providing double-tracked line to the coal regions, to expend large sums in furnishing the additional equipment required for the advancement of that highly important interest. The company decided some time since to build an addition to the coal equipment of four hundred hoppers of eleven tons capacity each. Of these a large proportion have already been built and are in service. Fifteen locomotives have also been recently added to the equipment. By these means and facilities the coal trade has already swollen to a volume which exceeds 4,000 tons per day.

This quantity is now brought to our wharves continuously; and the design of the company, if its ability to so act be not checked by untoward

circumstances, is to continue to do all that is possible to develope this important trade. It will be remembered that the company, in the early part of 1868, reduced largely the tariff on coal. It will also be remembered that the demand became enormous—far beyond the expectation of the bituminous coal carrying interests. As the season advanced, it became clear that this company could readily have obtained for its then full capacity of transportation an advance of one dollar per ton on the charge made; but in the pursuit of the wise policy upon which you determined, no advance was made, and this coal was supplied continuously at the lowest possible cost, during the winter; also no change in the tariff was made. The business was unprecedentedly large, and at the opening of the navigation the demand enlarged, so that 4,000 tons per day are now required.

Another interesting and gratifying result in our community is shown in connection with this low tariff. The increase in consumption of coal by the manufacturing interests of Baltimore is very marked. In an important instance a great manufacturing interest—the Baltimore Smelting Company—is being sustained chiefly, and succeeds because, as against northern competitors, it is supplied with cheap coal, caused by the low rates of tariff of the Baltimore and Ohio Company. The manufacturing interests of Baltimore are constantly increasing, and chiefly because of the great comparative advantages resulting from an abundant supply of this fuel at low prices.

STEAMSHIP ENTERPRISES.

The progress of our steamship enterprises has continued very satisfactory. The North German Lloyd have found that such are the comparative economies and advantages of this port---especially in the cheapness of coal---that, without demanding aid from Baltimore or American interests, beyond what might be agreeable to those interests to contribute, the company has already doubled the number of ships upon the line. At this moment not only is a full cargo awaiting the next steamer, but we have the satisfaction to state that sufficient cargo is offered to load at once two instead of one of the steamers. It is therefore reasonable to anticipate that this line, which was inaugurated with two ships, and which in one year increased to four, will, in less than two years, have not less than eight first-class steamers plying between Baltimore and Bremen. The economy in the price of coal of $2 50 per ton, as compared with New York, aids largely in the success of this enterprise.

In this connection it will be interesting to state that, whilst the company has long been anxious to establish a line of first-class steamers between Liverpool and Baltimore, of larger capacity than those which have heretofore been placed upon the route, yet, in consequence of the depressed condition of the traffic between Liverpool and New York, and the unprofitable results of the lines between those ports, no satisfactory arrangement could be heretofore effected. Within the past week, however, negotiations have been opened with an important and influential foreign house which indicate that it is prepared to join this company, probably in the course of a few months, in establishing a line of the character and capacity desired.

Mr. Garrett having concluded, the vote was taken upon the resolutions offered by the committee of finance, which were unanimously adopted.

LOCUST POINT ROUTE.

The President then made the subjoined statement in reference to a route proposed to be constructed upon Locust Point:

Much objection has been made by passengers between the national capital and Philadelphia and New York to the delay in passing through the streets of Baltimore by horse power, as well as to the slow speed required in approaching Camden and President street stations. The increasing business of the city adds continuously to the use of Pratt street, and causes serious difficulties in transferring cars in the passenger and freight service between the Philadelphia and Baltimore and Ohio stations.

These embarrassments in transportation produce also much apprehension, although, with the great care exercised, but few accidents have occurred. Under these circumstances the company have sought most carefully for a plan which would prove permenently for the interests of the community, and accomplish, in the mose convenient manner, the rapid transfer demanded by the public interests. Our engineers and officers, in conjunction with the Philadelphia, Wilmington and Baltimore company, have unanimously decided that the true route will be upon the peninsula of Locust Point, where the population is relatively limited, and where the construction and facilities of the railroad will advance the value of property and promote the convenience of the people. The company, for the reasons stated, has secured the property that will be necessary to accomplish the desired object. It will become necessary, in carrying out the improvement, to open a street and obtain authority for its use.

So far as has been learned, the line proposed meets very generally with the approval of those interested. The Baltimore and Ohio Railroad Company can thus construct a very direct route to a point east of the European steamship piers. Between this site and Canton the passenger trains from and to Washington can be readily and rapidly transferred in barges by the use of steamtugs, as has been so successfully done for two years past by the company over the Ohio river at Bellair and Parkersburg. This system will solve a problem of great interest to the citizens of Baltimore. It will also enable the company to transfer its freight with economy and dispatch. This line can also be advantageously used for the transfer of freight to and from the Northern Central road, and thus to an important extent relieve the track upon Howard street. As it is clear that it is the interest of the Northern Central company to build a road to tide for its coal traffic, it is evident that when such a line is built the transfer suggested can be advantageously made. The New Jersey and Camden and Amboy companies also unite in the desire to have this improvement in the line effected

As the board is unanimous in their judgment regarding the importance and desirableness of the improvement, the chair suggests the appointment of a special committee, to be composed of the city directors, to present the subject for the consideration and action of the city councils. The proper notice required by law in such cases has been duly given, and the application can, therefore, be at once considered. If the requisite authority be promptly granted, it is contemplated that the line will be placed in operation during the present season.

[In accordance with the suggestion of the chair a resolution was unanimously adopted appointing the city directors a special committee to present the subject to the councils for their consideration and action.]

VIRGINIA VALLEY RAILROAD.

After the transaction of other general business the chair referred, as follows, to the Virginia Valley and Lynchburg and Danville railways:

There are two subjects in connection with railway improvements of vital importance to this community, which will be presented at an early day in a manner that will attract great public attention. The aid of the Baltimore and Ohio Company to the Winchester and Strasburg road will effect the opening of the line to Harrisonburg during the next autumn. There will then be a gap of but 113 miles from Harrisonburg to Salem—the construction of which will not only open the business of the magnificent Valley of Virginia, but also open, under the most favorable auspices and influences, a great line to New Orleans, which will largely command the traffic of the vast intermediate territory.

A second gap, of but sixty miles, exists between Lynchburg and Danville, the filling of which will connect the Orange and Alexandria road with another highly important system of Southern railways, by which an enormous business will necessarily be directed to Baltimore which now goes to the coast. The leading citizens in those sections are extremely anxious to get these roads constructed. They want, in view of the advantages to their regions, enlarged commercial intercourse with Baltimore. They are willing to contribute largely for the work themselves. The counties upon the Valley line propose to subscribe $1,200,000. They propose to ask the city of Baltimore to subscribe a million to their stock.

The Lynchburg and Danville interests propose to supply all that will be requisite but half a million. This sum they wish to obtain from the city of Baltimore. Under these circumstances large delegations of the most eminent citizens in Virginia it is expected will visit Baltimore about the 21st of this month, to confer with the authorities and citizens of Baltimore. It will be seen, as a mere railroad question, that the Baltimore and Ohio Company has but little interest in these extensions, whilst incalculable benefits would result from their construction to the business interests of Baltimore. As this company is now engaged in enterprises for the prosecution of which all its resources are required, those connected with it can only aid as citizens, and co-operate to secure the requisite capital. It has been found heretofore impossible to obtain the large sums necessary for such works from individuals. Therefore the only practicable plan appears to be for the city to render the necessary assistance. It is the judgment of many who have carefully considered the subject that if the city of Baltimore can, by subscribing $1,000,000 to the Valley line and $500,000 to the Lynchburg and Danville line, secure their construction, and thus open these direct and first-class avenues to Baltimore, that this community will absolutely gain in advantage and net profits on the vast business that will be thus commanded not less than the aggregate amount ($1,500,000) in each and every year after their completion. In that judgment the chair fully accords. It is stated that three hundred delegates will visit Baltimore. If, when those gentlemen arrive, full co-operation is extended, and the facts and interests connected with these great subjects be presented and understood in the community and in the city councils, and aid be granted, it will undoubtedly lead to results in the commercial progress of Baltimore as important and valuable, in connection with the Southern trade, as the developements and extensions of the Baltimore and Ohio road are bringing about with the trade of the West, the Northwest and the Southwest. The chair feels that the importance and magnitude of the interests involved in these enterprises cannot be too earnestly urged.

The Board then, having got through with its business, adjourned.

Windsor and Annapolis Railway.

According to the recent report of the engineer of this company, 79 miles out of the 84 had been passed as finished, and it is proposed to open 70 miles of this for the summer traffic. The iron bridge at Windsor, when finished, will be the second on the Continent in size and importance, and probably one of the most difficult pieces of engineering that has been undertaken. In length and dimensions of iron girders, it is only surpassed by the Victoria Bridge at Montreal, over the St. Lawrence. The Windsor Bridge is in a very forward state of completion.

☞ It is proposed to build the Rensselaerville and Berne Railroad from near Schoharie through the towns of Wright, Knox, Berne, and Rensselaerville, to the south line of Albany county. The officers of the company are; Wm. R. Tanner, President, Franklin Frisbee, Treasurer; F. C. Huyck, Secretary.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
Allegheny Valley 50	2,000,000	---- ----	---- ----
Atlanta and West Point.. 100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire* 100	600,000	J. A J. & O.	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,400	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N.	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
B oadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	Feb.'69 3½
Brooklyn City & New'n..100	899,800	---- ----	---- ----
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	---- ----
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Dec.'68 3
Catawissa. 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna..* 50	589,110	---- ----	Jan.'69 4
Central of Georgia.....100	4,666,300	J & J.	Jan.'69 5
Central of New Jersey....100	13,768,800	J. & J.	Jan.'69 2½
Central Ohio..... 100	2,600,000	J & D.	Dec.'68 5
Do. pref..... 100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*..... 100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref..100	2,425,400	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	---- ----	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R I & Pacific....100	14,000,000	April.	Apl.'69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68 2
" Street	---- ----	J. & J.	Jan.'69 2
Cincinnati and Zanesville. 50	1,676,946	---- ----	---- ----
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	---- ----	---- ----
Columbus and Xenia*..... 50	1,788,200	J. & J.	Jan '69 4½
Concord 10	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	---- ----	---- ----
Conn. & Passump. Rivers.100	139,00.	---- ----	---- ----
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,392,361	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,073,641	Annual.	Jan. '69 4
Do do. pref 100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.)..... 100	3,883,100	J. & J.	Jan.'69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania..... 50	654,600	---- ----	---- ----
East Tenn. and Georgia....100	2,369,730	---- ----	---- ----
East Tenn. and Virginia...100	657,800	---- ----	---- ----
Eighth Avenue (N. Y.) ... 100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,448	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248 000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. Ft.Fy.100	750, 00	A. & O.	Oct. '67 5
Frankf. and Southw.(Pa.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,166,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	---- ----	---- ----	Mar.'69—
Green and Coates St.(Ph.) 50	150.000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3 300,000	J.A J&O	Apl. '69 3
Hannibal and St. Joseph..100	2,900,000	---- ----	---- ----
Do. do pref.100	5,253,850	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... 100	52,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl.'68 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jan.'68 5½
Illinois Central 100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '61 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	---- ----	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,753,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Apl.'69 2½
Lehigh Luzerne..... 50	3 1,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	511,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Dec.'68 4½
L. M. & C. and X. (Joint'y.100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,070	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	---- ----	N'v'67 10
Louisv., Cin and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200 000	A. & O.	Apl.'69 3
Macon and Western.....100	1,500,000	May.	M'y 1833½
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central..... 100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'68 5
Marietta & Cincinnati..... 50	3,618,374	---- ----	---- ----
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 5
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	58 ,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,986,081	---- ----	---- ----
" " 1st pref 100	3,211,250	Annual.	Feb.'68 8
" " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	J'n'69 14s
" " pref.....100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,76 ,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,103	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	---- ----	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan '69 6
Nashua and Lowell..... 100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck..... 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	788,538	---- ----	---- ----
N Haven & Northampton.100	1,341,000	J & J.	Jan. '68 3
New Jersey..... 100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	27,829,600	---- ----	---- ----
New York and Harlem.... 50	5,255,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'68 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue..... 100	797,400	---- ----	---- ----
North Carolina..... 100	4,000,000	---- ----	---- ----
Northern Central 50	4,648,900	F.M.A.N	Feb.'69 2
North Eastern (S. C.) pref.100	1s5,000	---- ----	May'67 4
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan.'69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" pref.100	1,994,900	A. & O.	Apl.'69 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Dec'68 3½
Oil Creek & Al'egheny R. 50	4,259,000	J.A J&O	Apl.'69 2½
Old Colony & Newport ...100	4.848,320	J. & J.	Jan.'69 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri..... .100	3614,515	---- ----	---- ----
Panama..... 100	7,000,000	J.A J&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 0
Philadelphia and Erie*.... 50	5,998,700	---- ----	Jan.'68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Ap'l'69 5
Phila. and Trenton*..... 1 0	1,999,120	F. & A.	Feb.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan.'69 3
Philadelphia and Dar'by... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan.'69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	---- ----	---- ----	Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb'g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,500	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred. 100	---- ----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	Nov.'68 3
Sand. Mansf. and Newark.100	901,741	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 10	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 3½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '68
Shamokin V. and Pottav.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
Somerville 100	75,000	M. & N.	Nov.'68 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. 68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ----
Summit Branch..... 50	250,000	J. & J.	Jan.'69 5
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	---- ----	---- ----
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston..... 100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	100,000	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,600,000	J. & D.	Dec.'68 4
Vermont Central..... 100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	---- ----	---- ----
Virginia Central 100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	5,497,791	---- ----	---- ----
Western Union 100	2,707,893	---- ----	---- ----
West Jersey 100	804,150	---- ----	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan.'69 5
Wilm. and Weldon.....100	1,463,776	---- ----	---- ----
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	---- ----	---- ----
Worcester and Nashua ... 75	1 522,600	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,968	J. & D.	Dec '68 3
Chesapeake and Ohio 25	8,228,596	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	8,139,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	128 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 3
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	2,907,350	---- ----	---- ----
" preferred 50	----------	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.....	----------	J. & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	8,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal.....	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp....100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	409,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,630	271,247	3,695,155
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,369	361,701	4 568 [illegible]
1869	339,762	304,328	393,648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,505	336,617	321,037	3,49[illegible],470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	455,945	407,688	2,811,544
1864	273,876	317,839	380,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,593	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	908,759	917,630	1,139,528	1,217,143	1,122,140	1,118,731	1,071 312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,204
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,984
1868	587,443	536,105	444,443	518,860	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	90,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,025
1869	98,517	91,666	103,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,806	524,760	495,072	351,799	4,826,725
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4 650,328
1867	305,857	311,088	395,372	409,243	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,805
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,624	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,165,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,684	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	388,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,138	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,603	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	352,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,095
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,282	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	292,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	223,861	2,964,041
1869	180,366	216,080	221,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	792,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,919	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,904	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	680,593	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	230,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,406	143,987	204,597	196,910	210,473	174,500	168,606	1,935,753
1869	132,623	127,817	175,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,967	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,909,383
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,206	450,203	429,896	323,274	320,756	3,945,894
1869	284,192	265,137	282,704	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,098	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,957
1868	46,415	40,703	39,196	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,564	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, April 1, 1869					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,400	6	" "	1881	116¼
coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112
(5-20s).....coupon		6	" "	1882	121½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	....
(5-20s).....coupon		6	" "	1884	116½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	....
(5-20s).....coupon		6	" "	1884	116½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	116½
(5-20s).....coupon		6	" "	1885	118½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114½
(5-20s).....coupon		6	" "	1886	115½
.. .. 3d series (5-20s)...registered	379,529,000	6	" "	1887	114½
(5-20s).....coupon		6	" "	1887	115½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	....
(5-20s).....coupon		6	" "	1888	116½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	105½
(10-40s)....coupon		5	" "	1904	106½
Union Pacific R. R. Bonds .....(currency)	56,852,320	6	Jan. & July.	'95-'99	104½
Certificates of Mar. 2, 1867, and July 2, 1868...	54,605,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	188,900	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	252,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	1,104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	366,392	var	.....	Due.	....
Treasury Notes (7-30s).....	650,400	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	3,220,690	6	.....	Due.	....
Temporary Loan of June 30, 1864	188,510	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,065,155	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	....
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	....
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	....
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,092	6	Jan. & July.	'71-'81	100½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	95
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	81½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,964	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	....
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	....
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1889	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	74
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	....
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	....
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	86½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	....
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	....
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1755	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	289,000	3	" "	1890	....
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	....
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	99½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'04	103½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	....
.. —	720,000	6	" "	'74-'75	115
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	6	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108½
.. — .. .. '64-'67, s'g.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	....
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	7	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan .....—	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	87½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	81-'85	....
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	....
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	9	Jan. & July.	'69-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,360	6	J. A. J. & O.	1872	....
.. —	5,726,800	6	" "	1873	....
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
.. — .. Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	61½
.. — .. (new).....	3,059,045	6	" "	92-'98	54½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	....
.. — .. (").	1,600,000	6	" "	1875	101
.. — .. (").	4,095,309	6	" "	1881	....
.. — .. (").	2,400,000	6	" "	1886	....
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	....
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	....
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103
.. —	7,909,600	6	" "	1877	105
.. —	9,273,050	6	" "	1882	106½
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	214,000	6	April & Oct.	1883	....
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	....
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1839	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	70
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	....
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	68½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	....
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	49½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	....
.. — .. Bonds.....	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	204,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext).	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	91½
Loan of 1850	602,000	6	" "	"	1880	91½
Loan of 1853	1,744,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	60
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	93½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,332	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	583,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	86½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	102
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,000	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	496,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1910	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	15,000,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1886	111½
Convertible bonds	1,500,000	7*	" "	" "	1882	109
National Loan	15,000,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92½
Chester Valley:						
1st Mortgage	600,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	80
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	97
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1884	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	90
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						95½
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	—— & ——	New York.	1896	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	—— & ——	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	....
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	90
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	75½
						87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	88,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	91
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	165,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1886	98½
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,067,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	90
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80½
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,502,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,337	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1898	81
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	87
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	88½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1866	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	451,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1886	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	"	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1860	100½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	182,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	75
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1883	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1882	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	....
Income	100,000	7	" "	" "	1857	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,000,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	73
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,459	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,004,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
1st Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
2d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	102½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	92
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	88
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....
Mississippi and Tennessee:						
1st Mortgage	$300,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'85	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1888	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	6,189,954	6	May & Nov	New York.	1883	92
Funding, Sinking Fund Bonds	1,614,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	87
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1863	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1876	94
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	6	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	88½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	104
2d Mortgage	274,500	7	— & —	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,223,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	84½
3d Mortgage, Sinking Fund	1,084,500	6	April & Oct.	"	1900	83½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	03½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1874	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	45

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	80
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	82½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'93	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	94½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	79½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	96½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-42-44-48 and 40	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1890	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '63, clear of taxes	2,255,000	7	April & Oct.	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1891	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'90–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	260,000	7	" "	" "	'75–'76	73½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	82½
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	83
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	$38,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	87½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897–8	87½
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1862	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	98
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	84
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	690,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	64½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,728	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	500,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	—	63,417	.....	27,798,923	29,999,901	1,049,166	—	555.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,089,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N.Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. ....Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	119
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	436,729	.....	.....	758,883	42,878	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*...Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	986,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	149
Nov. 30, 1867	28.9	—	....	—	4	4	2	85	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	389,577	50,770	—	100	22½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,7 2	4,299,724	—	306,973	976,017	119 4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	139
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	130
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	1,100,000	1,766,000	—	—	—	(Leased	to Erie.)	—	—	—	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	—	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	—	—	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	—	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,814	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	125
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	—	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	65½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville..... New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	—	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	—	—	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela.,L	and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	—	—	—	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	—	—	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,866,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	111½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	6,100,000	*	.....	.....	5,000,000	2,500,000	66,631	—	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	31½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	891,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	8	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	6½
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	156½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	173
Dec. 31, 1867	30.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	—	—	—	(Leased	to Chic. a	nd N. W.)	—	—	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n..Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	84½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	18,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	137½
Jun. 30, 1867	—	Less	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	—	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased	to Kentuc	ky.)	—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.0	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....												
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	78½												
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	.....	.....	6	100	....												
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash. Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	99												
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	93												
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	98½												
Feb. 12, 1868	588.0	12.0	....	—	.....	.....	.....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	6,670,000	—	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	47½												
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....												
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	76												
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont. New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....												
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87												
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,710	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	131½												
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....												
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	....	Contocoock River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....												
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	.	100	....												
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania. Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....												
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110												
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	—	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....												
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....												
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....												
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....												
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....												
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,617,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	115½												
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....												
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....												
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipisseoge....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....												
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	116												
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,998	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....												
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....												
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....												
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,284,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114												
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....												
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Reading.)	23,553	6	50	....												
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....												
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273,910	138,944	2,869,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....												
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	667,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....												
Jun. 30, 1867	47.0	—	....	—	.....	.....	.....	....	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....												
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....												
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	l.)	165,000	5	50	60												
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,378	Erie.....New Jersey, N. York & Pa.	49,247,780	*	933,548	2,187,964	25,111,210	22,429,926	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	34												
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,983	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,661,201	22,906,110	667,883	227,124	—	50	....												
Dec. 31, 1867	13.0	—	....	97 0	.....	.....	.....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....												
Aug. 31, 1867	132.0	—	....	.....	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....												
Dec. 31, 1867	8 0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....												
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence...R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....												
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....												
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	133½												
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	86,196	.....	.....	90,295	18,346	6	100	....												
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	160,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....												
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	409,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	68,378	.....	.....	176,751	.....	—	100	....												
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	86,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....												
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	*	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural...N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....												
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson.Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....												
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	889,500	194,087	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80												
Dec. 31, 1867	20.0	—	....	330.0	2	.....	.....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	387.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....												
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,563	*	1,200,000	1,565,885	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....												
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶....S. Carolina.	2,692,554	363,680	—123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,981	187,245	—	100	....												
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	118												
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	133,284	7	50	110												
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	200												
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....												
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,106,558	*	308,096	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....												
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....												
Dec. 31, 1867	50.0	—	....	—	2	6	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....												
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	149½												
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,650,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....												
Dec. 31, 1868	560.9	146.5	....	—	170	95	39	3,815	*Illinois Central* .....Illinois.	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	145½												
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	*	—	302.5	.....	.....	.....	.....	.....	—	50	36												
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	75.0	.....	.....	.....	.....	.....	—	50	....												
Dec. 31, 1867	75.0	—	....	—	.....	.....	.....	....	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....												
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....												
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	—	400,000	150,000	—	—	11.0	.....	.....	.....	87,144	17,165	—	50	....												
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	(10 mos.)	189,430	94,904	—	100	....												
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	.....	914,726	219,245	—	100	....												
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	—	152,927	7	100	95												
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central	l.)	—	—	8	100	....												
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	.....	75,263	32,185	—	100	....												
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....												
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....												
Dec 31, 1867	31.0	—	...	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	576,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N. Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,456,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111½
Nov. 30, 1867	6.6	—	0.6	—	3	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	—	.....	—	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	—	4,448	—	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	46
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	—	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,926	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	—	600,000	—	.....	—	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	2	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	—	(Leased	to Phila. a	nd Reading	g.)	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	—	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	868,329	578,030	5,312,725	3,888,530	330,286	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	—	—	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	127
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,887,389	60,392,622	110,163,611	4,747,219	1,710,007	—	100	99
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	—	.....	—	102,365	—	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	7	5	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	—	.....	—	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,981,300	*	645,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	78½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	—	—	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Reading	g.)	—	—	8	50	109
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	—	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,468,608	*	417,287	183,982	3,616,350	6,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	87½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	—	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	—	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600,'55	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	....	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	.....	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	126
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	64
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
ept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	638,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	8,325,822	6	100	167½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,680	—	—	—	193,360	—	29,224	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,568,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	142
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	126
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	96.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	—	1,000,000	—	.....	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1865	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	...

Feb. 29, 1868 | 26.5 | — | .... | — | — | — | — | — | *Northeast and Southwest Alabama*.....Ala.

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased	to Selma a	nd Meridi	an.)		12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800				279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																								
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447		892,057	377,206	5s	50	70
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.									97.3					561,379		—	100	....
Dec. 31, 1867	138.0	—	96.5	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,934	2,120,837	359,833	717,277	4,798,900	6,191,500	1,310,066	788,406	326.0	1,817,308	26,008,050	94,836,528	4,151,352	897,857	8	50	96½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	117
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394				252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	104
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	69
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,388	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	33½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	77
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	94½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶.....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—					Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased	to R., W.	& Ogdens.	111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....		47.6	.....	.....	.....	.....	.....	24	100	328
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																—	100	....
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1867	—	—	100.0	—					Peninsular .....Mich. Ind. and Ill.					400,000											—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	120
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	156.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000	*			550,000	550,000			71.0							—	100	....
Dec. 31, 1867	61.0	21.5	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased	to Pennsy	lvania.)	2,333,760	677,239	—	50	57
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	134½
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,692,054	9,106,497	2,039,761	10	50	96
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115	*	287,418	.....	1,099,120	200,000	.....		33.3	.....	.....	.....	863,705	254,288	10	100	123½
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	104½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....		201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....		71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	132½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....			(Leased	to Pbg., C	ol. and Ci	ncinnati)	.....	—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284	.....	579,476	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	105
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)	76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....		14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.																—	100	....
Dec. 31, 1867	73.8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9~2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12~	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	152	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶.....Virginia.					650,000	400,000				(Not op	erated sin	ce the war	.)		—	100	....
Sept. 30, 1867	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....		22.0	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.									12.0	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	111½
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....		143.3	612,563	.....	.....	840,855	.....	—	100	32
May 31, 1867	—	—	—	133.0	.....	.....	.....	.....	*St. Croix and Lake Superior*.Minn. & Wis.																—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased	June 1,'67.	I. & St.L.)	2,218,402	608,112	—	100	39½
Dec. 31, 1866	80.9	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000		(Compl	eted Jan.	1, 1868.)			—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	.....	.....	.....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	.....	.....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	100	....
Dec. 31, 1867	16.2	—	....	—					Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	228,900	487			(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873	.....			(Leased	to Cin., D	ayton and	Eastern.)	125,000	—	50	45
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218		54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....		119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....		136.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased	to Northe	rn Central	.)		5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0							—	100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)		—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....		71.0	(Opene	d near clo	se of 1867	.)		—	100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased	to Portlan	d and Ken	nebec.)	36,000	—	100	....
Dec. 31, 1867	16.0	—	—	—					South Branch.....New Jersey.	438,200				438,300					(Leased	to Central	of New J	ersey.)		6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	30	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	18½
Dec. 31, 1867	34.0	—	21.0	—	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....		34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	7.8	....	—	15	6	2	142	South Side (Peterab'g & Lynchb'g) ¶..Va.	3,726,690	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.										.....	.....	.....	1,006,953	408,969	9	100	90
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000								68.0						—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000				(Leased	to Cinc., D	ayton and	Eastern.)			—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*		.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383			.....	448,700			.....		(Leased	to Housat	onic.)			—	100	....
Dec. 31, 1867	—	—	22.0	—					Sullivan and Erie.....Pennsylvania.					267,300			.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,814,130	1,721,514	35,906	478,754									
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.									81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925								50	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180		.....	576,400	250,000	35,000	.....	73.0						—	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	454.8	45.2	....	105	49	24	2,050		Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249		.....	607.111	1,550,000	443,171	.....	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908			.....	274,400			.....	55.3	354,360	6,517,655	3,506,861	3,809,353	1,022,471	—	100	72
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640			.....		680,000		.....		(Leased	to Hudso	n River.)	509,582	188,393	—	100	....
Sept. 30 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238			.....	30,800	310,000		.....		(Operat	ed by Vt	& Mass., &	T. & R.)	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000			.....				.....		(Owned	by railroa	ds centrin	g in Troy	.)		—		....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000			.....				.....		(Leased	to Penney	lvania.)			—		....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000			.....	5,000,000	17,600,000		.....							—		....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division) .Kansas.	15,000,000	*		.....	1,000,000	3,200,000		.....							—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*		.....	5,000,000	11,392,000		.....							—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*		.....	831,300			.....					1,625,156		—	100	....
May 31, 1867	47.0	16.5	....	—					Vermont and Canada .....Vermont.	2,500,000			.....	693,712			.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,500,000				12.0						—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*		.....	2,860,000	550,000	3,172	212,120		(Leased	to Vermo	nt Central	.)		8	100	102½
May 31, 1867	23.7	—	....	—	4	—	—		Vermont Valley .....Vermont.	1,221,886	*		.....	5,000,000	5,500,000		.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	58
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200			184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	28	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143		(Leased	to Rutlan	d.)			—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*		174,231	3,497,791	2,393,382			140.0				488,407	122,367	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	69,050	.....	1,547,650	511,400		.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577			.....	98,650	85,000	600	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & George.D. C. & Va.			(In hands of r	eceiver.)					18.3				458,606	155,926	7	100	87½
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.				.....				.....	10.3	(Operat	ed by Erie	.)	51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,668	10,000	.....					7.0						—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	684,036	962,600	133,966		23 0	(Opened	Nov. 20, 1	867.)			—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	8,725,100	5,764,520	561,323	2,902,368	35.4	187,562	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*		.....		4,972,000		.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000			.....	1,942,000			.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.				.....	750,000	1,200,000		.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329			.....		2,318,000		.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	26	16	12	386		Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	822,450	1,283,600	630,919		84.5						—	100	....
Dec. 31, 1867	37.5	—	....	7	13	3	130		West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	2,707,693	3,155,400	1,334,883	4,182		(Leased	to Penney	lvania.)			—	50	80
Dec. 31, 1867	—	—	—	90.0					Whitehall and Plattsburg ¶...New York.			(Under	construction.)	804,150	1,018,000			181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.	200,000			.....	200,000			.....	37.5	.....	.....	.....	278,639	119,287	—	100	80½
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154							—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882		(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	184.0	.....	.....	.....	224,357	27,441	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000			.....	213,000			.....	171.0	.....	.....	.....	463,289	201,369	—	100	....
Dec. 31, 1867	38.0	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee	950,000	*		.....				.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia	600,000	*		.....		1,160,782		.....		(Leased	to Nashua	and Lowe	ll.)		13,845	6¼	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,618	128,626	.....	300,000	208,333		.....	38.0						—	100	....
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg.Penn	293,230			.....	1,522,500			.....		(Leased	to Balt. an	d Ohio.)		27,000	—	100	....
														317,050	52,000	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	127½
																24,180			(Leased	to Northe	rn Central	.)			—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000			13.6				346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*			8,229,594				184.5						—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,483,350				1,633,350	800,000			(Leased to Le		high Nav.	Co.)			4	50	90½
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000			108.0						—	100	125
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	584	Delaware and Raritan Canal.New Jersey.	4,381,251	*			2,521,300	(See Ca	m. & A	mb.R.R.)	65.5				571,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*			64,000		1,300,985		161.0				120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,037,933	49,067	8,739,800	12,504,297	1,738,960	1,463,943	108.0					247,603	8	50	66½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*		68,683	2,200,000	1,049,260	120,553	61,091	101.0				449,652	162,972	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*			2,751,765				178.0				262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711			4,797,185	7,775,720	489,316	136,275	109.2				1,099,013	.....	6	50	24½
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*			2,002,746	2,611,310	159,506		45.0				155,872	42,170	—	50	26
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850				2,907,850	3,000,000			87.6				75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000		117,000	.....	1,100,000	750,000	.....		123.0				211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*			800,000	600,000			64.0				132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt. in single track.	Length. In progress or projected.	Equipment. Horses.	Cars. 2-horse.	Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,800	7,396	6.8	—	39½
30 Nov.'67	6.84	—	285	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,400	9.5	—	62½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	97½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,428	200,000	50,000	48,984	164,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,542	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,636	10	—	68½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499.685	400,000	41,539	79,894	188,085	10,087	—	—	66
30 Nov.'67	3.25	—	28	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,278	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	18,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	59	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	32,000	—	—	8,589	80	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	308,870	200,000	24,000	117,842	368,351	13,015	6	—	83
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	5.0	45	7	—	Fairhaven and Westville	109,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,643	—	100	—
30 Sep. '67	10.76	—	—	37	—	Broadway (Brooklyn	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	150000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	228	—	100	—
30 Sep. '67	22.00	—	—	201	—	D. Dock, E. B'dw. & Battery	676,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep. '67	3.60	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,300	100,000	3,900	—	—	—	100	—
30 Sep. '67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,003	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	707,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,890	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	68,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,200000	50,000	1,134945	222,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,962	44,150	19,000	11 233	12,446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14,707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,260	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	8	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	29½
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	179,864	170,000	—	—	114,204	15,978	12½	50	27½
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	580	49,960	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	2	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	45½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	26½
31 Oct. '67	6.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct. '67	8.00	—	58	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	43½
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	16½	50	63½
31 Oct. '67	5.62	—	100	18	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	17
31 Oct. '67	25.00	—	629	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,068	50,692	10	50	61
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,286	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,013	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc)	69 837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal payable.	Market price.
	$	pc	Months.	Year.	p c
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg] 1st Mortgage	66,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1878	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1880	90
Frankfort and Philadelphia: 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	250,000	7	J. & J.	1900	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fair-mount: 1st Mortgage	183,000	7	J. & J.	1900	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose: 1st Mortgage guaranteed	75,000	6	A. & O.	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	—	1900	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1870	83½
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1880	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1900	102
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	490,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D	1875	—
Utica and Waterville: 1st Mortgage	100,000	?	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	160,000	7	J. & J	1880	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref.....	600,000	7	....	44
Catawissa,* pref. and guar.....	2,200,000	7	7	70
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	....	....
Central Ohio, preferred.....	400,000	7	7	....
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	71½
Chicago and Alton, pref.....	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	97
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	101
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.....	5,253,836	....	....	112
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar.....	....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	22½
" " 2d pref.....	4,051,744	6	....	8½
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	....	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.....	3,500,000	7	7	76
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,500	....	7	....
Rutland, preferred.....	.....	7	7	76
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	67½
Sandusky and Cincinnati, pref.....	445,596	6	6	37½
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	65½
Schuylkill Navigation, pref.....	2,888,997	6	6	34½
Union, preferred.....	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	....	30
Mariposa Mining, pref.....	5,774,400	7	7	44½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.	41 — @ 45 —
Pig, American, No. 1 (good to best).....	40 — @ 42 —
Pig, American, No. 2.....	38 — @ 40 —
Pig, American, Forge.....	37 — @ 38 —
Bar, Refined, English and American.....	85 — @ 90 —
Bar, Swedes, assorted sizes.....(gold).	82 50 @ 87 50
—Store Prices.—	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined.....	— — @ 92 50
Bar, English and American, Common....	— — @ 87 50
Scroll.....	120 — @150 —
Ovals and Half-round.....	117 50 @142 50
Band.....	117 50 @ — —
Horse Shoe.....	117 50 @ — —
Rods, ⅛@3-16 inch.....	97 50 @155 —
Hoop.....	125 — @180 —
Nail Rod .....per lb.	8½@ — 9¼
Sheet, Russia, assorted No.'s.....(gold)	11½@ — 13
Sheet, Single D. and T. Common	5½@ — 5¾
Rails, English.....(gold).....per ton.	— — @ 55 —
Rails, American.....	— — @ 76 —
Anvils, Eagle.....per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18 @ — 22
English Spring (2d and 1st quality).....	— 9 @ — 11½
English Blister (2d and 1st quality).....	— 11½@ — 19
English Machinery.....	— 12½@ — 15
English German (2d and 1st quality).....	— 14 @ — 16
American Blister "Black Diamond".....	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New .....per lb.	— — @ — 33
Bolts.....	— — @ — 35
Braziers'.....	— — @ — 35
Nails.....	— 40 @ — 44
Sheathing, &c., Old.....	— 22 @ — 23
Sheathing, Yellow Metal.....	— — @ — 27
Bolts, Yellow Metal.....	— — @ — 27
American Ingot.....	— — @ — 27

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— 35½@ — 36
Straits.....(gold).	— 33½@ — 33¾
English .....(gold).	— 31½@ — 31¾

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 62½@ 8 75	11 75 @ 12 25
I. C. Coke.....	7 — @ 7 50	9 50 @ 10 25
Coke Terne.....	6 12½@ 6 25	8 75 @ 9 —
Charcoal Terne.....	8 — @ 8 50	11 — @ 11 62½

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 17½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 21 @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 31
Refined, Standard White (in ship'g order).	— — @ — 33
Refined, prime White (in shipping order).	— — @ — 34
Refined, S. W. (in merchantable order)....	— 32½@ — 32¾
Naptha, Refined, (60 @ 63 gravity).....	— 9 @ — 9½
Residuum.....per bbl.	— — @ 6 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9.....per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.).....	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.).....	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.).....	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.).....	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston, Hartford & Erie.....	....	....	....	....	....	....
California 7s (gold).....	....	....	....	....	....	....
Canton Co.....	62½	63	63	....	....	63
Central of N. Jersey...112	112	....	112	....	111	....
Chicago & Alton.....152½	153	....	156	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	100	101½
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....173	....	....	173	....	173	....
" 8s, 1883	....	110½	....	111	....	....
Chi. & Gt. Eastern 1st m.....	....	....	....	....	....	....
Chic. & Northwestern . 83½	84½	84½	85	84	84	84½
" pref.....	96	96½	95½	96	96	96½
" 1st M..... 91	....	....	....	....	....	91
" Interest.....	....	....	....	....	....	92
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	96½	....
Chic., Rock Isl. & Pac..136½	....	....	....	....	....	139
Chicago & R. I. 7s, 1870	....	....	99½	....	99	....
Chi., R. I. & Pa. 7s, 1896 93½	....	95	95½	95½	95	95½
Clev., Col., C. and Ind.....	71	72	75½	76	79	....
Clev. and Pittsburg.....	....	....	93½	....	....	94
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M..... 75½	....	....	75½	....	....	....
" Con.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s..... 99	99	....	....	....	....	....
Col., Chi., & Ind. C..... 39	40	43	45	47½	48	....
" 1 M..... 82½	82½	82½	84	84½	84½	....
Cumberland Coal pref.....	....	....	30	....	....	....
Del. & Hudson Canal.....	127½	....	127½	128	128	....
Del., Lack. & Western.113	113	113	114½	114½	115	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M. 7s.....	....	....	....	....	....	....
Erie Railway.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1867100	....	....	....	....	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	94
" 3 M. 7s, 1883....	89	....	....	....	....	....
" 4 M. 7s, 1880....	80½	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort. 79	80	81	....	....	....	....
Hannibal & St. Joseph.115	114	....	....	119	118	....
" pref.112½	....	113	112½	112½	112	....
Hudson River.....146½	147½	148½	148	147½	148½	....
" 1 M. 7s, 1869.....	....	....	....	....	....	....
" 2 M. S. F.....	....	102½	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	142	143	144½	145½	....
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.) 98	98½	....	98½	98½	99	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....120	....	....	....	128	132	....
" S.F. 8s, 1882.....	....	....	....	....	....	....
" conv. 8s, '69.....	....	....	....	....	....	....
M. S. and N. I..... 98½	99½	....	99½	99½	99½	....
" 1 M. S. F.. 99½	98½	....	98½	....	....	....
" 2 M.....	....	93½	....	....	....	....
Mariposa Mining Co... 19½	20½	22	....	....	....	....
" pref..... 38½	38½	....	41½	41½	44½	....
" Tr. 10s ctfs.....	68	68	70	70	73	....
Milw. and St. Paul..... 78½	79½	79½	80½	79½	79½	....
" pref..... 85½	86½	86½	87½	86½	87½	....
" 1st mort.....	91½	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....102½	102½	....	102½	....	102½	....
" 7 3-10s con.....	....	....	92	....	....	....
Missouri 6s 86½	87	87	87½	87½	87½	....
" H. & St. J. 1ss.....	....	....	....	....	....	....
Morris and Essex..... 87½	....	87½	87½	87½	87½	....
" 1st mort.....100	....	....	....	....	100	....
" 2d mort.... 90½	....	91	91	91	91	....
N. Jersey R.R. & T. Co.....	....	....	126	....	....	....
New York Central.....	....	....	....	166	167½	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 7s, conv. '76.....	....	....	....	....	....	....
" 6s, S.F. 1883 90½	....	....	....	92	....	....
" 6s, S.F. 1887 90½	....	....	....	....	....	....
N. York and Harlem.....	140	....	141	142	142	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	102	102	....
N. Carolina 6s 60½	61½	61	61	61	61½	....
" new 54	54½	54½	53½	53½	54	....
Ohio and Miss.....	33½	34	34½	33½	33½	....
" pref.....	....	....	70	....	....	....
" 1st M.....	....	....	....	....	100	....
Pacific Mail S. S. Co.... 92½	94½	94½	95½	93½	93½	....
Panama	....	....	325	....	326	....
Phila. and Reading.....	94½	95	....	95	96½	....
Pitts., Ft. W. & Chicago.132	132½	132	....	132	132½	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	97	....	....	....	....	....
" 3 M.....	....	91	....	....	....	....
" Equip. 8s.....	....	....	....	....	....	....
Quicksilver Mining Co.....	22	22	22½	22½	22	....
St. L., Alton & T. H.....	....	....	39½	....	....	....
" pref.....	67½	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds 80	80	....	....	....	....	....
Tennessee 6s.....	68	69	69	70	70	....
" new..... 66	66½	66½	66½	67½	68½	....
Tol., Wab. & Western.. 67½	71	71½	73½	72½	72½	....
" pref.....	80	....	....	....	....	....
" 1 M. ex.....	91	....	....	....	....	....
" 2 M.....	86	86	....	87½	....	....
" Equipment.....	....	....	80	79	....	....
Virginia 6s, ex-coupon.....	....	57½	58	58	59	....
" new.....	61	60½	61½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 21.

	Th.15.	F.16.	Sat.18.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105⅝	105⅝	106	106⅛	105⅛	106⅛
U. S. 5s, 10-40s, reg	....	105½	....	105½	....	105⅝
U. S. 6s, 1881, reg	....	....	....	....	116⅛	....
U. S. 6s, 1881, coup	115⅛	117⅛	117⅛	117⅜	116⅛	117⅛
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, " ⅛y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	110⅜	....	....	....	111⅛	112
U. S. 6s, 5-20s, c. 1862	120⅛	120⅜	121	120⅛	120⅜	121⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	114⅛	115⅛	115⅛	116	115⅛	116⅛
U. S. 6s, 5-20s, reg. '65	110⅛	110⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118	118	117⅛	117⅛	117⅜	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	114⅜
U. S. 6s, 5-20s, c. n. '65	114⅛	115	115	115	114⅜	115⅜
U. S. 6s, 5-20s, reg. '67	114⅛	....	114⅜	....	....	....
U. S. 6s, 5-20s, c. 1867	114⅛	115	115	115⅛	114⅜	115⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅛	115	....	115⅛	114⅜	115⅛
U. S. 6s, Pac.R.R.issue	104⅛	104⅜	104⅛	105	104⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
" preferred	34⅜	....	35	35	35	35
Camden and Amboy	124⅛	....	....	....	124½	124⅜
" 6s, 1870	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	86	....	....	....
" 6s, 1889	....	....	....	....	86	....
" mort. 6s, '89	....	....	....	....	95½	95½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	32⅛	32⅜	33	33	33	33⅛
" 6s, 1884	....	....	....	83	....	83
" Gold L.	94	93⅞	94⅛	94	94½	....
" R. R. L.	86⅛	86⅜	....	86⅛	86⅜	88⅛
Lehigh Valley R. R.	55⅛	....	55⅛	55⅛	55⅜	55⅜
" 6s new coup	....	....	94	....	....	94
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	43	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	54⅛	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	65⅛	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	34⅛	....	....	35
" 6s, 1880	88⅛	88⅛	....	....	....	89
" 7s	....	88	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	48	....	....	....	48⅛	....
Pennsylvania R. R.	59⅛	59⅛	59⅛	59⅛	59⅛	60
" 1st M.	99⅛	....	99⅛	....	....	99⅛
" 2d M.	....	....	95	....	....	94⅛
Penn. State, 6s, 1st series	....	....	103	103	....	....
" 6s, 2d series	....	....	105	....	....	105
" 6s, 3d series	....	....	....	106⅛	....	....
" 6s, W. L.	100	101	101	....	....	101
Philadelphia City, 6s	....	....	....	98	98	98
" new	101	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor.	....	67⅛	....	67⅛	67	....
Phila. & Reading	46⅛	46⅛	47	47⅛	47⅞	47⅛
" 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28⅛	28⅛	28⅛	28⅛	....	28⅛
" 6s	....	....	....	....	....	....
" 7s	....	79⅛	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	....	62⅛	64⅛	64⅛	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	12⅛	13	13	13	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	38	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	92⅛	92	92	92	....	91⅛
" 1893	92⅛	....	....	....	....	....
Balt and Ohio	118⅛	....	119	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	91⅛	....	....	....	....	....
" " 1885.	90⅛	....	90⅛	....	....	....
Marietta & Cin. 1st M.	....	....	....	....	....	....
" 2d M.	73	....	....	73	....	....
Northern Central	....	....	....	48	....	48⅛
" bonds, 1885	....	....	....	....	84⅛	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	93⅛	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	85	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	18⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending April 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	149	148⅛	149	148⅛	149	149
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	138	....	138⅛	....	139	139
Boston and Providence	131	....	131⅛	....	130	130
Boston, Hartford & Erie	23⅛	23⅛	23⅛	23⅛	23	22⅛
" 7s, new	....	....	....	60⅛	....	60
Cheshire, pref.	....	....	71⅛	....	....	71⅛
Concord	....	....	....	....	....	....
Connecticut River	....	....	131⅛	....	....	....
Eastern	....	....	113⅛	113	113⅛	114
Fitchburg	133	....	133	....	....	133⅛
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	121	....	122½	....
Northern, N. H.	....	....	....	....	117	....
Ogdens. & Lake Champ	....	....	....	....	....	69
" pref.	102	....	....	....	....	....
Old Colony & Newport.	94	....	94	94	....	94⅛
Ph., Wil. & Baltimore	51⅛	51⅛	....	52	....	52⅛
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	....	....	102½	102½	....	102⅛
Vermont & Mass.	....	....	57	....	....	58
Vt.C. & Vt. & C. Eq. 8s	....	....	101⅛	....	....	101⅛
Broadway (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	97⅛
Metropolitan	....	....	....	....	68⅛	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	....	....	....	8⅛	....
Franklin	....	....	18⅛	....	....	18⅛
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	....	10⅛	10⅛	....	10⅛	11
Pittsburg	....	....	....	....	....	20⅛
Quincy	....	....	....	....	....	25

London Stock Exchange.

	Closing Prices. March 25.	April 2.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	31 — 32	33 — 34
Detroit and Milwaukee 1st mort. 7s	63 — 65	64 — 66
Do. 2d mort. 8 p. c.	64 — 67	65 — 68
Erie shares 100 dol. all paid	24 — 25	24 — 25
Do. sterig. 6 p. c. convertible bonds	68 — 70	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	98 —101
Do. 7 per cent., 1875	82 — 84	79 — 81
Do. 100 dol. shares, all paid	96½— 97½	96 — 97
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	92 — 94
Do. General mort. 6 p. c. 1910	87½— 88½	87½— 88½
Philadelphia and Erie 1st mort. 1881	89 — 91	86 — 88
Do. with option to be paid in Phila.	89 — 91	86 — 88

American Railroad Journal.

Saturday, April 24, 1869.

Stock Exchange and Money Market.

Money has been in much more liberal supply, since our last, and rates have yielded materially, call loans having receded to the uniform price of 7 per cent. in currency, and very choice to good discounts ranging from 7@10 per cent. per annum. At these rates, the demand has been much less urgent from all sources, though the city banks reduced their loan and discount averages over 2¼ millions, and their circulation $172,591. The banks made an important gain in their legal tender reserve, to which $2,356,556 were added, during the week. Their deposits were also augmented nearly three-fourths of a million. They were greatly strengthened and prepared for the call from the Comptroller of the Currency, for a retrospective statement of their condition, which call was formally made on Tuesday, the 20th inst., and made applicable to the business standing of the banks of the whole country on Saturday, April 17. The Sub-Treasury was about equal in its receipts and disbursements, last week. Its receipts thus far in the current week fell behind its daily payments on all accounts. The coin interest disbursements are on an enlarged scale, as well for July, as for May coupons, with the rebate of 6 per cent. per annum. As being desirable for reference purposes, we give place to the following statement of the prices of money, from March 25th, to April 17th, inclusive, or through the recent severe Money pinch:

March 25—7 per cent. Gold.

March 26, Good Friday—Exceptional transactions at 7 per cent. Gold.

March 27—7 per cent. Gold.

March 29—7 per cent. Currency and commissions of 1 16 and ⅛.

March 30—⅛ flat to ⅛ and 7 per cent. interest in Currency.

March 31—1-16 and 7 per cent. interest Currency to ⅛ and 7 per cent. interest Gold.

April 1—⅛ and 7 per cent. Currency to ¼ and 7 per cent. interest Gold.

April 2—⅛ and 7 per cent. interest Currency to ¼ and 7 per cent. interest Gold.

April 3—1-16 and 7 per cent. interest Currency to ⅛ flat.

April 5—3 32 flat to ⅛ flat.

April 6—⅛ flat to ⅛ and 7 per cent. interest Currency.

April 7—⅛ flat to ⅛ and 7 per cent. interest Currency.

April 8—1-16 and 7 per cent. interest Currency to 3-32 and 7 per cent. interest Currency.

April 9—1-32 and 7 per cent. interest Currency to ⅛ flat.

April 10—1-16 and 7 per cent. interest Currency to 3-32 and 7 per cent. interest Currency.

April 12—1-16 and 7 per cent. interest Currency to 3-32 and 7 per cent. interest Currency.

April 13—1-32 and 7 per cent. interest Currency to ⅛ flat.

April 14—7 per cent. Gold to 1-32 and 7 per cent. interest Currency.

April 14—7 per cent. Gold.

April 16—7 per cent. interest Currency to 7 per cent. Gold.

April 17—7 per cent. interest Currency.

It will be observed that over 75 per cent. of the transactions noted were consummated at the higher rates named for each day, excepting on April 1 and 2, when loans were made in about equal amounts at the two rates; the lower rates in every instance prevailed toward the close of banking hours, the reason for which is obvious. The above quotations are solely applicable to call loans on the customary marginal collaterals.

The specie reserve of the city banks is now $7,818,779, against $16,776,642 same time last year. The city bank deposits are now $172,208,494, against $181,832,523 week ending April 18, 1868. The legal tender reserve amounts to $51,001,288, against $59,833,660 same time last year. The circulation now stands at $34,436,769, against $34,218,581 same time last year. The loans are now $255,184,882, against $254,817,986 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $128,727,550 a day, against a daily average of $135,009,409 the preceding week, and $139,737,282 the week ending with March 31, 1869. The current week's exchanges average about $141,000,000 a day. The city banks, last week, reported a further loss of $982,764 of specie, with a gain of $707,914 of deposits, and of $2,356,556 of legal tender notes. They reduced their loans, $2,295,345; and their circulation, $172,591.

National Bank notes to the amount of $305,880 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $314,102,686, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be de-

ducted the currency returned, including worn out notes, amounting to $14,301,951, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,800,735. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,698,800; and for the public deposits, $30,558,350—making a total of $373,252,150. The Treasury Department last week redeemed and destroyed $500,900 of worn and mutilated fractional currency, and issued $403,150 of new. The outstanding amount of fractional currency on the 1st of April, 1869, was $36,719,912, against $36,781,548 on March 1, 1869, $35,511,127 on Feb. 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with April 18, were $5,610,469, including $2,391,842 from customs duties; payments, $5,373,388, including $655,084 of coin interest; balance at the close of the week, $89,972,277, against $89,735,196, at the close of the preceding week, showing an increase of $237,081. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $2,778,931, including $418,307 from customs; payments, $4,023,743, including $454,868 of coin interest. On Tuesday, receipts, $1,462,843, including $482,000 from customs and payments $1,558,421, including $222,516 of coin interest. The balance at the close of business on Tuesday stood at $88,631,886, against $89,857,966 a week previous; and $87,611,300 on March 31, 1869. The aggregate receipts of the office in March were $40,051,331, including $18,241,405 from customs, aggregate payments, $40,897,476, including $3,698,831 of coin interest.

The outstanding amount of coin certificates on the 1st of April was $21,672,500 against $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $418,000, and retired $2,272,842 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached $1,793,180.

Government revenues keep up to a fair average yield. In a few weeks the excises will be augmented by the payment of May taxes. The excises, last week, yielded about four millions; customs at the port of New York, $2,391,842 and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $8,309,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 122 millions, according to the latest Washington advices.

Gold has been decidedly brisker, the speculative demand having been quite spirited, under the various war rumors and the derangement of our exchanges, which are again working against us. The range of the week has been from 132¾@134⅜, and the closing quotation on Wednesday was 134⅛. The export inquiry has been very light, that from importers for custom house purposes has been less active. On the other hand, imports of foreign specie to the amount of $2,420,737 have been reported, during the week, making the total imports, since Jan. 1, $7,187,685, against $2,580,164 same week last year. The *Weser* on Monday brought hither equal to $86,000 in foreign specie, and the *City of Antwerp* on Tuesday equal to $100,000. The *Alaska* arrived at this port on Wednesday from Aspinwall with a treasure freight of $532,086.

The Gold Exchange Bank clearances on Wednesday, were $41,092,000, and the resulting balances $1,622,798 in coin, and $3,127,504 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,107,821, average amount of specie $419,738, average amount of deposits $912,671.

The customs demand for Gold last week, averaged $398,641 a day; thus far, this week, it has averaged $450,500 a day, or equal to a weekly aggregate of $2,703,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $2,420,737, and since Jan. 1, $7,187,685, against $2,589,164 same time in 1868. The receipts from California, last week, were $532,086. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $101,258,005, against $91,437,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 16th 1869, $1,543,675, against $1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $17,330,429, against $27,124,299 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $9,794,570. The exports of specie, from this port, last week, were $68,575, against $1,625,498 same week last year; total, since July 1, 1868, $31,524,940, against $46,075,185 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $655,084; since July 1, 1868, $68,046,720, against $54,572,162 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to March 16, 1869, were $8,830,892, against $7,490,417 same time in 1868.

Foreign Exchange has been less freely offered and has been in more request at advanced prices. Bankers' prime sixty day bills on London closed on Wednesday at 108¼@108⅛, and on Paris to 5.21¼@5.20; sight bills on London to 108¾@109⅛, and on Paris to 5.18¾c.@5.17½. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,689,819, against $4,111,405 same week last year; total, since July 1, 1868, $131,021,479, against $146,610,140 same time in preceding fiscal year of 1867–'68.

Government securities have been in very moderate supply, and have been quite freely sought after, chiefly by local buyers, at an average advance of ¾@1 per cent. The main inquiry has been for the 1862, 1865 and 1867 Five-twenties, and for the U. S. Currency Sixes, issued in aid of the several Pacific Railroad enterprises. There has been likewise a good call for the Ten-forty coupon bonds. The general market closed firmly on Wednesday, on the basis of our revised quotations.

U. S. sixes of 1881 closed here on Wednesday at 117½@117⅝; U. S. Five-twenties of 1862, 121@121¼; U. S. Five-twenties of 1864 at 116⅛@116¼; U. S. Five-twenties of 1865 at 118@118¼; U. S. Five-twenties of 1865, consolidated, 115⅜@115½; U. S. Five-twenties of 1867, 115¼@115½; U. S. Five-twenties of 1868, 115¼@115⅜; U. S. Ten-forties at 106⅛@106¼; U. S. Six per cent. currency bonds, 104¾@104⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 7.	April 14.	April 21.
Consols	93⅛	93⅜	93¼
U.S. 5-20's of 1862	83⅝	84	*80⅝
Erie	24¼	24	23
Ill. Central	96¾	96¾	98½
Atl. and Gt. Western.	....	30½	....

* Ex May Coupon.

Railway and miscellaneous stocks have been decidedly more active at a further notable improvement in prices, closing strong and buoyant.

There has been a moderate business reported in nearly all kinds of domestic produce, including Cotton and Breadstuffs at generally easier rates, and provisions at buoyant prices. Middling upland cotton closed heavily on Wednesday at 28⅛@28¾ cts. per lb. The stock of cotton now here is estimated at about 102,500 bales. The receipts at the port this week, have averaged about 1,400 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,994,000 bales, against 2,018,500 bales same time in 1867–'8; exports, same time 1,109,000 bales, against 1,315,000 bales same time in 1867–'8; stock on hand at latest dates, 352,500 bales, against 254,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 8,380 pkgs., against 8,298 pkgs., same time last year. From Boston, 3,322 pkgs., against 4,360 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been quiet and heavy at from 10@17c., per lb.; week's receipts, 6,147. Milch cows dull at $40@$124 each, receipts, 65. Veal calves in less request and easier, at from 8@12c. per lb.; receipts, 1,266 Sheep and lambs moderately inquired for at from 5½@10c., per lb., as extremes; receipts, 20,185. Swine fairly active, but close lower at from 10¾@11¼c. per lb., all live weight; receipts, 13,780. Foreign merchandise has been in less request and less buoyant. The total imports of foreign dry goods, last week, were $2,263,406, and the total amount marketed $2,253,597. The value of foreign merchandise imported last week, was $5,294,761—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,558,167, against $4,660,449 same week last year; total since July 1, 1868, $223,016,462, against $190,103,457 in 1867–'8. The freight market has been moderately active, closing steadily. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 2d. by sail, and 2½d.@3d. by steamer, per bushel; cotton at 1/16d. by sail, and 3/16d. by steamer, per lb.; and heavy goods 10s.@25s. by sail, and 10s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 571.

The New York exports, exclusive of specie, for the week ending April 20, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$4,111,405	$3,689,819
Prev. reported.....	50,208,027	44,599,494
Since January 1..... ..	$54,319,432	$48,289,313

The imports for the week ending April 17, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,261,409	$2,263,406
Gen. merchandise..... ..	3,399,049	5,294,761
Total for the week.....	$4,660,458	$7,558,167
Previously reported....	65,850,660	85,350,177
Since January 1..... ..	$70,511,118	$92,908,344

The balance in the Sub-Treasury on Wednesday was $89,049,960.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Dubuque and Sioux City, 116; do., 1st mort., 90; Toledo, Wabash and Western consol. bonds, 82; New Jersey Central 1st mort., 99¼; do., new bonds, 98; Milwaukee and St. Paul 1st mort., Iowa Division, 88; Chicago and Milwaukee 1st mort., 89; Great Western 1st mort. 1888, 88; New York and New Haven, 120; do., 6s, 94; Memphis and Ohio sterling 8s, 72½; Hartford and New Haven R. R., 200; New York State 7s, Bounty Loan, 109¾; Connecticut 6s, 100½; Georgia 6s, 81½; do., 7s, 95; Ohio 6s, 1875, 101; Rhode Island 6s, 100½; Louisiana 6s, 74; do., 8s, Levee bonds, 86½; Brooklyn 6s, Water Loan, 95; Western Union Telegraph, 43; do., 7s, 88; Boston Water Power, 17½; Central Coal, 62½; American Coal, 40; Spring Mt. Coal, 44; Am. Mer. Union Exp., 42; U. S. Exp., 67; Adams' Exp. Co., 62½; Wells-Fargo Exp., 83⅞; Merchants' Union Exp., 15¾; Brunswick City Land, 9.25; Bennehoff Run oil, 0.45; Consolidated Gregory Gold, 3.75; Central petroleum, 0.88; Grass Valley, 0.50; Home Company oil, 9.50; Liberty, 0.03; La Crosse Gold, 0.25; Montana Gold, 0.37; N. Y. and Eldorado, 0.40; Quartz Hill Gold, 1.65; Rathbone oil, 0.45; Rocky Mt., 0.14; Smith and Parmalee Gold, 2.90; United States oil, 1.50.

Philadelphia.—Allegheny County 5s, 75; Connecting R. R., bonds, 87; Hutingdon and Broad Top Mt. 1st mort., 75: Phila. and Reading bonds, 1844-'80, 90; do., 6s, 1870, 96½; do., 6s, 1886, 94¾; Belvidere Delaware 2d mort., 82; do., 3d mort., 80; West Penna. bonds, guar., 80; Tioga R. R. bonds, 95; West Jersey R. R., 60¾; do., 6s, 90; Germantown Passenger R. R., 29⅞; Morris Canal scrip, 67½; New Creek Coal, ¼; Big Mt. Coal, 5¾; Shamokin Coal, 5⅛; N. Y. and Middle Coal Fields, 4⅞; Ocean Oil, ½. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101⅛@101¼; State 5s, reg., —@—; do., coupon, 98@93; do., 6s, W. L., 101@101⅛; do., 1st series, 103@103¼; do., 2d series, 105@105½; do., 3d series, 106⅝@106¾; Reading, 48⅛@48¼; do., 7s, 1893, 104@104; do., 6s, 1880, 90@90¼; Camden and Amboy, 124¾@125; do., mort. 6s, 1889, 95@95¼; do., 1883, 86¼@86½; Penn. R. R., 59⅞@60; do., 1st mort., 99@99½; do., 2d mort., 94¾@95; Little Schuylkill R. R., 42⅞@43⅛; Morris Canal, 30@31; do., pref., 65@67; do., bonds, 85@86; Susquehanna Canal, 13@13; do., 6s, 56½@56¾; Sch. Nav., 8@9; do., pref., 18½@19; do., 6s, 1882, 65¼@—; Delaware Div. Canal, 47@48; do., bonds, 80@85; Elmira and Williamsport, 30@32; do., pref., 40@40¼; do., 7s, 1873, 89½@90½; do., 5s, 59@60; Lehigh Coal and Navigation, 33⅜@33½; do., 6s, 1884, 83¼@83½; do., R.R., Loan, 86@86¼; do., Gold Loan, 94¼@94⅝; North Pennsylvania, 34½@35; do., 6s, 88½@89½; do., Chattle 10s, 108@109; Philadelphia and Erie, 28⅜@28½; do., 6s, 85@85¼; Minehill, 54⅜@54½; Catawissa, 10½@—; do., pref., 34⅞@35; Lehigh Valley, 55⅝@55¾; do., 6s, new, 93½@94; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 43@44; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38@39; Chestnut and Walnut, 45½@46½; Thirteenth and Fifteenth, 17½@19; Girard College, 27@30; Tenth and Eleventh, 70@70¾; Union, 40@43; Hestonville, 13@13½.

Boston.—Vermont Central 1st mort., 77¼; Eastern R. R. 6s, 1885, 93¾; do., 1874, 95¼; Old Colony and Newport 6s, 1876, 94; do., 7s, 1877, 101¼; Lake Superior and Mississippi R. R. 7s, 1896, 96; Burlington and Missouri River Land Grant 7s, 86¾; Union Pacific R. R. 6s, 87½; Boston, Hartford and Erie scrip, 50; Summit Branch R. R., 21½; Conn. and Pass. Rivers R. R., pref., 87⅜; Indianapolis and Cincinnati R. R., 18; Rutland R. R., 33½; Cape Cod R. R., 65¾; Taunton Branch, 110; Pittsfield and North Adams R. R., 75; Short Mt. Coal, 11¾; Boston Water Power Co., 17; Cary Imp., 8½; Ophir (N. S.) gold, 30c.; Rhode Island 6s, 99¾; New Hampshire 6s, 1870, 99½; Maine 6s, 1880, 99½; Massachusetts 6s, 1874, gold, 115; do., 5s, 1883, gold, 108¾; do., 1893, gold, 108¼; do., 1894, gold, 108; do., 6s, 5-20s, currency, 101⅛; Boston 6s, 1874, endorsed, 100½; do., 1876, currency, 101; do., 5s, 1886, gold, 105¾; do., 1874, gold, 107; do., endorsed, 105; Bath 6s, 1898, 91½; Chicago 7s, 97½; St. Paul 6s, 1889, 75; Brunswick, Me., 6s, 1870, 99¾; Portland 6s, 1887, 91½; Charleston 6s, 1889, 100; Bangor 6s, 1894, 93¾; Lynn 5s, 1882, 86¾; Salem 6s, 1883, 99¾; Allouez Mining Co., 4¾; Concord, 1¾; Canada, 55c.; Humboldt, 70c.; Hancock, 5½; Ridge, 5.

Baltimore.—Virginia 6s, old, reg., 49¾; do., 1866, reg., 53; do., 1867, reg., 50⅜; Maryland Defense Loan, 99⅞; Memphis City 6s, 51½; Orange, Alex. and Manassas bonds, 74; Western Maryland 2d mort. pref., 48¼; Richmond and Danville bonds, 73½; Central Ohio R. R., 31¾; Parkersburg R. R., 24. The latest quotations are: Balt. and Ohio, 114@115; do., 6s, 1875, 91@91½; do., 1880, 90@91¼; do., 1885, 93½@93¾; Northern Central, 48¼@48¼; do., bonds, 1885, 84@84¼; do., 1900, 83@83½; Parkersburg Branch, 23@24½; N. W. Va. 1st mort., 93@93½; do., 2d mort., 88@90; do., 3d mort., 1873, 83@85; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 72½@73; Central Ohio, 31@32; do., 1st mort., 82@83; Western Md. 6s, 1890, 68@72; do., guar., 87@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 73⅝@74; Baltimore 6s, 1875, 90½@91½; do., 1886, 90@91¾; do., 1890, 91⅝@91¾; do., 1893, 92@93; do., 5s, 1838-'70, 71@74; City Passenger R. R., 18@18¼; George's Creek Coal, 67½@67½; Santa Clara, 1.40@1.55; Atlantic Coal, 3.00@3.25.

☞ The dividend periods of the Central Railroad Company of New Jersey have been changed to January and July.

Chicago and Alton Railroad.

On the 5th inst., the annual meeting of this company was held in Chicago for the election of three directors in place of William F. Weld, John A. Sewart and Peyton R. Chandler, whose terms expired on that day. These gentlemen were all re-elected. The Board now stands as follows:

Until April 4, 1870—John Crerar, Chicago; Lorenzo Blackstone, Norwich, Conn.; James J. Mitchell, Alton.

Until April 3, 1871—T. B. Blackstone, Chicago; James G. Garner, New York; John B. Drake, Chicago.

Until April 1, 1872—William F. Weld, Boston; John A. Stewart, New York; Peyton R. Chandler, Chicago.

☞ $1,000,000 GOLD.—FIRST MORTGAGE BONDS of the St. Louis and St. Joseph Railroad of Missouri.—Both Principal and 6 per cent Interest Gold. Payable May and November 1st, at the Farmers' Loan and Trust Co., in the City of New York, who are the Trustees for the Bonds. Length of road, 72¼ miles. Total amount of Bonds is $1,000,000, which is less than $14,000 per mile, and secured by a first mortgage on the whole road and entire property of the Company.

The interest on these Bonds is the same as on United States 5-20s, 1862, also due at same time; and, according to present prices, $1,000 5-20s will sell for $300 over our price for $1,000 St. L. & St. J. R. R., while the latter is equally as good security in every respect.

Present price 87½ and accrued interest in currency. For pamphlets and further particulars, apply to TURNER BROTHERS, Bankers, No. 14 Nassau-St., New York.

☞ Jacob F. Randolph Esq., has been elected President of the Morris Canal and Banking Co., Mr. R. is represented as an energetic, economical man, intimately acquainted with the business of the canal, having been its Vice-President and Superintendent for the last two years. The following directors were elected to serve for five years, in place of class No. 4; A. L. Hodgdon, Simon Gratz, Mark Devine, Jno. F. Blandy, and Thomas N. McCarter; and Thomas J. Megear to fill a vacancy in class No. 3.

☞ The directors of the Great Western (Ca.) Railway Co. have decided upon recommending a dividend for the half year ending January 31, last at the rate of 5 per cent. per annum, free of income-tax, reserving £3,000 for the renewal of ferry steamers, and carying forward to the current half-year the sum of £2,577 17s. 1d. In the corresponding period of the previous year the rate was 4½ per cent. Thus the present dividend is ½ per cent higher.

☞ The Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of five per cent. in scrip, free of tax, convertible into bonds of the Dayton and Michigan Railroad Company at par, in sums of one thousand dollars, bearing interest from April 1, 1869, payable at the American Exchange National Bank, on and after the 27th inst.

☞ Ground has been broken for the railroad from the Norwalk and Danbury Railroad to Ridgefield, in Fairfield Co., Conn.

Commerce of New York.

The foreign imports at New York for the month of March, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$11,999,520	$17,890,058
Do. for warehousing	12,391,596	13,428,793
Free goods	821,682	1,702,591
Specie and bullion	1,299,776	1,771,668
Total entered at port	$26,512,934	$34,793,290
Withdrawn fr. wareh'use	10,296,124	9,661,447

The foreign imports at New York for the three months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$30,241,403	$43,794,286
Do. for warehousing	28,337,459	31,356,347
Free goods	2,318,755	4,186,765
Specie and bullion	1,852,225	3,875,701
Total entered at port	$62,749,842	$83,163,099
Withdrawn fr. wareh'se.	26,077,087	28,048,465

The foreign imports at New York for the nine months ending March 31, were:

	1868.	1869.
Six months	$116,072,182	$123,552,971
January	15,418,571	22,542,529
February	20,818,337	25,827,280
March	26,512,934	34,793,290
Total for 9 months	$178,822,024	$206,716,070
Deduct specie	3,601,868	6,922,190
Total mdse.	$175,220,156	$199,793,880

The duties received at New York for nine months ending with March, were:

	1868.	1869.
Six mos.	$54,731,301 44	$57,845,963 97
Jan.	7,133,428 42	9,615,894 48
Feb	9,696,752 89	11,996,628 46
March	11,195,861 33	13,027,672 02
Total 9 months.	$82,757,343 58	$92,486,158 83

The exports from New York to foreign ports in the month of March, were:

	1868.	1869.
Domestic produce	$12,882,808	$11,942,672
Foreign free goods	24,761	31,102
Do. dutiable	655,881	615,121
Specie and bullion	3,694,912	2,389,968
Total exports	$17,258,362	$14,978,863
Do. exclusive of specie.	13,563,450	12,588,895

The exports from New York to foreign ports for three months from January 1, were:

	1868.	1869.
Domestic produce	$40,192,978	$35,122,537
Foreign free goods	73,828	44,008
Do. dutiable	1,766,560	1,400,179
Specie and bullion	15,248,562	8,836,431
Total exports	$57,281,928	$45,403,155
Do. exclusive of specie	42,033,366	36,566,724

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March 31, were:

	1868.	1869.
Six months ending January 1	$91,143,385	$80,651,068
January	14,448,327	13,153,017
February	14,021,589	10,824,812
March	13,563,450	12,588,895
Total mdse	$133,176,751	$117,217,792
Add specie	42,454,848	30,574,430
Total exports 9 mos	$175,631,599	$147,792,222

☞ The Washington *Intelligencer* says that on the portions of the Metropolitan Point of Rocks Branch of the Baltimore and Ohio Railroad in the district limits and adjacent thereto, the work is progressing quite rapidly, there being about three hundred men employed within a few miles of the city, who have already laid the rails for some distance out. It is expected, notwithstanding portions of the work are very heavy, that the road will be in running order to its junction with the main stem before next winter.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO MIROR CAUSING DEATH—MEASURE OF DAMAGES.

The simple facts in the late case of Potter *vs.* The Chicago and North Western Railway Co., are that the plaintiff's intestate, Frances L. Bishop, was killed by the defendant's negligence. She was at the time of the accident in her 12th year. The question of damages in such cases is ably set forth in the opinion of the court by

Downer, J.—The principle question in this action relates to the rule of damages. The action is brought under sections 11 and 12, ch. 135. R. S. The provisions of the statute, so far as any questions arise in this case, are in substance the same as Lord Champbell's act 9 and 10 Vic., ch. 93. The plaintiff was entitled to recover such damages, not exceeding five thousand dollars, as the jury might deem fair and just in reference to the pecuniary injury resulting from the death of the daughter, Francis L. Bishop, to her parents. The statute does not say, in terms, on what principle the damages are to be assessed. But all the authorities are to the effect, that vindictive damages are not to be given; nor are they to be given for loss of society, or as a *solatium*, or for injury to feelings; but they must be calculated in reference to a reasonable expectation of pecuniary benefit, as of right or otherwise, from the continuance of the life.

It was for the jury to determine what was the extent, under the proof in this case, of such reasonable expectation. The verdict must, however, be based upon evidence. The statute is peculiar, and much must be left to the sound judgment and discretion of the jury. But we do not think it was intended they should find a verdict for damages without evidence of pecuniary loss. What is the testimony as to such loss to the parent in this case? It is, that the deceased was aged eleven years and three months; that she a bright, intelligent girl, strong and healthy, had been to school and Sunday school, was a good girl to work, and accustomed to help her mother. This is all, and it is sufficient on which to base a verdict for any reasonable sum for loss of the services of the deceased during her minority. But we are unable to see anything in the evidence proving, or tending to prove, a reasonable expectation of *pecuniary* benefit to the parents from the continuance of the life of their daughter beyond her minority. If it had been proved that the pecuniary circumstances and health of the parents were such as to render it probable that they might need the services of the deceased, or aid from her, after she was twenty one years of age, a foundation would have been laid for damages other than those resulting from the loss of her services during her minority. On the other hand, if the pooof had shown that the parents were wealthy, there would have ordinarily been, it appears to us no reasonable expectation to them of pecuniary benefit from the continuance of the life of the deceased beyond her minority. It is clear that the estate and condition of the parents might have much to do with the question of damages. So far as we have examined, in suits like this for the benefit of parents, where damages have been recovered other than the value of the services of the deceased during minority, there has been testimony showing the condition of such parents or tending to prove it. See Dalton *vs.* S. E. Railway Co., 98 E. C. L., 296. There are authorities to the effect that the damages, whatever the condition of the parents, ought to be limited to the value of the services of the deceased in case she had lived during her minority. Telfer, adm'r *vs.* The N. R. Co., 30 N. J. Law R., 188. But the weight of authority is, that the jury may take into account the reasonable expectation of pecuniary benefit from the continuance of the life beyond the minority; and such, we think, is a reasonable construction of the statute. But there must be some testimony on which to base such reasonable expectation of pecuniary benefit. The jury are not to take it for granted without evidence or to *guess* at it. They are to find such benefit, and the extent of it, from the evidence, and are limited to such *proximate* damages as will actually result. Tilley *vs.* H. R. R. Co., 27 N. Y., 289.

The circuit court instructed the jury: "You are not limited to the simple value of her services until she arrives at maturity, but may take into consideration the reasonable expectation of pecuniary advantage of the next heir (in this case the father and mother), that would have resulted to them from her living, and damages may be given in respect to that expectation being disappointed, and the probable pecuniary loss or injury resulting therefrom; but you must be satisfied that the next of kin in this case sustained pecuniary injury in that respect, because you are limited to allowing for pecuniary injuries only, and to such as you believe will actually result to them as the proximate damages of such death." This instruction is put with proper limitations in case there had been any evidence of the condition and circumstances of the parents. But when the jury were told that they were not limited to the simple value of her services during minority, they must have understood that in the opinion of the court the mere evidence of the age, the moral, intellectual and physical condition of the deceased, and that she had parents living, was enough to authorize them to find a verdict for more than the value of her services during minority. If the instruction is correct, then the jury in all cases, even where the parents are in the most affluent circumstances, may give damages beyond the value of the services of the deceased during minority. Is there any reasonable expectation of *pecuniary* aid to wealthy parents, or even to those in moderate circumstances, between the extremes of poverty and wealth, from their children after they arrive at their majority? In the natural course of events, the children of such parents receive far more pecuniary aid or benefit from their parents, than their parents from them. It appears to us, unless the the condition of the parents is in evidence, the damages should be limited to the services during minority. We think, therefore, there was error in giving the instruction.

There was also error charging the jury that if they should find that the deceased or her mother were guilty of slight negligence only in getting off the cars, and the defendant guilty of gross

negligence, the plaintiff could recover. Negligence proximate or contributing to the injury, however slight, prevents recovery.

By the Court.—The judgment reversed, and a *venire de novo* awarded.

From the Louisville Courier-Journal.

Southwestern Railroad.

SPARTA, TENN., March 30, 1869.

Mr. W. H. Chelf, Greensburg Ky.:

SIR—Yours of the 18th inst., reached me last night, and I reply without delay.

I am pleased to learn that Larue county has voted a subscription to your railroad. I feel now that the construction of the great line of road connecting Louisville with Huntsville, Montgomery, Selma and Mobile is a fixed fact.

On the Tennessee side we have 37 miles already completed, extending from Tullahoma, on the Nashville and Chattanooga road, to McMinnville; thence we have 30 miles more under contract, and in the course of actual construction. We have four hundred hands on the road and will soon have a much larger force on it. The contractor (Mr. Davenport) agreed with the company to complete this section of 30 miles by the 1st of September next.

The Board of Directors had a meeting in February last and ordered the contractor to place a sufficient force on the road to complete this section by the 1st of September next. This will extend the road four miles north of Sparta, in the direction of the Kentucky line. From McMinnville to the Kentucky line, in the direction of Burksville, is 84 miles. The following are our means to build it:

By the charter per mile, $12,000	$1,008,000
By a recent act of the Legislature for construction	300,000
White county public subscription	100,000
Bridge money by State law	200,000
By private subscription	60,000
Overton county, Tenn., by public subscription	160,000
Total	$1,828,000

Making in all an aggregate of one million eight hundred and twenty-eight thousand dollars.

We have, also, almost an absolute certainty of $50,000 public subscription by the county of Putnam, through which the road passes.

We have propositions from several iron companies to furnish the iron for the entire road and take the bonds of our State in payment—this is equivalent to increasing our capital to a large amount, so I may safely assert that in the construction of the 84 miles to the Kentucky line we command a capital of $2,078,000, equivalent to $24,265 per mile. Besides this, the public men of the State regard this as a great leading trunk road, connecting the cities on the upper Ohio and the lake with Mobile on the Gulf.

Gov. Brownlow, in his last message to the Legislature of the State of Tennessee, recommended an appropriation sufficient to construct it, styling it the road of which the Hon. Senator Parker is President. This recommendation had positive strength in our Legislature to carry it through. It passed the Senate, but Nashville interest, by log rolling, defeated it by four votes in the House. We think, it will be passed at the next session, and confidently hope that by the 1st of January next we may have the whole line under contract with sufficient means to build it. We will not disguise the fact that we have sought a connection with the North and Seaboard *via* Danville and Cincinnati.

We are, nevertheless, pleased to know that Louisville is willing to greet us at the line. Our road is a necessity to us and to the State, and we are resolutely determined to build it. If Louisville meets us at the line a great reward will be hers. She will secure the commerce of the rich tier of counties south of Sparta, Tennessee, a large trade from Northwest Georgia and North Alabama, and very soon she can reach the Gulf at Mobile and Pensacola. The line of our road from Tullahoma to the Kentucky line, a distance of one hundred and twenty-one miles, lies near the base of the Cumberland Mountain, on its western slope, throughout nearly its entire length, along which the finest stone-coal crops out, and iron ore and timber are abundant. It passes through a fine stock and grain region and through as fine a fruit region as any in America. The country abounds with water-power for driving machinery, and with a railroad to develope them its resources are immense. By this connection Louisville may command them. The trade of the southern counties of Tennessee, Northwest Georgia, and North Alabama would build up Louisville and enable her to rival Cincinnati in population and trade; no wonder then that she is reaching out to gather this golden harvest. If she secures it now, there will be much difficulty in wrestling it from her. It now goes to Nashville, Memphis and other points.

I am a director of the company and the attorney for the road, and speak what I know. No doubt exists here among well informed men of our ability to construct the road. We are decidedly in earnest, and determined to do it, nor do we doubt that you will meet us at the line. The important interests concerned must accomplish the work.

I am sir, very respectfully,
Your obedient servant,
E. L. GARDENSHIRE.

I am the president of the road, having been recently re-elected. I have read the letter and the foregoing answer thereto, and fully concur in its statements of facts.

SAMUEL PARKER, President
Southwestern Railroad Company.
March 30, 1869.

New York Bridge Co.

The following is an official copy of the Act passed by the National Legislature to establish a bridge across the East river, between the cities of Brooklyn and New York, a post road:

Be it enacted, etc., That the bridge across the East river, between the cities of New York and Brooklyn, in the State of New York, to be constructed under and by virtue of an act of the Legislature of the State of New York, entitled "An act to incorporate the New York Bridge Company for the purpose of constructing and maintaining a bridge over the East river, between the cities of New York and Brooklyn," passed April sixteenth, eighteen hundred and sixty-seven, is hereby declared to be, when completed in accordance with the aforesaid law of the State of New York, a lawful structure and post road for the conveyance of the mails of the United States: *Provided*, That the said bridge shall be so constructed and built as not to obstruct, impair, or injuriously modify the navigation of the river; and in order to secure a compliance with these conditions, the company, previous to commencing the construction of the bridge, shall submit to the Secretary of War a plan of the bridge, with a detailed map of the river at the proposed site of the bridge, and for the distance of a mile above and below the site, exhibiting the depths and currents at all points of the same, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether the said bridge, when built, will conform to the prescribed conditions of the act, not to obstruct, impair, or injuriously modify the navigation of the river.

Section 2. *And be it further enacted*, That the Secretary of War is hereby authorized and directed, upon receiving said plan and map and other information, and upon being satisfied that a bridge built on such plan and at said locality will conform to the prescribed conditions of this act, not to obstruct, impair, or injuriously modify the navigation of said river, to notify the said company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location. But until the Secretary of War approve the plan and location of said bridge, and notify said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Section 3. *And be it further enacted*, That Congress shall have power at any time to alter, amend, or repeal this act.

Approved March 3d, 1869.

Liability of City Passenger Railroads.

In the case of G. N. Wilkinson *vs.* the Baltimore City Passenger Railway Co., tried in the Superior Court, Baltimore, damages were awarded the plaintiff for injuries received in falling from the front platform of a car. The company appealed, and the Court of Appeals held that the Court's instruction to the jury was erroneous, for the reason that it ignored altogether the effect of the regulations of the company, &c. That a regulation of the company, prohibiting passengers from getting on or off at the front end of any car, and requiring them to enter and descend by the rear platform only, is a reasonable regulation, and knowingly to violate it, without the compulsion of some existing necessity, is conclusive evidence of negligence on the part of the passenger; so that, should he sustain an injury in consequence thereof, he will have no right of action against the company, notwithstanding the driver may also have been negligent. The circumstance that a driver or conductor may have given permission thus to use the front platform is immaterial; for the company cannot be bound by the act of their servant in attempting to dispense with a known and positive regulation. If an accident occur in consequence of violating a regulation of the company which prohibits the conveyance of baskets or parcels unaccompanied by a passenger, the person participating in such violation, and so sustaining injury, will be debarred from recovering therefor, if it be shown that he had knowledge of such regulation. The fact that a legible notice of such regulation was put up inside of all the cars, and the fact that the plaintiff had often previously ridden in the cars, are competent evidence that he had knowledge of its existence. Judgment was reversed, with leave to the plaintiff below to have a writ for a new trial.

Bridge over the Schuylkill.

The Commissioners for building a bridge over the Schuylkill, at South street, Philadelphia, have adopted a plan for an iron truss drawbridge, with piers of pneumatic piles or cylinders. The approaches are also to be of iron, and on the west side of the river space will be allowed for fifteen railroad tracks to pass under. The roadway for vehicles is to be 33 feet in the clear, and two passage ways for foot passengers, six feet each. The Chief Engineer is to furnish detailed plans and estimates when proposals for its construction will be issued.

Railroads and Canals of the State of New Jersey.

A tabular statement of the Capital, Length, Cost, Earnings, Expenses and Profits, Dividends, &c., for the year ending December 31, 1868.

Railroads and Canals.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road worked.	Gross Earnings. Passenger.	Freight.	Mail,&c.	Total.	Operating Expenses.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M	$	M.	$	$	$	$	$	$	$	p. c.
Camden and Amboy Railroad	5,000,000	9,865,645	2,370,634	29,236,268	61.20	42.40	81.60	11,221,697	124.20	2,778,483	2,294,211	1,888,875	6,911,569	4,034,028	2,877,541	500,000	10
Delaware and Raritan Canal.	4,999,969				43.00	22.50	.....	4,580,395	65.50							499,997	10
New Jersey Railroad.....	6,250,000	850,000			33.80	.....	33.80	7,341,278	33.80							625,000	10
Belvidere Delaware Railroad.	996,150	2,244,500	824,293	4,064,943	67.00	.....	9.00	3,914,896	67.00	151,416	378,129	89,831	614,876	419,485	194,941	.....	....
Camden and Atlantic R. R...	1,109,406	1,065,180	139,482	2,314,068	60.20	.....	5.07	2,062,102	60.20	222,091	97,848	5,102	325,041	190,695	134,346	.....	....
Camden & Burlingt'n Co. R.R.	331,525	335,000	44,437	710,962	28.00	7.12	2.01	710,962	.....	(Operated by Camden and Amboy.)			34,940	.....	34,940	11,601	3
Cape May and Millville R. R.	447,000	200,000	153,190	800,190	41.25	.....	1.88	703,365	.....	(Operated by West Jersey.)			.....	.....	.....	13 410	3
Central of New Jersey R. R..	15,000,000	2,500,000	534,676	18,034,676	74.00	.....	108.00	10,234,726	74.00	.....	.....	.....	3,729,413	2,379,193	1,350,220	.....	10
Flemington Railroad	150,011	100,000	139,911	389,922	12.00	.....	12.00	389,922	12.00	9,703	6,424	1,354	17,481	20,527	(loss)3,046	.....	....
Freehold and Jamesburg R.R.	230,845	.....	97,000	327,845	17.00	.....	1.00	329,305	17.00	21,095	32,418	980	54,494	39,132	14,362	7,279	3
Hackensack & N. York R. R.	99,700	62,000	.....	161,700	4.88	0.78	.....	251,246	9.28	.....	.....	.....	79,545	70,316	9,229	.....	....
Hibernia Mine Railroad.....	55,000	.....	.....	55,000	3.50	.....	3.50	55,000	3.50	.....	.....	.....	49,564	33,207	16,357	13,750	25
Long Br. and Sea Shore R.R.	178,232	.....	35,854	214,086	9.00	.....	.....	223,441	9.00	44,384	11,079	.....	55,463	42,092	13,371	.....	....
Millstone & N. Brunsw'k R.R.	95,750	.....	14,168	109,918	6.63	.....	.....	109,918	6.63	9,288	5,373	.....	14,661	11,114	3,547	.....	....
Millville and Glassboro R. R.	(Consolidated with West Jersey.)																
Morris Canal.....	2,200,000	1,131,288	.....	3,331,288	101.00	.....	.....	3,408,224	101.00	.....	.....	.....	415,033	241,009	174,024	58,750	3
Morris and Essex Railroad..	4,823,500	8,500,000	1,079,208	14,294,208	81.50	6.20	65.20	14,224,577	93.70	.....	.....	.....	1,921,419	1,539,010	382,409	316,526	7
Newark and Bloomfield R. R.	103,850	.....	.....	103,850	6.00	.....	.....	103,850	.....	(Operated by Morris and Essex)			6,600	.....	6,600	3,115	3
Northern R. R. of N. Jersey..	159,300	400,000	47,373	606,673	21.30	.....	3.00	525,563	35.50	184,026	70,453	24,881	279,360	231,082	48,278	.....	....
Ogden Mine Railroad.....	450,000	.....	.....	450,000	10.00	.....	.....	450,000	10.00	.....	.....	.....	58,180	42,682	15,498	.....	....
Orange and Newark R. R....	289,550	380,000	26,500	696,050	18.20	.....	11.50	682,438	18.20	142,220	.....	5,107	147,327	122,848	24,479	.....	....
Paterson and Hudson R. R..	630,000	.....	.....	630,000	14.50	.....	14.50	630,000	.....	(Operated by Erie.)			53,400	.....	53,400	50,400	8
Paterson and Newark R. R..	(In progress.)				.....	.....	.....	.....	.....	.....	(Leased to Erie.)			.....	.....	.....	....
Paterson and Ramapo R. R..	248,000	85,000	.....	333,000	15.12	.....	.....	350,000	.....	(Operated by Erie.)			26,500	5,162	21,338	18,640	5½
Pembert'n & Hightstown R.R.	339,650	160,000	.....	499,650	26.00	.....	3.00	533,786	.....	(Operated by Camden and Amboy.)			31,579	.....	31,579	19,081	6
Perth Am. & Woodb'dge R.R.	57,200	100,000	57,381	214,581	7.00	.....	.....	214,581	7.00	15,717	3,503	.....	19,220	12,391	6,829	.....	....
Raritan & Delaware Bay R.R.	2,530,700	1,664,500	1,226,390	5,421,590	65.00	16.00	9.60	4,098,592	81.00	.....	.....	.....	254,899	224,231	30,668	.....	....
Rocky Hill Railroad.....	45,654	.....	.....	45,654	3.60	.....	.....	45,069	3.60	.....	.....	.....	11,900	9,016	2,884	.....	....
Salem Railroad (Leased to W. Jer. R.R. Co., June 1, 1868.)	180,550	100,000	.....	250,550	16.00	.....	1.20	278,328	16.00	(5 months to May 31, 1868.)			26,339	20,097	6,242	10,833	6
South Branch Railroad.....	438,800	.....	.....	438,300	16.00	.....	2.00	435,249	.....	(Operated by Central.)			26,298	.....	26,298	26,298	6
Sussex Railroad	274,400	200,000	.....	474,400	12.00	.....	.....	474,400	12.00	.....	.....	.....	67,705	41,763	25,942	18,442	5
Vincentown Branch Railroad.	25,000	15,000	.....	40,000	4.50	.....	.....	45,257	4.50	.....	.....	.....	2,927	2747	180	.....	....
Warren Railroad.....	1,547,650	511,400	.....	2,059,050	18.25	.....	18.25	2,059,050	18.25	27,056	430,365	2,950	460,371	303,845	156,526	108,335	7
West Jersey Railroad.....	1,209,000	1,221,500	.....	2,430,500	59.66	.....	8.80	1,840,304	116.91	.....	.....	.....	565,643	318,514	247,129	.....	....

Mississippi, Ouachita and Red River R. R. A meeting of the directors of this company was held at Camden, Ark., on the 29th ult., B. W. Martin, President, in the chair. They had under consideration a contract with Mr. J. E. Sickles for the construction and fully equipping, with all necessary rolling stocks, the railroad commencing at Eunice, running through Camden and terminating at or near Fulton on Red River. The contract was agreed to, signed, sealed and delivered. The following is a synopsis:

Mr. Sickles agrees to build the whole road by the 1st of September, 1872. To commence work at Eunice by the 1st of July, 1869, and to build twenty miles and equip the same by the 1st of November, 1869. To commence work at Camden by the 1st of October, 1869, and to build twenty miles and equip twenty miles westward by the 1st day of March, 1870. The company agrees to pay him for building and equipping the whole road $2,800,000. Sickles agrees to receive State bonds at seventy-five cents of their full value, and first mortgage bonds of the road at seventy cents, and capital stock in the company at 40 cents. On his failure to comply with his contract, the same is forfeited, unless his failure is caused by high water or other insuperable obstacles. The State bonds and the company's bonds are to be paid to him as the work progresses; an estimate of the work done, to be made every month.

☞ *Herapath* says there was a diminution of more than 10,000 tons in the exports of rails from Belgium last year as compared with 1867 the exports of 1868 having amounted to 70,550 tons, against 80,875 tons in 1867, and 32,510 tons in 1866. The decline occurred wholly in the diminished exports to Russia, which were 45,340 tons last year, against 67,095 tons in 1867, and 32,510 tons in 1866.

☞ The contract for building the Suncook Valley Railroad has been let to Gen'l Nat. Head. The road will be 17 miles in length, extending from the village of Suncook, to Pittsfield in Merrimack, Co., N. H. The road bed is to be ready for the iron by the 1st of December next.

☞ The Supreme Court at Des Moines, Iowa, has rendered a decision which declares unconstitutional the law passed last winter authorizing towns and cities to levy taxes for the aid of railroads.

☞ A meeting of the corporators named in the charter of the Cumberland and Ohio Railroad Company is to be held at Lebanon, Ky, on the 23d inst., for the purpose of organizing the same and adopting such other initiatory measures as may be deemed of importance to the enterprise.

☞ Among the bills passed at the recent session of the New Jersey Legislature were the following: to incorporate the Atlantic City Passenger Railroad Co.; to incorporate the Tuckerton and Atlantic Railroad Company; to incorporate the Camden and Philadelphia Bridge Company.

☞ The New Orleans and Vicksburg Railroad, which is to connect with the chain of river railroads from St. Louis, has received the sanction of the Governor of Louisiana and will be put under contract at once.

☞ The Louisville, Cincinnati and Lexington Branch Railroad has been completed. The distance between Covington and Louisville is 10¼ miles.

☞ Col. W. W. Merritt is now General Agent and Superintendent of the Rockford, Rock Island and St. Louis Railroad.

BOOTH'S DUPLEX, SAFETY, Steel and Iron Rails,

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. *Opening a new era in Railway economy hitherto unprecedented.* All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

J. L. BOOTH & CO.,
Rochester, N. Y.

HAVEN & ALLEN,
72 Broadway, N. Y.

FREIGHT CARS.

10 FIRST CLASS BOX. 10 First Class Flats. Very cheap and for immediate delivery.

EDWARD P. BIGELOW,
2t16 **48 Pine street, N. Y.**

TO CONTRACTORS.

Pittsburg and Connellsville Railroad.

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MASONRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.

OFFICE PITTSBURG AND CONNELLSVILLE R. R. Co.,
5t13 Pittsburg, March 18th, 1869.

LOCOMOTIVE WORKS, FOR SALE.

The PROPERTY situated at Jersey City, known as the JERSEY CITY LOCOMOTIVE WORKS,

Consisting of 24 full lots on Morgan, Steuben and Warren streets, with substantial buildings and machinery of the best description, ample for the manufacture of six to seven first-class locomotives per month. This property, from its vicinity to the city and to several of the leading railroads of the country is well worth the attention of those desirous of engaging in the manufacture of locomotives and other machinery. Apply to

C. KNEELAND,
No. 49 William st.,
Or
W. G. HAMILTON,
4t14 **No. 24 Broadway.**

WM. KUMBELS

Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address

PETER W. KUMBEL,
26 Ferry St., N. Y.

FOR SALE.

1500 TONS, 70 lbs. to the yard, Welsh Rails, punched for Fish Bars. Also, 60-Seat Raised Roof Passenger and Freight Cars for delivery. Address

WM. H. PETIT,
72 Wall st., N. Y.

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Boston,

HENRY YOUNG, Prest. AGENCY OF THE G. B. HUBBELL, Secy.

United States Railroad Screw Spike Co.

No. 45 Cliff-Street,
NEW YORK.



We respectfully call attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country, and in almost every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike:

First. They are made of the best refined Iron, the thread being forged (not cut), refines and toughens them.

Second. The holding-power of each Screw is from four to five tons, and the side pressure, three to four tons.

In three years' experience no Screw has moved from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occuring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button), when the rail will be held firmly, as before. *The ties* will thus be saved from the injury of splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW, therefore, the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia & Reading, Hudson River, Philadelphia, Wilmington & Baltimore, New York & New Haven, Chicago & Rock Island, Fond Du Lac & Sheboygan, Albany Bridge Company, Quincy Bridge Company.

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Pig, Bar and Scrap Iron, Etc. Etc.

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

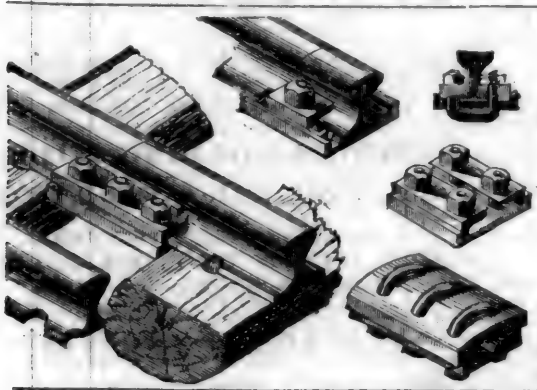
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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On 1st, 11th and 21st,

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Steamer leaving May 11, connects closely with steamer CHINA, leaving San Francisco June 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA received until 4 P. M. on FRIDAY, April 30. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXV., No. 18.] SATURDAY, MAY 1, 1869. [WHOLE No. 1,724, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 1, 1869.

North Missouri Railroad.

REPORT OF THE DIRECTORS FOR THE YEAR ENDING FEBRUARY 28, 1869.

The directors congratulate the stockholders upon the present condition and prospects of the company.

During the past year the construction of the road has been pressed with all our energy, and notwithstanding many adverse and discouraging circumstances, we are able to report that the main line has been completed to the Iowa State line, and the West Branch to its connection with the Kansas City and Cameron Railroad, eight miles from Harlem, on the Missouri river opposite Kansas City; and an arrangment has been made with the Kansas City and Cameron Railroad for the common use of that eight miles of their road. Much yet remains to be done in the construction of houses and other conveniences for the economical use and management of the road, and in procuring additional rolling stock, to tax the energies of the company. But the great fact that the road has been completed, so that it can be successfully operated, is a substantial ground for mutual congratulations.

The public appreciation of our success is shown by sales made of our stock, which a year ago had no market value, and which now sells for ten or twelve dollars per share.

The length of the road is in round numbers as follows: The main line from St. Louis to the Iowa State line, 234 miles. The West Branch, from Moberly, (on the main line 145 miles from St. Louis) to Kansas City, 126 miles. Total length of road 360 miles.

The company also operates under a contract, heretofore reported to the stockholders, the Boone County and Jefferson City Railroad, from Centralia on the main line, (121 miles from St. Louis) to Columbia, 22 miles. The company has also leased a portion of the St. Louis and Cedar Rapids Railway, now being constructed, from our terminus at the Iowa State line to Ottumwa, where it will intersect two railroads crossing the State of Iowa. Twenty-three miles of this road are finished and we are operating it to Bloomfield. The remaining twenty miles will be finished very soon.

The company is also operating temporarily the small portion now finished of the St. Louis and St. Joseph Railroad, a road designed to run from Lexington to St. Joseph and which it is hoped will be nearly completed this year.

Total number of miles operated, 409.

During the year the company has extended its road in the city of St. Louis from its former terminus at North Market street to the St. Louis Elevator, about one and a quarter miles.

The company is now possessed of 45 locomotive engines, and cars of different classes as follows: 20 passenger coaches, 11 baggage, express and mail cars, 16 caboose cars, 410 box freight cars, 100 stock cars, 207 flat cars, 75 with coal sides, hog and stock racks, 15 gondola cars.

This equipment is obviously inadequate to the business to be done, and additions to it are being made as rapidly as they can conveniently be procured. The burning of our car shop last August caused much inconvenience and delay. We are now building cars to the extent of the capacity of our present shops.

The actual earnings during the year ending February 28th, 1869, excluding all estimates of earnings by the transportation of property and persons for purposes of construction, are as follows:

From passengers	$388,682 68
" freight	523,259 55
" mails	30,529 76
Total	$1,037,471 99

When it is considered how small was the equipment of rolling stock, and the necessity of using so much of it for the transportation of materials and other uses connected with the construction of the road, this exhibit of receipts from the portion of the road operated through the year is at least encouraging, and justifies our belief that the career of usefulness and prosperity so long hoped for has now begun.

The St. Charles bridge over the Missouri river is being constructed as rapidly as possible, and it is hoped that it will be completed within the current year. This bridge is being built by an independent bridge company, having a capital stock of one million dollars, of which this company holds three hundred and fifty thousand dollars.

The bridge at Kansas City is nearly completed. This company has no interest as proprietor in that bridge, but has by law a right to use it upon equitable terms. The use of these two bridges when completed will greatly facilitate the operations of the company.

The general liabilities of the company are as follows:

Capital stock—Main line and West Br.	$7,771,100
First mortgage	6,000,000
Second mortgage	4,000,000

The debt for the State loan is now held by private persons, and by an agreement that it shall not be enforced except upon a contingency not at all likely to occur, and consequently it is not reported as a liability of the company.

The receipts of earnings for the month of March, 1869, the first month of the fiscal year, were:

From passengers	$66,727 62
From freight	69,536 19
	$136,263 81

If the earnings for mail services be added to this sum, the whole will exceed one hundred and forty thousand dollars.

In behalf of the directors, very respectfully.

BARTON BATES, President.

St. Louis, April 5, 1869.

Boston and Maine Railroad.

The Newburyport *Herald* says there is reason to believe that the question of extending the Boston and Maine Railroad through that city is receiving such favorable consideration from the directors, as to give every reason to believe that it will be done before the coal season shall close this year. From the point where it will cross the Eastern Railroad, to its termination at the north end, will be three miles. The cost of laying out the new road for the track will be about $30,000, some portion of which will fall on the city.

Michigan Southern and Northern Indiana Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From freight	$2,725,249 80	$3,024,612 24
" passengers	1,689,107 09	1,723,856 37
" mails	54,645 43	53,780 06
" express	186,588 09	138,874 86
" rents	22,772 50	23,764 34
" other sources	68,856 20	59,220 44
Totals	$4,747,219 11	$5,024,108 31
Operating expenses:		
Repairs of road	$558,177 31	$531,245 02
" bridges	68,781 52	61,116 89
" fences	30,672 58	30,438 37
" buildings	81,663 80	101,114 72
" engines	242,625 50	240 022 22
" cars	223,816 31	232,774 61
" tools, etc.	17,933 12	20 289 31
Fuel consumed	268,740 18	257,959 11
Oil, tallow, waste, etc.	50,180 60	58,843 73
Gen'l superintendence	54,124 53	60,331 01
Gen'l office clerks, etc.	28,156 05	30,837 00
Outside agencies	41,515 22	51,376 94
Conductors, etc.	111 643 80	126,034 41
Engine and firemen	147,191 76	159,249 37
Agents & station labor	268.354 41	291,658 07
Switch and watchmen	89,700 91	95.961 93
Telegraph operators	37,214 10	39,295 73
Telegraph repairs, etc.	9,655 56	6,469 62
Supplying water	21,684 39	20,829 55
Gaslight account	6,889 82	5,707 94
Flagmen and patrol	16.840 03	11,655 59
New & re-rolled rails	316,433 10	361,463 89
Joints for do	22,312 80	33 679 80
Office, train, etc., supplies	20,571 49	20,258 41
Advertising, etc	18,913 38	26,296 31
Losses and damages	38,310 83	31,227 93
Law exp. & N.Y. office	29,872 34	33,671 53
Rents, insurance, etc.	34,412 61	29,648 18
Hire of cars	....	13,620 97
Totals	$2,866,387 50	$2,978,078 61
Net earnings	$1,880,831 61	$2,046,029 70
From which deduct—		
Inter't on funded debt	$640,516 13	$616,699 28
Dividends on guaranteed stock, 10 pr. ct.	68,740 00	53,350 00
Dividends on common stock, 8 per ct. and tax	....	967,755 79
Rent E. & K. R. R.	30,000 00	30,000 00
Taxes, State and National	138,254 88	161,573 16
Interest & exchange	2,569 05	3,815 59
Contribution to S. F.	151,000 00	162,000 00
	$1,031,080 06	$1,995,193 82
Leaving a surplus of	$849,751 55	$50,835 88
Add cash on hand March 1, 1868		489,976 85
Increase of capital stock, less decrease of guaranteed stock		1,297,003 75
Decrease of working supplies and other assets		206,894 18
162 sinking fund bonds—used for the sinking fund		162,000 00
Total, to be accounted for		$2,206,710 66

Disposition of same—	
Land purchased, Chicago	$208,085 55
New side tracks, 5.99 miles	57,520 00
Bridge masonry	56,688 14
New buildings and fixtures	91,062 84
New cars—additional	168,056 26
Two new engines—additional	24,733 82
D., M. & T. stock, 4 shares bought in	400 00
Premium on conversion guaranteed stock into common	15,810 00
Settlement back dividends on same (prior to August 1, 1863)	1,290 00
Extinguishment of guarantee on 125 C., P. & C. bonds (in common stock)	125,000 00
Old claims paid (in common stock)	17,283 97
Stock dividend of 10 per ct. and tax	1,077,921 05
Cash on hand March 1, 1869	372,859 03
Total as above	$2,206,710 66

Compared with the previous year the gross earnings of 1868-'69 show an increase of $276,889 20; with an increase in operating expenses of $111,691 11—making the increase in net earnings $165,198 09. The operating expenses are 59¼ per cent. of grors earnings; last year they were 60⅓. The report says:

The Board congratulates the Stockholders on the results of the year's operations, which show both the largest gross and largest net earnings of any year in the history of the road, as well as upon having reached the point so long looked forward to, when in all human probability regular dividends upon both classes of the stock are assured.

After paying running expenses, taxes, interest on all bonds, 10 per cent. dividend on guaranteed, 8 per cent. on common stock and the government tax thereon, the year's contribution of $162,000 to the sinking fund, there is a surplus of $50,835 88.

It is proper to say here, that at least $75,000 included in running expenses, might not improperly have been carried to improvements, embracing such items as ballasting, filling trestlework replaced with masonry, &c., &c.

The road has been operated with remarkable freedom from accident, while the efficiency has been fully maintained. The per centage of expenses to earnings has been slightly reduced. The cost per mile for fuel and locomotive repairs has been diminished while the value of the property has been not only fully maintained, but decidedly improved; the new rolling stock provided and paid for out of earnings having more than made good the depreciation.

It will be seen by reference to the report of the chief engineer, that liberal expenditures have been made in his department. Eighty-five miles of track have been relaid with new iron; one hundred and seven miles of track have new ties; one hundred and thirty-nine miles have been ballasted; fifty-nine miles of fences have been renewed.

The elevator A, burned at Toledo, in December, 1867, has been rebuilt. The other buildings have not only been fully maintained but materially improved, all of which, beyond the amount received for insurance, has been charged to current expenses.

In the matter of permanent improvement, a large outlay has been made for land in Chicago for the purpose of removing the main track from Clark street.

The principal part of the line between 16th and 22d streets has been secured, leaving little except a few valuable lots between 12th and 16th to complete the purchases. Shops for manufacture of car-wheels and the repair of railroad iron, have been erected at Elkhart.

At Laporte a building has been constructed to provide the necessary station accommodation as well as to furnish the company's offices and an eating house for the convenience of passengers. Improvements have been made at various points on the line. Many new station buildings, wood-shesd and water works have been erected. We have continued the renewal of our wooden culverts and trestle work with permanent masonry. Nearly six miles of additional side tracks have been laid to provide for the needs of the growing business.

In addition to the completion of the purchase in Chicago, and the change of line, it will be necessary, in order to meet the wants of the business, to erect at Chicago a freight house and an engine house, during the present year. Looking forward to a large increase in traffic, orders have been given for 10 locomotives and 200 freight cars, which are under contract to be delivered in the coming summer.

It is believed a still larger number will be needed, as during several months of the year just closed, the volume of traffic might have been materially increased if the road had had sufficient rolling stock.

The last of the claims under the guarantee by this company of the Cincinnati, Peru and Chicago Railroad bonds, was settled during the year.

A suit pending at the date of our last report for back dividend on the guaranteed stock has been recently determined by the court in our favor. Several other suits of long standing have been settled, and the company was never so free as now from embarrassing claims and vexatious litigation.

The commissioners of the sinking fund now hold 1,472 bonds of that class canceled and registered in their name. Of the sinking fund bonds stated in our last report, as on hand, 19 remain in possession of the company, unsold and unissued.

In conclusion the board would renewedly express their appreciation of the energy and good judgment displayed by the general superintendent and chief engineer, as well as the heads of the various departments, and of the interest shown by the employes generally to promote the success of the company.

The following is a comparative statement of the capital stock, funded debt, etc., year ending—

	Feb. 29, 1868.	Feb. 28, 1869.
Common stock	$10,059,400 00	$11,592,100 00
Guaranteed stock	586,800 00	533,500 00
Funded debt	9,038,640 00	8,876,580 00
February expenses paid in March	234,406 36	208,324 74
Unclaimed dividends & coupons	33,071 31	38,816 68
Total	$19,952,317 67	$21,249,321 42

The available assets at the close of the past and preceding years were as follows:

	Feb. 29, 1868.	Feb. 28, 1869.
Uncollected earnings	$187,279 91	$173,342 54
Freight overcharges due this company	13,827 03	17,114 02
Bills receivable—Chicago	9,210 00	7,000 00
Working supplies on hand	735,436 78	484,027 11
Toledo city bonds—for bridge	.....	3,000 00
Individuals accounts—for old materials sold, etc	.....	47,490 84
Judgment *vs.* F. E. Worcester	.....	6,385 03
Total	$945,253 72	$838,859 54

The apportionment of passenger and freight earnings of Main line and branches for the year 1868-'69, was as follows:

	Passenger.	Freight.
Through business	$756,185 61	$1,180,718 72
Main line, local	509,077 91	1,148,493 42
Air Line, local	158,544 98	298,115 08
Detroit, Monroe and Toledo	199,008 50	214,442 45
Adrian and Monroe	37.859 07	71,207 43
Jackson Branch	68,180 30	51,699 59
Storage	.....	59,940 55
	$1,723,856 37	$3,024,612 24

The number of passengers carried eastward,

was 440,848; do., westward, 481,703—total, 922,551, of which 140,967 were through, and 781,584 way. Of the through passengers, 95,785 were first class, 19,201 second class, and 25,981 third class, yielding $756,185 61. Of the way passengers, 749,404 were first class, 1,205 second class, and 975 third class, yielding $967,670 76. The number of miles traveled by through passengers, was 34,659,302; by way passengers, 30,506,596—total, 65,165,898, showing an increase in passengers carried of 70,363, and in the mileage of do., 4,773,275.

The number of tons of through freight moved eastward, was 220,133; do., westward, 122,226—total, 342,899, yielding $1,346,709 44. Way freight moved eastward, 303,695; do., westward, 200,489—total, 507,184, yielding $1,617,962 25. Total tons through and way eastward, 523,828, yielding $1,752,829 15; do., westward, 322,755, yielding $1,211,842 54—the total tonnage being 846,583, against 735,438 the previous year, and the revenue therefrom as above, (exclusive of storage,) $2,964,671 69. Mileage of freight eastward, 80,133,339; do., westward, 46,798,697—total, 126,932,036.

The company have 101 locomotives, 62 first class, 8 second class, 11 sleeping, 13 emigrant, 21 baggage, 1 paymaster's, 26 drovers', 27 caboose, 233 stock, 965 box, 321 platform, 8 wrecking and 1 tool cars.

Number of miles run by locomotives with passenger trains, 982,556; with freight trains, 1,466,670; with wood and gravel trains, 217,965—total miles run, 2,667,191. Average cost for repairs per mile, in cents, 8.76.

CONDENSED BALANCE SHEET, Feb. 28, 1869.

Railroad		$16,136,159 06
Equipment		3,058,607 42
Detroit, Monroe and Toledo R.R.		1,291,968 13
Detroit, Monroe and Toledo R. R. stock		412,100 00
Union Stock Yard Stock, Chicago	$100,000 00	
Supplies on hand	484,027 11	
Cash on hand	372,859 03	
Uncollected earnings	173,342 54	
Freight overcharges due this Co.	17,114 02	
Bills receivable, Chicago	7,000 00	
Toledo City bonds	3,000 00	
Individual accounts	47,490 85	
Claim against A. L. & T. R. R.	3,000 00	
Judgment against F. E. Worcester	6,385 03	
		1,214,218 57
		$22,113,053 18
Capital stock:		
Common	$11,592,100	
Guaranteed	533,500	
		$12,125,600 00
Funded debt:		
Sinking funds.—First general mort. bonds.	5,256,000	
Second gen'l mort. b'ds	2,693,000	
Detroit, Monroe and Toledo bonds	924,000	
Goshen line bonds	3,000	
Second mortgage scrip.	405	
Detroit, Monroe and Tol. scrip	175	
		8,876,580 00
February expenses (paid in March)		208,324 74
Unclaimed dividends and coupons.		38,816 68
Profit and loss		863,731 76
		$22,113,053 18

President.—E. B. PHILLIPS.

Directors.—Jesse Hoyt, Henry Keep, Le Grand Lockwood, Albert Havemeyer, D. N. Barney, John P. Acker, Nelson Beardsley, William Williams, John S. Barry, Philo Morehous, E. B. Phillips, Albert Keep, Truman H. Hoag.

Treasurer.—LE GRAND LOCKWOOD.

Secretary.—D. P. BARHYDT.

Gen'l Sup't.—CHARLES F. HATCH.

Chief Engineer.—CHARLES PAINE.

Pacific Railroad Bill.

The following is a copy of the joint resolution, which recently passed Congress, for the protection of the interests of the United States in the Union Pacific Railroad Company, and the Central Pacific Railroad Company, and for other purposes, approved and signed by the President on the 10th of April:

Be it Resolved, &c., That the stockholders of the Union Pacific Railroad Company, at a meeting to be held on the 22d day of April, 1869, in the city of Boston, with power to adjourn from day to day, shall elect a Board of Directors for the ensuing year, and said stockholders are hereby authorized to establish their general office at such place in the United States as they may elect at said meeting; provided, the passage of this resolution shall not confer any other right on said Union Pacific Railroad Company than to hold such election, or be held in any manner to relinquish or waive any rights of the United States, to take advantage of any act or neglect of said Union Pacific Railroad Company heretofore done or omitted, whereby the rights of the General Government have been or may be prejudiced; provided, that the common terminus of the Union Pacific Railroad and the Central Pacific Railroad shall be at or near Ogden, and the Union Pacific Railroad shall build, and the Central Pacific Railroad Company shall pay for and own, the railroad from the terminus aforesaid to Promontory Summit, at which point the rails shall meet and connect and form one continuous line.

SEC. 2. *And be it further Resolved*, That to ascertain the condition of the Union Pacific Railroad and the Central Pacific Railroad, the President of the United States is hereby authorized to appoint a Board of eminent citizens, not exceeding five in number, and who shall not be interested in either road, to examine and report on the condition of the same, and what sum or sums, if any, will be required to complete each of said roads to the point of terminus as first class roads for the entire length thereof to the said terminous in compliance with the several acts relating to said roads, and the expense of such board, including an allowance of ten dollars each for their services for each day employed in such examination or report to be paid equally by said companies.

SEC. 3. *And be it further Resolved*, That the President is hereby authorized and required to withhold from each of said companies an amount of subsidy bonds, authorized to be issued by the United States under said acts sufficient to secure a full completion as a first-class road, of all sections of such road upon which bonds have already been issued, or in lieu of such bonds he may receive as such security an equal amount of the first mortgage bonds of such company, and if it shall appear to the President that the amount of subsidy bonds to be issued to either of said companies is insufficient to insure the full completion of such road, he may make requisition upon such companies for a sufficient amount of bonds already issued, or in his discretion of their first mortgage bonds, to secure the full completion of the same, and in default of obtaining such security as in this section provided, the President may authorize and direct the Attorney General to institute such suits and proceedings on behalf and in the name of the United States and in any Court of the United States having jurisdiction, as shall be necessary or proper to compel the giving of such security, and thereby or in any manner otherwise to protect the interests of the United States in said road, and to insure the full completion thereof as a first class road as required by law.

SEC. 4. *Be it further Resolved*, That the Attorney General of the United States is hereby authorized and directed to investigate whether the charters of the Union and Central Pacific Railroad Companies and all their franchises have or have not been forfeited, and to institute the necessary and proper legal proceedings; also to investigate whether said companies have or have not made any illegal dividends upon their stock, and if so to institute the necessary proceedings to have the same reimbursed and also to investigate whether any directors or other agents and employees of the said companies have or have not violated any penal law, and, if so, to institute proper criminal proceedings against the persons who have violated such law.

Union Pacific Railroad.

The first meeting of the stockholders of this company, under the new law recently passed by Congress, was held in Boston on the 22d ult. —Hon. Oakes Ames in the chair.

Mr. R. G. Hazard, of Rhode Island, offered the following resolution, which was adopted:

Resolved, That in conformity with an act of Congress, approved April 10, 1869, the general office of this Company is hereby established in the city of Boston, and until some other place in said city shall be designated and provided by the Directors of said Company, or by some duly authorized committee, it shall be at Room No. 2, 114 State street, in said city of Boston.

Mr. Frederick Nickerson, of Boston, offered the following resolution, which was adopted:

Resolved, That the Special Committee of five, appointed by the Directors April 9, 1869, be a committee to remove from our general office in New York or elsewhere to our general office just established in Boston, all books and papers, and also any other things belonging to this company, which, in the opinion of said committee, should be so removed, and to dispose of our office furniture and fixtures in New York.

Mr. H. S. McComb, of Delaware, offered the following resolution, which was adopted:

Resolved, That the order of the Board of Directors in New York, on the 11th of March last, appointing S. Dillon, John Duff and H. Price a committee with certain powers to be exercised on or near the line of our road in relation to constructing and operating the same, is hereby approved and affirmed.

Mr. C. A. Lambard, of New York, offered following resolution which was adopted:

Resolved, That the action of the Board of tors appointing W. T. Glidden, Oakes Ames, James Brooks, C. S. Bushnell and Benj. E. Bates a committee to sell our first mortgage and land grant bonds to the shareholders in this Company, the contracts made for sale in the conformity thereto, is hereby approved and confirmed, and the said committee are hereby authorized and requested to receive payment for the same, and to apply the amount so received to the payment of the current expenses and debts of this Company.

Mr. B. E. Bates, of Boston, offered the following resolution, which was adopted:

Resolved, That the seal heretofore used by this Company be and the same is hereby cancelled and destroyed, and the President is hereby authorized and requested to procure a new seal with such device and inscription as he may direct.

☞ Congress has granted an extension of time to the 28th day of April, 1870, for the completion of the first section of twenty miles of the Little Rock and Fort Smith Railroad.

☞ Nashua, N. H., has voted, 719 to 546, to subscribe for $200,000 in the capital stock of the Nashua and Rochester Railroad, *provided*, that no assessment shall be made upon the same until seven thousand shares of said capital stock are subscribed by cities, towns, responsible individuals, and other corporations exclusive of railroad corporations. Also, $15,000 to assist in extending the Wilton Railroad to Peterboro'. This, with the $63,000 appropriated by Peterboro', leaves but $22,000 to be raised—$300,000 of the $400,000 necessary to complete the road having been previously provided for.

Baltimore and Ohio Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1866 which was presented at the annual meeting of the stockolders in Baltimore on the 9th of December last. The reports of this company have been delayed for several years past by reason of difficulty in settling accounts which had accumulated during the war and since. In view of the destruction of much valuable property, and many costly structures, during the war, which represented in part the capital of the company, it has been deemed proper to place all the expenditures for the maintainance and increase of machinery, and the construction of buildings, tracks, etc., for the years 1865 and 1866 as expenses. The following is a comparative statement of the earnings and expenses of the Main Stem for the years 1865 and 1866:

MAIN STEM.

Earnings:	1865.	1866.
Passengers	$3,997,642 28	$1,634,787 36
Tonnage	6,099,063 91	6,067,441 71
Total	$10,096,706 19	$7,702,229 07
Working expenses:		
Transportation exp.	$1,113,203 33	$1,151,761 72
General expenses	35,416 14	62,997 54
Losses by accidents	20,726 87	57,488 73
Repairs of railway	1,483,422 16	1,020,311 85
" locomotives	1,082,986 70	688,277 27
" burden cars	476,479 70	403,455 93
" pass. cars	287,250 86	79,533 93
" dump cars	5,727 87	4,277 29
" stationary machinery	147,765 19	145,976 43
" depots	332,725 63	276,611 70
" water stati'ns	30,074 09	38,656 19
" bridges	194,005 89	196,662 42
" telegraphs	42,317 83	8,041 79
Fuel and preparing	238,943 58	196,508 12
Cleaning engines and cars	63,153 16	77,046 17
Pumping water	11,674 36	11,695 26
Watching cuts, tunnels and bridges	59,173 35	54,431 10
Contingent expenses of machinery department	4,676 11	6,856 77
Total	$5,658,722 32	$4,480,190 21
Net earnings	$4,437,983 87	$3,222,038 86

It is shown that the earnings, in comparison with the fiscal year 1865 decreased $2,394,477 12 while the working expenses decreased $1,178,532 11—making thus a comparative decrease of net profits of the Main Stem of $1,215,945 01. Compared with the fiscal year 1864, the decrease of earnings being $875,463 18 and the increase of working expenses $1,209,681 16, the decrease of net profits amounted to $2,085,144 34.

The ratio of expenses to earnings was in 1864 $38.12, in 1865, $56.04 and in 1866, $58.16.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $1,012,330 05—showing a gain of $55,605 41.

Dividends of 4 per cent. each upon the capital stock were paid on the 23d of October, 1865, and the 30th of April, 1866. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1865, show reductions by payments on account of the loans stated as follows:

On loan redeemable in	1867	$67,330 53
" "	1875	31,000 00
" "	1880	22,500 00
" "	1885	34,000 00
		$154,830 53

The balance of cash in the Treasury, Sept. 30, 1866, was, $1,294,186 17, after deducting $133,873 96 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1866.

Statement of profit and loss for the years ending September 30:

	1865.	1866.
Balance from previous year	$13,087,651 81	$16,084,928 97
Net earnings	4,437,983 87	3,222,038 86
Divid'd upon 10,168 shares of Washington Br. stock owned by the Co.	101,680 00	101,680 00
Increment of five million loan S. F.	44,848 48	61,621 58
House rents	3,777 79	8,238 93
	$17,675,941 45	$19,478,508 34
	1865	1866.
Dividends on stock	$1,050,000 00	$1,050,624 00
Interest and taxes	515,211 62	837,748 32
Ground rents	25,800 86	25,455 59
Abtament of claim against Central Ohio R. R.		16,548 60
Balance	16,084,928 97	17,548,131 83
	$17,675,941 45	$19,478,508 34

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1865 and 1866:

Liabilities:	1865.	1866.
Stock	$13,132,100 00	$13,133,700 00
Stock scrip not funded	4,302 00	4,102 00
Certificates of indebtedness not conv. into stock	14,130 00	13,110 00
Scrip issued for fractional certif.	1,430 00	1,050 00
Preferred stock	3,000,000 00	3,000,000 00
Loan redeemable in 1867	821,261 13	753,930 60
Loan of 1875	894,250 00	863,250 00
" 1880	602,000 00	579,500 00
" 1885	1,744,500 00	1,710,500 00
City loan	5,000,000 00	5,000,000 00
*N. W. Va. R. R. 2d mort. bonds	493,000 00	481,500 00
*N. W. Va R. R. 3d mort. bonds	201,000 00	155,000 00
Open accounts	343,507 78	607,944 05
Unclaimed dues	38,700 88	43,938 29
Wash. Br. road	707,013 00	404,340 11
Profit and loss	16,084,928 97	17,548,131 83
Total	$43,083,123 76	$44,299,996 88

Assets:	1865.	1866.
Cost of road	$18,515,666 08	$18,672,174 01
" second track	1,551,238 06	2,479,462 68
" rolli'g power	1,621,755 03	4,609,645 57
" real estate	1,383,747 24	1,439,373 79
Property	$25,072,406 41	$27,200,656 05
Bonds of Central Ohio R. R. Co.	1,964,350 83	1,530,246 67
Stock of ditto	.....	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Co.	200,005 92	274,826 84
Pref. stock Parkersburg Br.	5,680,684 94	5,680,684 94
Parkersb'g R.R.Co.	.....	254,331 61
Stock of Washington Br. R. R. Co.	1,016,800 00	1,016,800 00
Stock of Washington Co. R. R.	.....	140,000 00
Stocks and bonds including municipal and R. R. corporations	1,917,161 60	2,429,155 96
S.F. $5,000,000 loan	956,724 64	1,012,330 05
S. F. ground rents on Camden stat'n	101,191 66	101,191 66
Ohio River Bridges	.....	201,214 15
Bills receivable, etc.	1,016,199 64	.....
Outstanding acc'ts and uncollected revenue	3,020,804 27	1,812,203 13
Materials on hand	553,895 47	927,346 77
Balance after paying interest on bonds due Oct. 1.	1,302,898 38	1,294,186 17
Total	$43,083,123 76	$44,299,996 88

* Bonds of N. W. Va. R. R. guaranteed and endorsed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 18, 1864.

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1865.	1866.
Passengers	$747,582 06	$373,098 26
Tonnage	168,704 61	87,662 70
Total	$916,286 67	$460,760 96
Expenses:		
Repairs of roadway and improvements	$319,594 02	$105,853 77
Repairs of depots	12,796 48	7,025 59
" water stations	5,852 87	2,037 16
" bridges	23,603 37	3,218 75
Pumping water	3,447 45	880 81
Total	$365,294 19	$119,016 08
Net earnings	$550,992 48	$341,744 88

The earnings show a decrease, as compared with the previous year, of $455,525 71; the expenditures charged are $246,278 11 less—making a decreased gain of $209,247 60. The expenses of the Road Department alone are charged to the Branch; all other expenses are paid by the Main Stem.

A dividend of five per cent. was paid Oct. 16, 1865 and a similar dividend on the 16th of April 1866.

Statement of profit and loss for the years ending September 30:

	1865.	1866.
Balance from prev. yr.	$542,477 35	$683,013 00
Net earnings	550,992 48	341,744 88
Total	$1,093,469 83	$1,024,757 87
Dividends on stock	$165,000 00	$165,000 00
State tax on pass.	244,186 83	579,397 77
Ground rent	20 00	20 00
On acc't of annuity	1,250 00	1,000 00
Balance carried to next year	683,013 00	379,340 11
Total	$1,093,469 83	$1,024,757 88

Statement of the liabilities and assets of the Washington Branch, Sept. 30, 1865 and 1866:

Liabilities:	1865.	1866.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal)	25,000 00	25,000 00
Profit and loss	683,013 00	379,340 11
	$2,358,013 00	$2,054,340 11
Assets:		
Road & equipment	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co.	708,013 00	404,340 11
	$2,358,013 00	$2,054,340 00

Parkersburg Branch Railroad.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1865.	1866.
Passengers	$322,314 81	$174,278 50
Tonnage	436,568 05	361,156 30
Total	$758,882 86	$535,434 80
Expenses:		
Transportation	$108,348 47	$117,976 93
Repairs of road	290,875 83	309,600 27
" water stations	2,997 87	6,175 35
" telegraph	6,030 09	2,054 22
" stationary machinery	5,918 28	5,841 36
" locomotives	133,697 12	62,495 31
" burden cars	70,595 43	88,120 97
" passenger cars	12,663 68	9,399 09
" dump cars	424 75	507 36
" bridges	15,710 32	28,113 37
" depots	16,741 84	19,378 24
Pumping water	2,892 75	3,000 00
Losses by accidents, etc.	4,871 85	4,713 42
Fuel and preparation	24,781 67	20,867 57
General expenses	15,377 11	2,422 66
Cleaning engines & cars	3,812 38	5,247 51
Contingent expenses	265 60	749 72
Total	$716,005 04	$636,658 35
Net earnings	$42,877 82	.....
Deficit	.....	$101,223 55

The aggregate earnings of the Main Stem, Washington Branch and Parkersburg Branch, for the years ending September 30, 1865 and 1866, were as follows:

	1865.	1866.
Main Stem	$10,096,706 19	$7,702,229 07
Washington Br.	916,286 67	460,760 96
Parkersburg Br.	758,882 86	535,434 80
Totals	$11,771,875 72	$8,698,424 83

The expenses of operating and repairs were as follows:

	1865.	1866.
Main Stem	$5,658,722 32	$4,480,190 21
Washington Branch	365,294 19	119,016 08
Parkersburg Br	716,005 04	636,658 35
Totals	$6,740,021 55	$5,235,864 64

And the revenue, after deducting the cost of operating and repairs, as follows:

	1865.	1866.
Main Stem	$4,437,983 87	$3,222,038 86
Washington Branch	550,992 48	341,744 88
Parkersburg Br	42,877 82	*101,223 55
Totals	$5,031,854 17	$3,462,560 19

* Deficit.

Showing an aggregate net decrease, compared with the preceding year of $1,569,293 98.

The following table gives the receipts of the last six years, those for 1861, 1862, 1863, 1864 and 1865, being inserted as a measure for comparison;

Main Stem—

	Passengers.	Tonnage.	Total.
1861	$889,159 05	$2,424,266 65	$3,211,425 70
1862	1,769,497 13	2,712,361 85	4,481,858 98
1863	2,332,806 37	4,177,138 69	6,509,945 06
1864	3,250,307 42	5,327,384 83	8,577,692 25
1865	3,997,642 28	6,099,063 91	10,096,706 19
1866	1,634,787 36	6,067,441 71	7,702,229 07
Washington Branch—			
1861	$327,897 03	$110,260 66	$438,139 69
1862	444,262 30	334,154 37	778,416 67
1863	500,117 08	203,006 51	703,123 59
1864	688,643 92	175,836 87	864,480 79
1865	747,582 06	168,704 61	916,286 67
1866	373,098 26	87,662 70	460,760 96
Parkersburg Branch—			
1861	$134,386 14	$216,145 59	$350 531 73
1862	125,780 09	238,242 10	364,022 19
1863	147,874 97	298,345 89	446,220 86
1864	236,814 99	459,888 00	696,702 99
1865	322,314 81	436 568 05	758,882 86
1866	174,278 50	361,156 30	535,434 80
Aggregate—			
1861	$1,349,424 22	$2,650,672 90	$4,000,097 12
1862	2,339,539 52	3,284,758 32	5,624,297 84
1863	1,980,798 42	4,678,491 09	7,659,289 51
1864	4,175,766 33	5,963,109 70	10,138,876 03
1865	5,067,539 15	6,704,336 57	11,771,875 72
1866	2,182,164 12	6,516,260 71	8,698,424 83

The road operated by this company comprises three distinct parts: the Main Stem, the Washington Branch and the Parkersburg Branch. The length of these several lines is as follows:

Baltimore and Ohio Railroad	379.6 miles.
Washington Branch	30.0 "
Parkersburg Branch	103.5 "
Total	513.1 miles.

The stock of engines on hand at the close of the fiscal year 1866, numbered 290; of which 227 were first class, 31 second class, and 32 third class.

The number of cars owned by the company is as follows: 137 passenger, 19 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 6 officers, and 3,846 tonnage, stock and coal cars.

The mileage of engines in 1865 and 1866 on the lines severally, was as follows:

	1865.	1866.
Main Stem	3,798,323	4,612,428
Washington Branch	584,848	525,832
N. W. Virginia R. R	436,729	425,776
Totals	4,819,900	5,564,036

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1865 to 164,476, was in 1866, 145,650—showing a decrease of 18,826 tons.

The aggregate quantity of coal transported on the Main Stem in 1865, was 408,170 tons, and in 1866, 719,711—showing an increase of 311,541 tons.

The tonnage of live stock in 1865, was 26,304, and in 1866, 35,532; increase, 9,229.

The quantity of lumber brought to Baltimore in 1865, was 12,096 tons, and in 1866, 15,949 tons: increase 3,853 tons.

The quantity of flour brought to Baltimore in 1865, was 631,688 barrels, and in 1866, 640,718—an increase of 9,030 barrels.

☞ The Chesapeake and Ohio Railroad Company is pushing rapidly forward, and expects to reach the mouth of the Big Sandy River in a short time. The Tredegar Iron Works of Richmond, Virginia, have contracted to furnish 30,000 tons of iron rails for laying the track from Covington, West Virginia, to Catlettsburg, Kentucky.

New Orleans, Mobile & Chattanooga R. R.

The New Orleans *Crescent*, of April 7th, publishes the following interesting information regarding the progress and prospects of this great road which is soon to connect New Orleans by rail with Mobile:

There are now employed between the two cities about 3,500 men, felling timbers, clearing brush, removing stumps, getting out lumber for the bridges, towing it to the place for its use, digging, surveying, and ditching. Of the thirty one sections of the road all but six are already being worked. Men are engaged in grading and clearing the line embraced in sections three and four, extending from Lafayette avenue to the salt marsh beyond Michon's plantation. Upon sections five, six, seven, and eight, embracing the portion of the line from the above point to Pearl River and known as dredging sections, work has not yet begun. The machinery for the first dredge boat was shipped on Saturday last from New York, the boats themselves being in process of construction at Pearlington, on Pearl River, with a promise of completion, machinery and all, by the first proximo.

Between Pearl River and Mobile (including sections 9 to 31) the work is progressing actively under three main contractors. Piles are being driven for bridges at Pascagoula and Dog Rivers, it being the intention to transfer the pile drivers as soon as the work shall have been completed to Biloxi Bay and Bay St. Louis, respectively. The lumber for the bridges is already delivered on the banks, being brought from the Poitevent saw mills on Pearl River. Three hundred freight and eighty passenger cars and twenty-seven locomotives are built and awaiting transportation from West Troy, N. Y. The expectation is that by next New Year's day we shall be able to take a railroad ride to Mobile.

Little Rock and Fort Smith Railroad.

Col. W. P. Denckla, the energetic agent of the contractors, will return from the east in two or three weeks fully prepared for a vigorous prosecution of the work at several points where the road touches the river. This is, by far, the most promising enterprise which has been spoken of in connection with internal improvements west of the Mississippi river, and south of the great Pacific; as it opens up a most magnificent country to railroad connection with the rest of the world, and will form the main chain of communication with the 35th parallel Pacific route, soon to assume a practical beginning. It is well known that this road has the finest grant of lands ever made to any railroad, located years ago, and that our citizens are now daily adding to the public donation by thousands of acres, of the best selection, as private donations, and subscriptions of stock, over 50,000 acres having been subscribed in this city alone.—*Little Rock (Ark.) Gazette.*

Refrigerator Cars.

The Boston *Journal* mentions the arrival in that city from Detroit of a Refrigerator Car, laden with 17,000 lbs. of beef. The amount of ice consumed in this car during the passage from Detroit was about 2,500 pounds, whereas the amount used on such a trip heretofore has frequently reached eight or ten tons. The ice is placed in a narrow chamber at each side of the car, opening only at the top, and does not therefore come in contact with the articles placed within, or the air in the car, which is kept dry and cold. The meat was disposed of to Boston butchers, who confessed that it was in better condition than meat received directly from our home markets. The same principle is applied to rooms for the preservation of fruits, meats, &c., and has been successfully used for this purpose, strawberries and peaches having been kept in it from the ripening season until Christmas.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,282,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont...100	469,000	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov.'68 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '695
Boston and Providence ...100	3,360,000	J. & J.	Jan. '694
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b,'69 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... 50	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921 412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 00	721,926	J. & J.	Jan.'69 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 3
Catawissa, ... 50	1,180,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110	----------	Jan. '69 4
Cedar Rapids & Miss.pref.100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J	Jan. '69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan.'69 7½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'69 5
" " pref...100	2 425,400	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	----------	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,555,676	J. & D.	Dec.'68 5
" " pref.100	16,356,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin , Ham. & Dayton 100	3,521,664	April.	Apl.'69 5
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'69 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,058,400	M. & N.	N. '68, 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,788,200	J. & J.	Jan '69 4½
Concord 100	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	----------	----------
Conn. & Passump. Rivers.100	139,00.	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do do. pref 100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	2,366,730	----------	----------
East Tenn. and Virginia...100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,535,910	Annual.	Jan. '69 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	1,143,446	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248 000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 1
Georgia 100	4,156,000	J. & J.	Jan. '694
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Mar.'69 –
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,258,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jun. '67 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,555	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 6
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4
L. M. & C. and X. (Joint*.100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,989,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	1,500,000	May.	M'69 3½
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence.100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati.... 50	3,018,374	----------	----------
" " 1st pref. 50	6,886,135	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 1½
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	588,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehl l*. 50	323.375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081	----------	----------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	J'n'69 14
" " " pref.....100	8,050,892	J. & J.	Do. 7a10
M. Hill & Schuylk. Haven 50	2,775,000	J. & J.	Jan. '69 4
Mobile and Ohio	3,764,400	----------	----------
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Dec'68 7
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,000	F. & A.	F'b.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,588	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Feb'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	27,829,600	----------	----------
New York and Harlem.... 50	5,255,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Feb. '69 2
North Eastern (S.C.) pref.100	155,000	----------	M'y '67 4
Northern of N. Hampsh,.100	3,06 ,400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	8,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 5
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630.000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov. '68 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5
Phil., Germ'at'n & Nor't'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,088,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	679,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May'69 3
Sand. Mansf. and Newark.100	901,241	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,180	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,208,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	M'y'68 2½
Steubenville and Indiana..100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,814,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May69 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 40	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,139,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated,..... 10	1,026,000	F. & A.	Feb.'67 5
" (preferred)..... 100	1 176,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,108,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,746	----------	----------
Union..... 50	2,907,550	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.....	----------	J. & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express....100	6,000,000	FMA&N	M'y'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	276,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267 094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,643	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,078	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,484	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,668	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623 566	399,917	523,745	537,519	858,948	925,983	808 524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541.057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416.101	1,476.244	1,416,001	1,041,116	14,598,413
1867	906,759	917,639	1,139,528	1,217,1	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,4 8	206,246	289 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343.929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661.391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480.626	578,253	571,348	661,971	588,219	504.066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,[illegible]
1869	681,656	558,783	711,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,383	103,373	98,043	106.921	104,866	113.504	112,952	123,802	1,201,230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,276,713
1868	92,433	81,509	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,160	121,408	1,294,095
1869	98,617	91,666	103,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189.145	238,012	308,106	375.567	332.360	348,043	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524.760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496.655	429,540	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,765	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,509	307.474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490.694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308.669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,617,562
1869	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,839	1,496,356	1,117,856	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346.243	275.950	3,311,677
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284,310	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302.426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,930	240,135	234,633	322,521	365,371	379.367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	661,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,259	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364.334	370,963	3,745,310
1863	337,350	366,598	461,965	462,787	427,094	395,845	350,753	407.077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701.352	691.556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795.938	858.501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606.218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	743,999	8,041,181
1869	625,721	585,997	745,504	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222,953	198.884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	181,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,403	143,987	204,597	196,910	210,473	174,500	163,696	1,935,753
1869	132,623	127,817	175,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221.570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	454,208	450,203	429,998	323,274	320,756	3,945,194
1869	284,192	265,137	252,704	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82.147	68,189	59,862	75,677	92,715	61,770	37,850	689,523
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75.248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126.495	120,208	79.431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84.607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,564	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, April 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,400	6	" "	1881	118
.. .. coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112¾
(5-20s).....coupon		6	" "	1882	120
Loan of March 3, 1864 (5-20s)...registered	8,882,500	6	" "	1884	112
(5-20s).....coupon		6	" "	1884	117
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	112
(5-20s).....coupon		6	" "	1884	117
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	113
(5-20s).....coupon		6	" "	1885	119
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114¾
(5-20s).....coupon		6	" "	1886	116
.. .. 3d series (5-20s)...registered	379,529,000	6	" "	1887	115½
(5-20s).....coupon		6	" "	1887	116
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	....
(5-20s).....coupon		6	" "	1888	116
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
(10-40s)....coupon		5	" "	1904	107
Union Pacific R. R. Bonds .....(currency)	56,852,320	6	Jan. & July.	'95-'99	105½
Certificates of Mar. 2, 1867, and July 2, 1868...	54,605,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	188,200	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	252,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	1,104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	366,392	var	.....	Due.	....
Treasury Notes (7-30s).....	650,400	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	3,220,690	6	.....	Due.	....
Temporary Loan of June 30, 1864	188,510	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,065,155	*ad.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	....
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	97½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	....
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	100½
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	95
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'88-'74	82½
.. — .. .. (" " ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'60-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100½
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	6	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	74
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	86½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	....
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	....
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	....
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	99½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'00	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	108½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-'71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	....
.. —	720,000	6	" "	'74-'75	120½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	109½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	....
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	89½
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'60-'78	....
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	9	Jan. & July.	'69-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	....
.. —	5,726,800	6	" "	1873	....
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
.. — .. Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	62
.. — .. (new).....	3,059,045	6	" "	'92-'98	58
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	....
.. — .. .. (" ").....	1,600,000	6	" "	1875	101
.. — .. .. (" ").....	4,095,300	6	" "	1881	....
.. — .. .. (" ").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	98
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	106½
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	....
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	....
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	69½
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	....
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	68½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	....
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	....
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	....
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,280	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	836,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	91
Loan of 1853	1,710,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B. C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	85
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	60
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1856	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	380,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88¾
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £380,550	1,841,862	6*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1876	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st Mortgage (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111¾
Convertible bonds	1,500,000	7*	" "	" "	1883	100
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	99½
Chicago, Burlington and Quincy:						91
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage, convertible	150,000	8	" "	" "	1883	111
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						....
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						....
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						....
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	89
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						....
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1863	92
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	97½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,096,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1855	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1898	96
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	—— & ——	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	—— & ——	New York.	1896	....
Cincinnati and Zanesville:						....
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	6	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	85½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	99,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	93
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	93½
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,087,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1893	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	81
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,344,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1851	89½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	431,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1895	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	100½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	100
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	....
Construction	437,500	6	" "	" "	1875	120
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1893	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage		7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885	....
2d Mortgage		7	April & Oct.	"	1880	....
2d Mortgage (Extension)		7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000		7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	119½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	92½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	88½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	396,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R. R. Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	90
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	106
2d Mortgage	274,500	7	— & —	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	84½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	93½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	85

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1893	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	83
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1336-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	94
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	$75,000	7	Jan. & July.	New York.	1912	102½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	74½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	99½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	318,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	83½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,824,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	89½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1876	95½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	36,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	884,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	76
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	94
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Companies.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	lands, &c. $	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	Adirondac.....New York.	1	—	—	6	2,079,058	*			4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	to'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	*Alabama and Florida*.....Alabama.	14	6	2	124	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	60,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	Albany and Susquehanna ¶...New York.	15	15	7	157	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	Allegheny Valley.....Pennsylvania.	12	19	6	102	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	Androscoggin.....Maine.	7	8	3	101	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	Ashuelot.....New Hampshire.	—	—	—	—	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	Atlanta and West Point.....Alabama.	17	6	7	86	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	Atlantic and Great West. N.Y. Penn. & O.	156	98	56	3,366	58,812,853	*	53,417	.....	27,788,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	Atlantic and Gulf ¶.....Georgia.	21	9	8	175	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	262,971	—	100	46
May 31, 1867	94.9	—	7.7	—	Atlantic and North Carolina ¶. N. Carolina.	9	6	2	62	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	45	17	7	541	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	Avon, Genesee and Mount Morris ..N. Y.	2	3	1	4	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	Baltimore and Ohio ¶. ....Md. & W. Va.	290	137	27	3,846	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	114½
Sept. 30, 1866	30.0	—	....	—	Washington Branch ¶.....Maryland.	—	—	—	—	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	*Bay de Noquet and Marquette*....Michigan.	9	3	—	600	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	Bellefontaine.....Ohio & Indiana.	36	22	10	540	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	Belvidere Delaware.....New Jersey.	20	18	6	761	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	Birkshire.....Massachusetts.	—	—	—	80	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	Bennington and Rutland.....Vermont.	4	3	3	—	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	Blossburg and Corning.....New York.	—	—	—	—	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	Boston and Albany.... Mass. & N. York.	143	110	11	2,238	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	150½
Nov. 30, 1867	28.9	—	....	—	Boston, Clinton and Fitchburg .....Mass.	4	4	2	35	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	Boston, Concord and Montreal .....N. H.	15	12	8	223	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18	12	4	174	18,829,186	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	21½
Nov. 30, 1867	26.8	1.9	43.5	—	Boston and Lowell.....Mass.	27	28	16	691	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135½
May 31, 1868	74.3	9.0	54.4	—	Boston and Maine.....Mass., N. H. & Me.	43	73	21	976	4,128,738	658,019	506,205	289,772	4,299,724	—	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	140
Nov. 30, 1867	47.0	7.0	46.5	—	Boston and Providence.....Mass. & R. I.	31	47	12	400	3,152,600	207,400	603,627	193,811	3,360,000	94,382	263,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	130
Nov. 30, 1867	44.6	24.0	66.6	—	Boston and Worcester.....Mass.	40	64	15	423	5,000,000	*	944,349	300,297	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	.....	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	—	—	—	139,078	.....	359,640	600,000	208,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	Buffalo and Erie.....New York.	5,109,933	*	—	—	—	—	—	.....	5,000,000	1,000,000	—	—	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	Buffalo, New York and Erie..New York.	28	32	9	428	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	Buffalo and Washington ...Penn. & N. Y.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	*Burlington and Missouri River*.....Iowa.	13	12	5	327	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	Camden and Amboy.....New Jersey.	74	126	22	748	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	126
Dec. 31, 1867	60.2	—	4.1	—	Camden and Atlantic.....New Jersey.	8	28	3	90	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	Camden and Burlington Co..New Jersey.	4	8	2	59	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	Cape Cod.....Mass.	7	12	6	58	945,761	85,864	.....	66,962	721,926	—	6,124	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	65½
Nov. 30, 1867	18.8	—	....	—	Cape Cod Central.....Mass.	—	—	—	—	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	Cape May and Millville.....New Jersey.	3	16	—	—	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	Catasauqua and Fogelsville.....Penn.	5	3	2	—	678,738	*	20,000	.....	380,225	—	—	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	Catawissa.....Penn.	21	9	4	256	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	Cayuga and Susquehanna....New York.	589,110	.....	.....	.....	.....	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	.....	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	Central of Georgia.....Georgia.	50	30	41	639	4,472,000	*	1,366,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	Central of New Jersey.....New Jersey.	88	66	16	1,665	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	112
Jun 30, 1867	137.0	—	17.0	—	Central Ohio.....Ohio.	28	24	8	417	8,100,000	*	.....	.....	5,600,000	2,500,000	68,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	31½
Dec. 31, 1867	138.0	—	10.0	588.0	*Central Pacific* ¶.....California.	57	25	—	975	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	Charleston and Savannah...S. Car. & Ga.	10	9	4	80	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	Charlotte and S. Carolina....N. C. & S. C.	13	9	7	115	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	Chemung.....New York.	—	—	—	—	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	Cheshire.....New Hampshire.	21	17	7	299	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	Chester Valley.....Pennsylvania.	—	—	—	—	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	6½
Dec. 31, 1868	243.0	—	29.8	—	Chicago and Alton.....Illinois.	97	42	20	1,938	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	162
Apr 30, 1868	370.0	30.0	100.0	—	Chicago, Burlington and Quincy..Illinois.	122	55	30	2,421	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	175
Dec. 31, 1867	30.0	—	....	73.0	Chicago, Cincinnati and Louisville ...Ind.	3	2	2	46	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	.....	.....	.....	.....	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	Chicago and N. West'n. Ill., Wis. & Mich.	248	139	107	5,487	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	86½
Mar. 31, 1868	403.8	50.0	....	152.2	Chicago, Rock Island & Pacific. Ill. & Iowa.	95	48	28	2,010	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	136½
Jun. 30, 1867		Less	ees	of 8	an. & Cin.	620,000	.....	.....	.....	.....	.....	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	Cincinnati, Hamilton and Dayton...Ohio.	34	30	16	437	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	.....	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	Cin. and Indianapolis Junction..O. & Ind.	11	12	5	199	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	.....	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....				
Dec. 31, 1867	132.1	—	7.7	—	Cincinnati and Zanesville.....Ohio.	16	11	11	598	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) siguify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,336,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8.267	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	46
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and Nor■ Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	160	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,388,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,988,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	126½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	101½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	77½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	108½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	62	10	1,413		Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	89½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	(9 mos.)	374,089	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,155	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,464	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	126
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,788,000	11,458,904	1,667,197	6,030,930	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	46
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	142
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	124
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111.835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,035	47,231	—	100	....
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—		*Northeast and Southwest Alabama*.....Ala.																								
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,063,950	873,000	266,683	10,409	—	102.0	(Leased to Selma and Meridian.)				279,232	12,569	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																								
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	—	67.3	343,023	12,138,701	13,691,447		892,057	377,206	5s	50	70
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.										97.3						561,370		—	100	....
Dec. 31, 1868	138.0	4	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,810,066	788,406	—	330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	100	97½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	—	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	118½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		—	35.3	128,394				252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	—	66.4	364,521	6,925,609	8,888,209		680,438	204,086	8	100	104
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by Provincial Government.)						—	145.0			(9 mos.)		155,098	22,699	—	100	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	—	122.4	521,932	5,009,432	26,654,145		898,981	301,742	3	100	69
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,386	23,500,000	3,888,000	398,683	122,225	—	340.0					4,459,319	1,063,529	—	100	33½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		—	100.0	258,378				1,509,246	599,882	—	50	74
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	—	141.0	826,061	32,496,484	5,372,737		1,381,065	473,987	6	100	98
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		—	190.0	420,449	9,095,959	5,248,590		706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	....	Orange and Newark .....New Jersey.									—	9.0					136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387		—	—	(Leased to R., W. & Ogdens.)				111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		—	36.3	101,544	3,747,266	1,920,412		256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		—	283.0	1,405,886				3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	—	47.6					.....	.....	24	100	325
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	—	(Leased to Erie.)					53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	—					.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	—	(Leased to Erie.)				.....	26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000				—	—							—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	—	929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	119
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		—	62.9							20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	—	155.0	138,864	1,487,543			295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	—	(Leased to Chic. R. I. and Pacific.)					125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			—	71.0							—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,706	36,000	1,323,200	69,526	172,453		—	92.3					220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500		—	102.1	85,460				149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*	.....	.....	5,998,700	13,000,000	22,473	.....	—	287.5	(Leased to Pennsylvania.)				2,333,760	677,239	—	50	57½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	—	24.3	292,364	21,988,924			605,590	275,442	10	50	134½
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,689,015	26,301,352	6,397,800	2,402,504	2,572,401	—	418.3	4,500,135				8,791,937	3,150,837	10	50	96½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418	.....	1,099,120	200,000			—	33.3					863,705	254,288	10	100	123½
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore. Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	—	102.1	892,376				2,432,531	890,730	9	50	105½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	—	201.0		12,861,340			1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	—	71.1	339,804				498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	—	468.0	5,037,663	82,376,324	228,791,443		7,242,126	2,278,554	10	100	137½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	—	(Leased to Pbg., Col. and Cincinnati)				.....	.....	—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782	—	50,080	1,217,879	670,258		108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	—	23.0					48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	—	109.0	307,443	6,630,284			579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,380,184	*	526,846	71,639	1,500,000	—	358,581	317,370	—	51.3	227,394				529,325	230,825	6	100	105
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000		.....	.....	350,000	.....	.....	.....	—	—	(Leased to Concord.)					24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000		.....	.....	170,000	200,000	.....	.....	—	—	(Leased to Eastern.)				76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	—	14.5	42,600				92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	—	44.4	321,855	10,697,210	8,753,480		702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	—					.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	—	82.3					431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		—	48.0	158,533				175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	—	174.9	547,225	15,223,332	11,106,420		1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9?2,800	1,025,780	2,061,824	—	190.5	310,204	4,106,364	5,924,892		639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12?	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	—	75.5	180,510	4,530,195	3,107,812		403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		—	45.9	71,591	1,146,910	778,267		136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	—	(Not operated since the war.)				.....	.....	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	—	22.0					.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	—	12.0					.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	—	221.0					1,215,471	449,003	10	100	111½
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	—	143.3	612,563				840,855	.....	—	100	32
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	—					.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		—	209.0	(Leased June 1,'67, Completed Jan. 1, 1868.)				2,218,402	608,112	—	100	39½
Dec. 31, 1866	80.9	—	....	—	—	—	—	....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	—					.....	.....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.			(Re-organized by 1st Mortgage bondholders.)						—	54.0					106,184	42,071	—	100	....
Dec. 31, 1867	91.0	10.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	—					.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	—	—					.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	—	80.0					209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	—	(Operated by Boston & L.)		17,500		16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	—	(Leased to Cin., Dayton and Eastern.)				125,000	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	—	116.3	241,284				410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,215	.....	—	54.0	143,124				146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050		.....	.....	576,050	.....	.....	.....	—	—	(Leased to Phila. and Reading.)				.....	.....	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	130,111	95,999	868,200	409,893	212,266	542,588	—	80.0	168,937				396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	—	119.3					312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	—	135.0	164,118	1,922,936	5,093,900		363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450		.....	.....	869,450	700,000	.....	.....	—	—	(Leased to Northern Central.)				.....	.....	5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	—	20.0					.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663		.....	.....	100,000	37,800	.....	.....	—	20.0	(Operated by Jeff. Mad. and Louisville.)				.....	.....	—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	—	50.0	165,280				294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	71.0	(Opened near close of 1867.)				.....	.....	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000		.....	.....	230,000	560,000	.....	.....	—	—	(Leased to Portland and Kennebec.)				36,000	.....	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	18	South Branch.....New Jersey.	438,300		.....	.....	438,300	.....	.....	.....	—	—	(Leased to Central of New Jersey.)				.....	.....	6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	—	243.0	609.871				1,316,006	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	18	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	—	11.5	52,309	2,200,606	22,928		85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	—	34.0					.....	.....	—	100	....
Sept. 30, 1867	123.0	6.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	663,047	22,766	—	132.5	200,058	1,861,845	5,329,232		330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	—	30.5	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	—	—	.....	196,000	150,000	.....	.....	—	(Leased to Cinc., Dayton and Eastern.)					—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased to Housatonic.)				31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	.....	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	.....	—	—	—	—	—	—	—	50	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	—	—	—	.....	—	—	—	.....	—	—	—	—	—	—	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	180,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	73½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	.....	274,400	—	—	.....	—	(Leased to Hudson River.)				19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	—	(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned by railroads centring in Troy.)					—	....	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)					—	....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	....	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					8	100	102½
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,226,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	53,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	—	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	—	—	—	.....	—	—	—	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	—	—	(In hands of receiver.)	.....	—	—	—	.....	—	—	—	—	—	—	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,968	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	—	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42.834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	—	—	—	—	Western North Carolina..North Carolina.	—	—	—	.....	—	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775.075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	60½
Dec. 31, 1867	—	—	....	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	—	—	(Under construction.)	.....	—	—	—	.....	—	—	—	—	—	—	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	.....	200,000	—	—	.....	—	(Leased to Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39.269	1,195,600	2,480,982	266,315	223.154	134.0	.....	.....	.....	224.357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732.268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	.....	213,000	—	—	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....	—	(Leased to Balt. and Ohio.)				27,000	—	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	127½
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	293,230	—	—	.....	317,050	52,000	24,180	.....	—	(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	4	50	95½
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	.....	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	.....	.....	.....	.....	.....	16	100	120
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	—	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	.....	64,000	—	1,300,985	.....	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,465,000	*	19,937,933	49,067	8,739,800	12.504,297	1,733,960	1,463,943	108.0	—	—	—	.....	247,603	8	50	65½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162.972	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	.....	2,751,765	—	—	—	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	24½
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	—	45.0	—	—	—	155,872	42,170	—	50	26
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	—	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	.....	800,000	600,000	.....	—	64.0	—	—	—	132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equiv. val'n in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	39⅞
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	62½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	97
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,008	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	—	68
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	—	60
30 Nov'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,016	6	—	83
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	103,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,861	15,873	—	100	—
30 Sep.'67	2.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	293,418	56,543	—	100	—
30 Sep.'67	10.76	—	—	—	37	Broadway (Brooklyn)	280,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.01	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,350	80,000	85,172	27,253	3,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	—
30 Sep.'67	3.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	—
30 Sep.'67	21.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N.Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	4?	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	3.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,380	100,600	3,900	—	—	—	100	—
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	486,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	18.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	40½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N Y.)	2,453,404	1,170,000	1,280000	50.000	1,184945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,288	121,172	196,500	1,200	75,179	14.797	—	100	—
30 Sep.'67	4.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westerviiet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	—	137	26	4 Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct.'67	1.63	—	—	10	2	— Easton & South Easton	92,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	— Frankfort and Philadelphia	138,267	99,635	50,000	11,664	16,786	loss.	—	50	—
31 Oct.'67	16.37	—	—	272	40	9 Frankford & Southw'k (Ph.)	766,191	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	—	367	59	— Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26½	50	31
31 Oct.'67	5.40	—	—	120	25	— Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27½
31 Oct.'67	4.84	—	—	197	33	8 Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38½
31 Oct.'67	2.00	—	—	18	5	1 Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	—	103	18	1 Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	—	82	13	— Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	—	9	3	1 Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.68	—	277	45	3	— Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	45½
31 Oct.'67	5.61	—	—	50	10	4 Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	—	125	19	7 Philadelphia & Gray's Ferry	286,553	285,307	—	—	9 ,888	23,343	3	50	26½
31 Oct.'67	8.75	—	—	163	28	1 Pittsb., Allegheny & Manch'r	146,995	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	—	71	12	2 Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,852	21,550	11½	50	—
31 Oct.'67	8.00	—	—	53	12	— Ridge Avenue & Manyunk	179,635	120,500	68,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	— Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	—	489	72	4 Second & Third st. (Phila.)	437,936	339,007	114,200	68,088	408,156	105,448	18½	50	43½
31 Oct.'67	5.62	—	—	100	13	4 17th & 18th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	14½
31 Oct.'67	7.00	—	—	104	32	2 10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,16	31½	50	71
31 Oct.'67	9.25	—	—	145	28	4 13th & 15th st. (Phila.)	nuccertain		—	—	208,984	84,645	—	50	18
31 Oct.'67	25.00	—	—	529	70	13 Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct.'67	6.00	—	—	341	66	— West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct.'67	4.13	—	—	13	4	1 Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	—	10	4	— Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	—	—	340	50	— Baltimore City	700,000	670,000	.....	31,549	239,059	21,958	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	— Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	5.00	—	—	—	—	— City (Cinc.) Passenger	111 412	100,000	.....	.....	.....	.....	.....	.....	.....
Dec.'62	3.81	—	—	—	—	— Passenger (Cinc')	69 837	60,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Pay. able.	Principal payable.	Market Price.
	$	p c.	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Isl'd					
1st Mortgage	80,000	7	J. & J.	1883	.....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	60
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E, B'dw, & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose:					
1st Mortgage gua anteed	75,000	6	A. & O.	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	—
Middlesex:					
1st Mortgage	38,000	—	.....	.....	—
Malden & Melrose bonds	46,977	—	.....	.....	.....
Real Estate	6,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	.....	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	83½
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J	1871	.....
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	.....
Second and Third Street:					
1st Mortgage	100 000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	.....
Utica and Waterville:					
1st Mortgage	100,000	?	.....	.....	.....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken.					
1st Mortgage	60,000	7	M & N.	1872	.....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	.....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	600,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	71
Cayuga and Susquehanna,* guar.	589,110	...	0	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	6	6	....
Cheshire, preferred	2,017,815	7	3	72
Chicago and Alton, pref.	2,425,400	7	10	161½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	98½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	112
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	21
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	76
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	67½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	66
Schuylkill Navigation, pref.	2,888,997	6	6	37½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	30
Mariposa Mining, pref.	5,774,400	7	7	4½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41 — @ 45 —
Pig, American, No. 1 (good to best)		40 — @ 42 —
Pig, American, No. 2		38 — @ 40 —
Pig, American, Forge		37 — @ 38 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
		—Store Prices.—
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		— — @ 92 50
Bar, English and American, Common		— — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅜@3-16 inch		97 50 @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9¾
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13
Sheet, Single D. and T. Common		— 5½@ — 6½
Rails, English	(gold) per ton.	— — @ 55 —
Rails, American		— — @ 76 —
Anvils, Eagle	per lb.	— 9¾@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19½
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— 40 @ — —
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 23½@ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35½@ — 36
Straits	(gold).	— 33 @ — 33½
English	(gold).	— 31½@ — 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 62½@ 8 75	11 75 @ 12 25
I. C. Coke	7 — @ 7 50	9 50 @ 10 50
Coke Terne	6 12½@ 6 25	8 50 @ 8 75
Charcoal Terne	8 — @ 8 50	11 — @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 23 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 31
Refined, Standard White (in ship'g order)		— 32½@ — 33
Refined, prime White (in shipping order)		— — @ — 34
Refined, S. W. (in merchantable order)		— 32 @ — —
Naptha, Refined, (60 @ 63 gravity)		— 9 @ — 9½
Residuum	per bbl.	— — @ 6 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 40@50 per cent.)

English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending April 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	62½	62	62½	....	62½	62
Central of N. Jersey	111½	111½	....	112	111½	112
Chicago & Alton	155½	157½	....	....	161	162
" pref	.....	.....	....	....	....	161½
" 1 M	.102	....	....	....	....	....
" S. F	.....	....	....	....	....	....
" Inc. bds	91	....	....	91	91	....
Chicago, Burl. & Q	....	174	175	....	....	....
" 8s, 1883	.....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	84½	84	84½	84	....	86½
" pref	96½	....	....	97½	97	98½
" 1st M	91	91	....	91½	....	....
" Interest	.....	....	....	....	....	....
" S. F	.....	....	....	....	....	....
" Consol	97	....	96½	97	97	97½
Chic., Rock Isl. & Pac.	137	137½	137½	....	....	....
Chicago & R. I. 7s, 1870	99	99	....	99½	....	....
Chi., R. I. & Pa. 7s, 1896	....	95½	95½	95½	95½	....
Clev., Col., C. and Ind.	78½	75½	74	72	70	69
Clev. and Pittsburg	93	....	....	....	93½	93½
" 2 M	.....	....	....	....	....	....
" 3 M	.....	....	....	....	....	....
" 4 M	.....	....	....	....	....	....
" Con	.....	....	....	....	....	....
Clev. and Toledo	.....	....	....	....	....	....
" S. F. 7s	.....	....	....	....	....	....
Col., Chi., & Ind. C.	47½	46½	....	....	48	48½
" 1 M	84½	84½	84½	85½	85½	85½
Cumberland Coal pref	.....	....	....	....	....	....
Del. & Hudson Canal	128	....	....	130	130	130
Del., Lack. & Western	115	115½	....	115½	....	115½
" 1 M. 7s	.....	....	....	....	....	....
" 2 M. 7s	.....	....	....	....	....	93½
Erie Railway	.....	....	....	....	....	....
" pref	.....	....	....	....	....	....
" 1 M. 7s, 1867	.....	....	....	....	....	....
" 2 M. 7s, 1879	94	94	....	....	....	....
" 3 M. 7s, 1883	89	....	....	....	88½	....
" 4 M. 7s, 1880	....	81	....	....	....	....
" 5 M. 7s, 1888	.....	....	....	....	....	....
Great Western 2d mort	.....	....	81	80½	....	....
Hannibal & St. Joseph	.....	....	....	....	....	....
" pref	112	112	....	112	112	112
Hudson River	145½	148½	149	153	154½	154½
" 1 M. 7s, 1869	....	....	....	....	....	102
" 2 M. S. F	.103	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	144½	....	144	....	....	144
" bonds	.....	....	....	....	....	120
Lake Shore (C., P. & A.)	98½	98½	99	98½	100½	100½
" Div. bonds	.....	....	....	90	90	90
Marietta & Cin. 1st pref	.....	20	....	21	....	....
" 2d pref	.....	....	....	....	....	....
Michigan Central	.....	....	....	....	127	127
" S.F. 8s, 1882	.....	....	....	119½	....	....
" conv. 8s, '69	.....	....	....	....	....	....
M. S. and N. I	.....	98½	99½	99½	101	101½
" 1 M. S. F	98½	....	....	98½	....	99½
" 2 M	.....	....	....	95	....	....
Mariposa Mining Co	23	....	....	22½	22	20
" pref	.....	....	43½	43½	43½	....
" Tr. 10s ctfs.	73½	72	72	....	....	72
Milw. and St. Paul	77	77½	....	77	77½	77½
" pref	85	85½	85½	85½	86½	86½
" 1st mort	91½	91½	90½	91	....	....
" 2d mort	.....	....	....	....	....	....
" 8s	102½	....	....	103	....	103
" 7 3-10s con	.....	92½	92½	92½	92½	....
Missouri 6s	88	87½	88½	89½	89½	....
" H. & St. J. iss	.....	....	89½	....	....	....
Morris and Essex	87½	87½	87½	....	88½	89½
" 1st mort	.....	....	....	99½	99½	99½
" 2d mort	91	....	92	92	92	92½
N. Jersey R.R. & T. Co	.....	....	....	....	....	....
New York Central	168	168½	172½	174	175½	....
" 7s, S.F. 1876	.....	....	....	....	....	....
" 7s, conv. '76	.....	....	....	....	....	....
" 6s, S.F. 1883	.....	....	....	....	....	....
" 6s, S.F. 1887	.....	....	....	....	....	....
N. York and Harlem	141½	....	....	144	146	147½
" pref	.....	....	....	....	....	....
" 1 M. 7s, 1873	.....	....	....	....	103	....
N. Carolina 6s	61½	61½	61½	62	62	....
" new	54½	54½	54½	56½	57½	56
Ohio and Miss	.....	33½	....	33½	33½	33½
" pref	75	....	76	....	....	....
" 1st M	.....	....	....	....	....	....
Pacific Mail S. S. Co	93½	93½	93½	94½	95	94
Panama	328	....	....	....	325	....
Phila. and Reading	95½	96	95	96	96½	97½
Pitts., Ft. W. & Chicago	132½	133	133½	137	138½	138½
" 1 M	.....	....	102½	....	....	....
" 2 M	97	....	....	....	....	....
" 3 M	.....	....	....	....	....	....
" Equip. 8s	.....	....	....	....	....	....
Quicksilver Mining Co	22½	22	....	....	....	21½
St. L., Alton & T. H	40	....	....	39½	....	....
" pref	.....	....	....	....	....	....
" 1 M	.....	....	....	....	....	....
" 2 M. pref	.....	....	84	....	....	....
" Income bds	.....	....	....	....	....	80
Tennessee 6s	69½	69	69½	69½	69½	69½
" new	68½	68½	67½	68½	68½	68½
Tol., Wab. & Western	72	72	....	73	....	72½
" pref	.....	....	....	....	....	....
" 1 M. ex	.....	....	....	....	....	91½
" 2 M	.....	....	....	....	....	....
" Equipment	.....	....	....	....	....	....
Virginia 6s, ex-coupon	59	58½	58½	58½	59	
" new	62	62	62½	....	62½	

New York Stock Exchange.

Actual Sale Prices for the week ending April 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	106½	106½	106⅝	106⅝	107⅛
U. S. 5s, 10-40s, reg	....	....	....	106	106⅛	....
U. S. 6s, 1881, reg	....	....	....	....	117½	118
U. S. 6s, 1881, coup	117½	117⅛	....	....	117⅝	118⅛
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	112	112½	....	....	112⅛	112⅝
U. S. 6s, 5-20s, c. 1862	121½	121	121	121½	121½	121½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	112⅝
U. S. 6s, 5-20s, c. 1864	116¼	116½	116½	116⅝	117⅛	117⅜
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	113
U. S. 6s, 5-20s, c. 1865	118¼	118½	....	118⅛	118⅜	118⅛
U. S. 6s, 5-20s, r. n. '65	114½	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	115¼	115½	115½	115⅝	115⅝	116¼
U. S. 6s, 5-20s, reg. '67	115	115½	....	115⅝	....	....
U. S. 6s, 5-20s, c. 1867	115¼	115	115½	115⅝	115⅝	116⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	115½	115½	115⅝	116	
U. S. 6s, Pac.R.R.issue	104⅛	105	....	105	105	105⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa	....	....	....	....	....	....
.. preferred	35	35	....	35	35½	35⅝
Camden and Amboy	125	124½	124½	....	125	125⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	86½	....	....	....	86½	....
.. 6s, 1889	....	....	....	....	86½	86½
.. mort. 6s, '89	95½	95½	....	....	....	....
Elmira & Williamsport	30	....	....	....	....	....
.. pref	40	40	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33½	33½	33½	....	....	32½
.. 6s, 1884	....	83½	....	83½	83½	83⅛
.. Gold L	94½	95	....	94⅝	95	94⅝
.. R. R. L	85	85	....	85	85	....
Lehigh Valley R. R	55⅝	55⅝	55⅝	55⅞	56	56
.. 6s new coup	....	93⅛	95	....	94	....
.. 6s new reg	....	96	96	....	96	....
Little Schuylkill R.R	43	....	....	....	42⅝	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	54½	54½	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	66	....	....	....
.. 6s, 1876	....	....	85	....	....	....
North Pennsylvania	....	....	....	34⅜	35	....
.. 6s, 1880	89	....	89	88⅛	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	60	59⅞	59⅝	59½	59½	59⅝
.. 1st M	....	99½	....	99⅜	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	103½	....	....	103½	....	103½
.. 6s, 2d series	....	....	....	105½	106	106
.. 6s, 3d series	106⅛	106⅛	....	....	....	106⅜
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	98	98	98
.. new	101½	101½	101½	101⅜	101½	101½
Philad., Germ. & Nor	67½	67½	....	....	67½	....
Phila. & Reading	48	48	47⅜	48	48	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28½	28½	....	28½	28⅝	28⅞
.. 6s	....	....	85½	....	....	....
.. 7s	79½	80	80	81	82	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	65⅛	65⅛
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	13½	13
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	38½	....	38½
2d and 3d streets ..	....	....	....	42½	43½	43½
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	18	....	18	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 27.

	W.21.	Th.22.	F. 23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875	91½	91½	....	....	....	92½
.. 1886	....	....	....	....	....	....
.. 1890	91½	....	....	92	92½	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	117⅜	....	114½	....	....	114⅜
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880. 91	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	87½	....	....	86
.. 2d M	....	....	72½	....	....	....
Northern Central	48½	....	....	48⅜	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900.	83½	83⅜	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany	149	....	....	....	....	150½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	139½	....	....	....	140	140
Boston and Providence	....	130	129½	....	....	130
Boston, Hartford & Erie	21½	22½	22½	23	23⅜	24½
.. 7s, new	....	....	....	....	....	....
Cheshire, pref	....	....	71½	....	72	72
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	114	....	....	....	....	115
Fitchburg	....	....	....	....	133½	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	125½	....	130	....	125	126½
Northern, N. H	118⅜	118½	118½	119	....	118⅜
Ogdens. & Lake Champ	69	....	....	....	....	....
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	....	....	....	....	98
Ph., Wil. & Baltimore	52	52	....	....	52½	52⅜
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	....	....	102⅞	102½	....	....
Vermont & Mass	58½	....	....	60	....	60
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	101½
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	97⅜	....	....	....
Metropolitan ..	68	....	68	....	....	68
Middlesex ..	....	....	....	....	60	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	10	....	10	9⅜	....
Franklin ..	19½	19½	20	20½	20½	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	11½	....	12	....	12½	11⅞
Pittsburg ..	....	....	....	21½	....	....
Quincy ..	....	....	....	....	29	....

London Stock Exchange.

	Closing April 9.	Prices. April 2.
All. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	29½— 30½	33 — 34
Detroit and Milwaukee 1st mort. 7s	64 — 66	64 — 66
Do. 2d mort. 8 p. c.	65 — 68	65 — 68
Erie shares 100 dol. all paid	24 — 24½	24 — 25
Do. sterlg. 6 p. c. convertible bonds	68 — 70	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	96 — 97	96 — 97
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	92 — 94	92 — 94
Do. General mort. 6 p. c. 1910	87 — 88	87½— 88½
Philadelphia and Erie 1st mort. 1881.	89 — 91	86 — 88
Do. with option to be paid in Phila.	89 — 91	86 — 88

American Railroad Journal.

Saturday, May 1, 1869.

Stock Exchange and Money Market.

Money has been in decidedly more liberal supply, since our last. The banks have made a marked gain in their reserves of specie and legal tender notes; and have also added largely to their deposits. The Sub Treasury has cut down its balances but slightly. It holds an unusually light reserve of currency, about four millions all told, according to the prevailing street report. It will be a conditional seller of gold on each Thursday for some time, with a view to the augmentation of its lawful money hoard. It is unusually strong in its coin reserves, to which the current customs revenue is adding considerably as the season advances. The flow of currency is again very decided in this direction and is enlarging the available supply of loanable funds at this centre, particularly on call which tends to stimulate speculation in Government Securities, Gold, and Railway and Miscellaneous Share Property. Call loan rates have receded to 6@7 per cent. as the ruling figures, with exceptional advances noted to the prominent Government houses at 5 per cent. Strictly prime to good discounts range from 8@12 per cent. per annum, with a freer currency for the better grades, the offerings of which are not particularly heavy. On Tuesday there was an exceptionally active call for aid from the Stock Brokers, but it was promptly met, in the leading instances without any advance of rates. This animation was reflected by the City bank exchanges of Wednesday, which amounted to $135,414,223, with resulting balances of $2,992,876.

The specie reserve of the city banks is now $8,850,360, against $14,934,547 same time last year. The city bank deposits are now $177,340,080, against $180,307,489 week ending April 25, 1868 The legal tender reserve amounts to $53,677,898, against $53,866,757 same time last year. The circulation now stands at $34,060,581, against $24,227,624 same time last year. The loans are now $257,458,074, against $252,314,617 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $125,484,300 a day, against a daily average of $128,727,550 the preceding week, and $135,009,409 the week ending with April 7, 1869. The current week's exchanges average about $113,000,000 a day. The city banks, last week, reported a gain of $1,038,581 of specie, $5,136,586 of deposits, and of $2,676,610 of legal tender notes. They increased their loans, $2,273,192; and reduced their circulation, $376 188.

National Bank notes to the amount of $157,490 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $314,260,176, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $14,498,051, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,762,125. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,603,800; and for the public deposits, $30,455,350—making a total of $373,059,150. The Treasury Department last week redeemed and destroyed $607,000 of worn and mutilated fractional currency, and issued $571,800 of new. The outstanding amount of fractional currency on the 1st of April, 1869, was $36,719,912, against $36,781,548 on March 1, 1869, $35,511,127 on Feb. 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with April 24, were $8,344,663, including $2,671,828 from customs duties; payments, $9,661,064, including $1,863,906 of coin interest; balance at the close of the week, $88,655,876, against $89,972,277, at the close of the preceding week, showing a decrease of $1,316,401. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,254,639, including $386 576 from customs; payments, $2,767,515, including $351,487 of coin interest. On Tuesday, receipts, $780,733, including $379,621 from customs and payments $708,374, including $347,249 of coin interest. The balance at the close of business on Tuesday stood at $87,215,358, against $88,631,886 a week previous; and $89,857,966 on April 7, 1869. The aggregate receipts of the office in March were $40,051,331, including $13,241,405 from customs, aggregate payments, $40,897,476, including $8,698,881 of coin interest.

The outstanding amount of coin certificates on the 1st of April was $21,672,500 against $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $446,000, and retired $2,540,828 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during March, reached $1,793,180.

Government revenues show a fair yield, in both forms of customs and excises. It is now estimated that the excises during the current fiscal year, will give about 170 millions to the National Treasury. The excises, last week, yielded about three millions; customs at the port of New York, $2,671,828 and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $7,754,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 123 millions, according to the latest Washington advices.

Gold has been actively dealt in, most of the week, at generally strong, though variable prices, the range having been from 133⅛@134⅞, and the closing quotation on Wednesday 133¾. The imports of foreign specie have been on a less extensive scale; while the export movement has been comparatively light, though the sharp rally in the foreign exchange has tended to stimulate shipments. The customs revenue last week, at this port, was over $400,000 a day. Thus far, this week, it has not been quite up to this average. Government is announced as a seller of coin to the highest bidder through the form of sealed proposals, on each Thursday, until further orders. It will not market on any day more than a million dollars. It is now disbursing coin-interest on the May and July coin coupons, with the rebate stipulated for.

The Gold Exchange Bank clearances on Wednesday, were $93,166,000, and the resulting balances $3,013,245 in coin, and $4,774,544 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,190,583, average amount of specie $551,325, average amount of deposits $1,046,332.

The customs demand for Gold last week, averaged $445,305 a day; thus far, this week, it has averaged $383,098 a day, or equal to a weekly aggregate of $2,298,588. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $406,291, and since Jan. 1, $7,593,976, against $2,633,101 same time in 1868. The receipts from California, last week, were none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $103,955,528, against $93,751,202 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 30th 1869, $1,543,675, against $1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $17,330,429, against $28,072,319 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $10,741,890. The exports of specie, from this port, last week, were $597,625, against $1,867,291 same week last year; total, since July 1, 1868, $32,122,565, against $47,945,476 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,863,906; since July 1, 1868, $69,910,626, against $54,618,162 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to April 10, 1869, were $11,599,012, against $8,592,887 same time in 1868.

Foreign Exchange has been in less liberal supply and more demand at advanced figures. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@109⅛, and on Paris to 5.23¾@5.17½; sight bills on London to 109⅜@109¾, and on Paris to 5.18⅛c.@5.15⅝. The offering of produce bills has been unusually liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,471,695, against $4,170,473 same week last year; total, since July 1, 1868, $135,498,174, against $150,780,613 same time in preceding fiscal year of 1867–'68.

Government securities have been in more request and there has been a further general advance on the whole list. The offerings have been very light, as holders have been reluctant to realize on a rising market, feeling confident that higher prices would be attainable at an early day. The prospective reduction of the debt, to the extent of a few millions a month, during the summer months, is favorably affecting values.

U. S. sixes of 1881 closed here on Wednesday at 118¼@118½; U. S. Five-twenties of 1862, 121½@121⅝; U. S. Five twenties of 1864 at 117⅜@117½; U. S. Five-twenties of 1865 at 118⅞@118; U. S. Five-twenties of 1865, consolidated, 116@116⅛; U. S. Five-twenties of 1867, 115⅞@116; U. S. Five-twenties of 1868, 115¾@116; U. S. Ten-forties at 107⅞@107¾; U. S. Six per cent. currency bonds, 105¾@105⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 14.	April 21.	April 28.
Consols	93⅜	93¼	93⅝@¾
U. S. 5-20's of 1862	84	*80⅝	80⅝
Erie	24	23	21¾
Ill. Central	96¾	98½	98½
Atl. and Gt. Western	30½	....	24

* Ex May Coupon.

Railway and miscellaneous share property has been in very brisk demand and has advanced materially all through the list, closing irregularly.

General business has been quite, as a rule, and most kinds of domestic produce have favored buyers. Middling upland cotton closed heavily on Wednesday at 28½ cts. per lb. The stock of cotton now here is estimated at about 101,000 bales. The receipts at the port this week, have averaged about 1,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,021,000 bales, against 2,054,000 bales same time in 1867–'8; exports, same time 1,159,000 bales, against 1,472,000 bales same time in 1867–'8; stock on hand at latest dates, 335,500 bales, against 251,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 8,686 pkgs., against 8,387 pkgs., same time last year. From Boston, 3,483 pkgs., against 4,425 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand and heavy at from 10@17c., per lb.; week's receipts, 5,898. Milch cows dull at $40@$124 each, receipts, 93. Veal calves plenty and cheaper, at from 6@12c. per lb.; receipts, 2,243. Sheep and lambs in full supply less inquired for at from 4@8½c., per lb., as extremes; receipts, 20,185. Swine less active, and lower at from 10@10⅝c. per lb., all live weight; receipts, 20,546. Foreign merchandise has been quiet and less buoyant. The total imports of foreign dry goods, last week, were $1,505,843, and the total amount marketed $1,615,770. The value of foreign merchandise imported last week, was $4,379,387—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,885,230, against $5,556,564 same week last year; total since July 1, 1868, $228,901,692, against $195,660,021 in 1867–'8. The freight market has been tame, closing very heavily. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 1d. by sail, and 1d.@2d. by steamer, per bushel; cotton at ⅛d. by sail, and $\frac{5}{32}$@$\frac{3}{16}$d. by steamer, per lb.; and heavy goods 10s.@25s. by sail, and 10s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 635.

At the auction sale of Scranton Coal on Wednesday, the bidding was comparatively brisk and prices were firmer. Sales of 70,000 tons were made at from 4.55@5.25, as against 4.30@5.05 per ton of 2,240 lbs. last month, deliverable at Elizabethport, N. J.

The New York exports, exclusive of specie, for the week ending April 27, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$4,170,473	$4,471,695
Prev. reported	54,319,432	48,289,313
Since January 1	$58,489,905	$52,761,008

The imports for the week ending April 24, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,137,199	$1,505,843
Gen. merchandise	4,419,368	4,379,387
Total for the week	$5,556,564	$5,885,230
Previously reported	70,511,118	92,908,344
Since January 1	$76,067,682	$98,793,574

The balance in the Sub-Treasury on Wednesday was $88,445,013 62.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Wabash and Western consol. conv. bonds, 83¼; Milwaukee and St. Paul 1st mort., Iowa Division, 88½; Lake Shore Dividend bonds, 90; St. Louis and Iron Mt. 1st mort., 84; Dubuque and Sioux City, 115½; do., 1st mort., 90; Chicago and Milwaukee 1st mort., 89; New York and New Haven, 121; do., 6s, 94; Joliet and Chicago R. R., 95; Norwich and Worcester R. R., 104; Illinois 6s, 1877@1879, 100½; Alabama 8s, 99⅞; Ohio 6s, 1886, 103½; Louisiana 6s, 74; do., 6s, Levee bonds, 72½; Virginia 6s, reg., 51; Georgia 6s, 82⅛; do., 7s, 95; Indiana 5s, 97¾; New York State 7s, Bounty Loan, reg., 109⅞; Western Union Telegraph, 43; do.,

7s, 90; Brooklyn 6s, Water Loan, 95⅜; Adams' Exp. Co., 62; Wells-Fargo Exp., 36; Am. Mer. Union Exp., 42; U. S. Exp., ex-div., 63¾; Merchants' Union Exp., 15¼; Brunswick City Land, 9⅛; Buchanan Farm oil, 0.55; Benton gold, 0.40; Brevoort oil, 1.25; Consolidated Gregory, 3.75; Central petroleum, 0.85; Grass Valley, 0.35; Home Company oil, 13.00; La Crosse Gold, 0.21; Montana, 0.28; Owyhee, 7.00; Quartz Hill Gold, 1.55; Smith and Parmalee Gold, 2.70; United States petroleum, 1.50.

Philadelphia.—Connecting R. R., bonds, 87½; Hutingdon and Broad Top Mt. 1st mort., 85; do., scrip, 60; West Jersey R. R., bonds, 90; West Penna. R. R. bonds, guar., 80; Tioga R. R. bonds, 95; Oil Creek and Allegheny River R. R., 37; Fifth and Sixth streets R. R., 38; Germantown Passenger R. R., 31; Tenth and Eleventh streets R. R., 71; Chesepeake and Delaware bonds, 41; do., 6s, 92; Allegheny County 5s, 74; Pittsburg 5s, 71⅛; Penna. State coupon 5s, 93; St. Louis gold loan, 102½; Locust Mt. Coal, 49; New Creek Coal, ½; Big Mt. 6; Shamokin Coal, 5¼; N. Y. and Middle Coal Fields, 4⅞; Ocean Oil, ½; Corn Planter, ¾; Niagara Oil, 2¼; Feeder Dam ⅜. The latest quotations are: City 6s, 98@98; do., free of tax, 101⅛@101¼; State 5s, reg., 98@100; do., coupon, 92½@93⅛; do., 6s, W.L., 101@101⅛; do., 1st series, 103@103; do., 2d series, 105¾@107⅛; do., 3d series, 106⅛@108; Reading, 48⅜@48½; do., 7s, 1893, 104@104½; do., 6s, 1880, 90@90¼; Camden and Amboy, 126@—; do., mort. 6s, 1889, 94⅞@95⅛; do., 1883, 86@86; Penn. R. R., 59¾@59⅞; do., 1st mort., 99@99½; do., 2d mort., 94@95; Little Schuylkill R. R., 42⅞@43; Morris Canal, 31½@—; do., pref., 66@68; do., bonds, 85@85¼; Susquehanna Canal, 13@13½; do., 6s, 57@—; Sch. Nav., 7@9; do., pref., 18⅜@19; do., 6s, 1882, 66@66; Delaware Div. Canal, 47@48; do., bonds, 80@84; Elmira and Williamsport, 30@32; do., pref., 40@40¼; do., 7s, 1873, 91@92; do., 5s, 59@60; Lehigh Coal and Navigation, 32⅝@32¾; do., 6s, 1884, 83¼@83½; do., R.R., Loan, 84½@85; do., Gold Loan, 94¾@95; North Pennsylvania, 34¾@35; do., 6s, 88⅞@89⅛; do., Chattle 10s, 108@110; Philadelphia and Erie, 28⅝@28¾; do., 6s, 85¼@86; Minehill, 54@54½; Catawissa, 10½@—; do., pref., 35⅜@35⅞; Lehigh Valley, 56@56½; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 43½@43⅝; West Philadelphia, 60@61; Spruce and Pine, 26@30; Green and Coates, 38½@39; Chestnut and Walnut, 45½@46½; Thirteenth and Fifteenth, 18@19; Girard College, 27@30; Tenth and Eleventh 70@71⅛; Union, 40@43; Hestonville, 13¼@13½.

Boston.—Union Pacific R. R. 6s, 89½; Vermont Central 1st mort., 77½; do., 2d mort., 37; Eastern R. R. 6s, 1885, 93¾; Burlington and Missouri River R. R. 7s, 1893, 88¾; do., 8s, 1879, 98½; Western R. R. 6s, 1875, 95⅝; Old Colony and Newport 7s, 1877, 102⅛; Cheshire R. R. 6s, 92; Summit Branch R. R., 21½; Cape Cod R. R, 65¼; Cincinnati, Sandusky and Cleveland R. R., 22¼; do., pref., 34; Eastern (N. H.) R. R., 111¼; Indianapolis and Cincinnati R. R., 17; Boston Water Power Co., 16½; Cary Imp., 8⅜; Massachusetts 6s, 5-20s, currency, 101; do., 6s, 1874, gold, 120¾; do., 5s, 1894, gold, 108¼; Rhode Island 6s, 1882, 99½; New Hampshire 6s, 1870, 99½; Maine 6s, 1889, 99; Cook Co., Ills., 7s, 96½; Boston 6s, 1878, endorsed, 100; do., 6s, 1874, currency, 99¾; do., 5s, 1886, gold, 105¾; Salem 6s, 1883, W. L., 99⅞; Bath 6s, 1898, 91¾; Portland 6s, 1871, 98; Charlestown 6s, 1880, 83; Albany 6s, 1894, 93; Bangor 6s, 1874, 94; Allouez Mining Co., 4¾; Concord, 1¾; Canada, 55c.; Hancock, 5; Hecla, 80; Humboldt, 75c.; Manhattan, 50c.; Phœnix, 10.

Baltimore.—Memphis City bonds, 53; Virginia 6s, reg., 1867, 52; do., 1866, 54; do., 6s, old, reg., 51; do., 6s, ex-coupon, 58¼; Richmond and Danville bonds, 74½; Central Ohio 1st mort., 83; Western Maryland 2d mort. pref., 49; Orange, Alex. and Manassas 2d mort., 72. The latest quotations are: Balt. and Ohio, 114½@114¾; do., 6s, 1875, 91@91½; do., 1880, 91@91¼; do., 1885, 90@—; Northern Central, 48½@49; do., bonds, 1885, 84½@85½; do., 1900, 84@84¼; Parkersburg Branch, 23@24¼; N. W. Va. 1st mort., 93@95; do., 2d mort., 88½@90; do., 3d mort., 1873, 84@85¼; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 72¾@73; Central Ohio, 31@32; do., 1st mort., 83@83; Western Md. 6s, 1890, 68@72; do., guar., 87@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 74¾@75; Baltimore 6s, 1875, 91@91½; do., 1886, 90@91¾; do., 1890, 92½@93; do., 1893, 92@93; do., 5s 1838-'70, 71@74; City Passenger R. R., 18@19; George's Creek Coal, 67½@67½; Santa Clara, 1.60@2 00; Atlantic Coal, 3.00@3.25.

☞ $1,000,000 GOLD.—FIRST MORTGAGE BONDS of the St. Louis and St. Joseph Railroad of Missouri.—Both Principal and 6 per cent Interest Gold. Payable May and November 1st, at the Farmers' Loan and Trust Co., in the City of New York, who are the Trustees for the Bonds. Length of road, 72¼ miles. Total amount of Bonds is $1,000,000, which is less than $14,000 per mile, and secured by a first mortgage on the whole road and entire property of the Company.

The interest on these Bonds is the same as on United States 5-20s, 1862, also due at same time; and, according to present prices, $1,000 5-20s will sell for $300 over our price for $1,000 St. L. & St. J. R. R., while the latter is equally as good security in every respect.

Present price 87½ and accrued interest in currency. For pamphlets and further particulars, apply to TURNER BROTHERS, Bankers, No. 14 Nassau-St., New York.

☞ Sealed proposals will be received by C. W. Wentz, Esq., Chief Engineer of the Albany and Susquehanna Railroad, at Albany, N. Y., until the 11th inst., for the construction of a Union Passenger House, in the city of Binghamton, for the Erie, the Albany and Susquehanna, and the Syracuse, Binghamton and New York Railroad Companies. Plans and specifications will be ready for examination on and after the 3d inst.

☞ Sub contractors will find good work and a long job at fair prices, on the Monticello and Port Jarvis Railroad, 88 miles from Jersey City by the Erie Railway. Apply to F. C. Crowley, at Contractor's Office Port Jarvis, New York.

☞ The preliminary survey of the proposed Sugar River Railroad, from Bradford to Claremont, N. H., has been commenced.

Iron Manufacture in Missouri.

The 10th of April, 1868, is referred to by Mr. S. Waterhouse, of St. Louis, as the day on which the experiment of making iron with mineral coal was successfully tried at Carondelet, Missouri. The furnace then started continues in active operation, and has produced in all more than three thousand tons of iron. Mr. W. says: "An old iron maker from Pittsburgh, observing the superiority of this metal, hesitated to believe that it was made with raw coal. The proprietors of the Phœnixville and Danville Iron Works in Pennsylvania have testified to the excellence of this iron. Its fusibility, ductility, and strength, render it especially suitable for common and malleable castings. The iron is red short. At first the yield of furnace was from sixty to seventy tons of iron per week; now the mean product is 126 tons a week."

A New Compound Rail

Has been invented and patented by Mr. J. H. Moore, of Chicago. The rail is made in three parts, a cap rail of steel and two side pieces of iron. The cap rail is clasped by the upper extremities of the side rails, which are held together by iron ties—bolts bent down at each end and without heads or screws. The form of these rails is such that all downward pressure on the cap rail causes its tongue to be the more firmly clasped by the side rails, which hold it as in a vice. The whole length of the cap rail is so clasped, and if it were broke vertically into sections two inches long, the track would remain unbroken. Three separate bars of iron must break at the same time in order to so injure the track as to throw off cars.

☞ Ground has been broken for the Extension of the Utica, Chenango and Susquehanna Valley Railroad. The Sherburne *News* says that fifteen days will probably find the grading done to the river. On the Richfield Springs Branch the grading, with the single exception of the deep cut at Cassville, has been so far done that the track layers will meet with no delay. It is expected that the cars will be running to Richfield Springs by the 1st of August.

☞ The Frederick, Md., *Republican* says: "It is with pleasure that we record the evident progress which is being made toward the construction of the Frederick and Pennsylvania Line Railroad. The President and Directors this week give public notice that proposals will be received from this until the 22d day of May for the construction and grading of certain sections of said road.

☞ The earnings of the Great Western Railway of Canada for the month of February, 1869 were $260,136 92; and the working expenses, including renewals, $180,025 68—making the net earnings $80,111 24. In February, 1868, the earnings were $251,557 59, the expenses $175,333 67, and the net earnings, $76,223 92—showing an increase in earnings of $8,579 33, in expenses of $4,692 01, and in net earnings of $3,887 32.

☞ The directors of the St. Joseph and Denver Railroad Company have decided that the road should connect with the Kansas Pacific Railroad at the 100th meridian. The work will be pushed forward rapidly.

Journal of Railroad Law.

COMMON CARRIERS—WHEN INSURERS ARE LIABLE FOR HIDDEN DEFECTS IN PACKING—WHAT IS THE "ACT OF GOD."

The following are the facts in the late case of Klauber *vs.* The American Express Company (21 Wis., 21.) The action was brought to recover for injuries done to goods of plaintiff while in possession of defendant as carrier. The goods are described as "a package containing three dozen ten spring skirts, three dozen sixteen spring skirts, and three dozen twenty spring skirts," and it is alleged that through defendant's negligence they were "water soaked, rusted, and utterly spoiled." Answer] denying negligence on defendant's part, and alleging that the damage arose from the improper manner in which said skirts were packed for transportation.

On the trial (by the Court alone,) it was stipulated that the package in question was wrapped in paper, and covered with sacking; that when delivered to plaintiff it was wet from exposure to rain while being transferred from the cars at Madison to the express wagon, and from the wagon to the defendant's office, all of which was done during a storm of rain. Plaintiff introduced evidence tending to show that "such goods in any kind of package are perishable in rainstorms, if exposed," and "should not be handled in a storm of rain at all, no matter how packed;" that small packages of such goods (worth from one to two hundred dollars,) are often wrapped in paper and enclosed in sacking, and this is sufficient if they are properly handled. The defendant's evidence tended to show the facts by the Court, which (besides those stipulated) were as follows: 1. That there was nothing about the package to indicate what the contents were, and defendant had no notice what they were. 2. That the goods were exceedingly liable to injury from dampness, and were packed in such a manner as to be injured by slight exposure to it. 3. That the usual and proper mode of packing such goods in such quantity for transportation, by express from New York to Madison, is in wooden boxes or cases. 4. That said package arrived at Madison on the express train during a violent storm of rain; and it was necessarily, and according to the usual course of business, immediately removed from the cars to the defendant's express wagon, and thence to its office. 5. That in this transfer defendant's servants used such caution and care as would have secured the goods from harm had they been put up properly, or as such goods are usually packed. On these facts the Court rendered judgment against the plaintiffs. They excepted to the second, third and fifth findings, and the latter clause of the fourth; and appealed from the judgment. The opinion of the Court was delivered by

DIXON, C. J.—What is meant when it is said hat if goods are improperly packed, the carrier will not be liable for injuries resulting from that cause? Is it meant that if the goods are of a nature to be injured by rain, they must be secured by water-proof covering or cases? It was argued in this case, that because the goods were of that nature, and the shipper did not pack them in wooden boxes or other water-proof covering, so as to guard against the ordidary contingency of rain when they were transferred from cars to wagons, and from wagons to cars or warehouses, in the course of transit, the company is not responsible for the loss, provided that proper diligence was used in transferring them, so that they received as little injury as possible under the circumstances the company not having previously provided awnings or other suitable means of protection, so as effectually to have avoided the injury. We believe there is no authority for this position, and that the improper packing which will excuse the carrier, signifies some internal or latent defect, of which the carrier does not know, and from which loss or damage ensures to the goods in the ordinary course of handling and transportation. A common carrier is an insurer against all damage to or loss of goods entrusted to him for transportation, except such as may arise from the act of God, the act of the enemies of the country, or the act of the owner himself. If there be some hidden defect in the packing and the damage result from that cause, it is the act of the owner, and the carrier is not responsible. But as to the external protection of the goods, the owner is not required to cover them so as to be safe against the action of rain, or wind, or fire not happening by the act of God. Those are dangers the hazards of which are by law imposed upon the carrier, and they are such that they may, in general, and especially the first, be easily resisted. In this case, the company might, with proper care and forethought, very readily have prevented the injury from the rain, while removing the goods from the car to the wagon, and from the wagon to the warehouse. In speaking of rains and winds, we mean of course the ordinary and frequent occurrences in this country not amounting to tempests. Tempests are regarded as the acts of God; and for losses caused by them the carrier is not liable. Losses "by act of God," for which the carrier is excused, have been well defined to be "those losses that are occasioned exclusively by the *violence of nature;* by that kind of force of the elements, which human ability could not have foreseen or prevented, such as lightning, tornadoes, sudden squalls of wind." Against all ordinary occurrence of rain, then, the carrier is bound to provide, and if he does not, and damage ensues to the goods, he must bear the loss, even though the goods might have been so packed or inclosed by the owner as to have prevented the injury. If goods thus liable to injury were to be always so packed as not to be injured in that manner it would, no doubt, greatly diminish the burthen and responsibility thrown upon the carrier. But the owner is not required so to pack them, and if he does not, the omission is known to the carrier, who is supposed to compensate himself for the additional trouble and risk by additional charges for his services. The object of packing is, in general, to secure convenience, safety and dispatch in handling and transportation, and not to prevent injury from such accidental causes as rain happening in the course of transit, against which the carrier is presumed to have provided. The owner may, therefore, if he choose, deliver the goods without any external protection; and if he does, and they are of a nature to be injured by the mere handling and carriage in a careful and proper manner, and are so injured, the loss will be his own; but if they are otherwise injured, by rain or other cause for which the carrier is not excused the loss will fall upon the carrier.

The case was likewise presented as if it was a question of the degree of diligence exercised by the company and its servants at the time, to prevent the injury. The loss not having been shown to have arisen from one of the excepted causes, it is no matter what degree of care or prudence may have been bestowed at the time, the company is nevertheless responsible for it.

The principles in this opinion are so familiar and well settled that, aside from the authorities found in the brief of counsel, we deem it unnecessary to refer to others, except that we note Forward *vs.* Pittard, 1 Term, 27; Friend *vs.* Woods, 6 Gratt., 189; and Parsons on contracts (5th ed.) Vol. 2, Note (M.,) as bearing particularly on the questions considered.

By the Court.—The judgment of the Circuit Court is reversed, and a new trial awarded.

South-Western Railroad Company.

PRESIDENT'S REPORT.

GENTLEMEN: I have the satisfaction to be able to report, that since the last meeting, which inaugurated the revival of the construction of the road, the work has steadily progressed, and that we may now look with confidence, towards the immediate completion of fifteen miles, and the subsequent construction of thirty miles now under contract, the ultimate completion of the road to its present terminus at the State Line, and also to its probable extension to Danville, Ky., or some other point connecting with one or more completed or projected roads; so that the final completion of this, another trunk line, connecting the Ohio River with the Southern States, may now be considered only a question of time.

I hereby report for your information, the following action taken by the Board of Directors, who were elected at your last meeting to take charge of your interests; and it may also be consistent with my duties, to recapitulate here, some of the action of your last meeting.

The following resolution was passed by the old Board of Directors, and subsequently unanimously approved and adopted by your meeting, to wit:

"*Resolved*, That the Board of Directors of the South-Western Railroad Company do hereby accept the additional aid granted the road by the General Assembly of the State of Tennessee, and do accept the amendments to the charter made by said Act."

At the first meeting of the new Board of Directors elected to serve during the past fiscal year, the following officers were elected: Samuel Parker, President; M. C. Dibrell, Treasurer; I. C. Stone, Secretary. At the same meeting, Maj. E. F. Falconnett was appointed Chief Engineer; and subsequently, Judge E. L. Gardenhire and Col. J. H. Hughes, were appointed Attorney and General Agent of the company, respectively.

Since that time, the Board of Directors have met, from time to time, to transact the business of the company. The following members of the Board were elected an Executive Committee: Col. P. H. Marbury, Col. Charles H. Irvin, Dr. J. B. Armstrong, Hon. L. L. Faulkner; and the following as an Auditing Committee: Geo. M. Smartt, Esq., Captain A. D. Collins and Hon. Wm. Bosson.

The old By-laws of the company were adopted, and additional By-laws were enacted, creating an

Executive Committee, and giving it full power to act, subject to the approval of the Board, and forbidding the payment of unaudited accounts.

On the 8th of May last, the Chief Engineer was directed to locate and prepare for letting the first thirty miles of the road, and to advertise for proposals for the local work, and the bridges over Collins River and Caney Fork.

At the same meeting, the additional subscription to the capital stock of the company of $120,000 by Overton County, and $40,000 by White County, by a vote of the people, was officially announced.

Subsequently, certain suits pending in the Courts against the company for work done under a former administration, were compromised by a special committee, appointed for the purpose; and after the approval of the action of such committee, by your Board of Directors, certain sums were ordered to be paid, and were paid accordingly by the Treasurer of the Company, and the suits have been withdrawn.

At a meeting of the Board of Directors, held upon the 18th of August last, I reported having drawn from the State authorities $300,000 in the bonds of the State of Tennessee. The bond of the Treasurer for $50,000, was also presented and approved.

At the same meeting a report of the Chief Engineer was received, giving a comparison of the work to be done in accordance with the proposals received and opened by the Executive Committee, and a list of the most favorable proposals was submitted by him. After lengthy discussion, the motion to let the first thirty miles of the road, including the masonry of the bridges across Collins River and Caney Fork, to Mr. D. E. Davenport, was carried by a large majority; and the contract was subsequently signed on the 18th day of August last.

This contract carefully drawn up by the Chief Engineer, contains all the necessary specifications, is a lengthy one, and was submitted to the Executive Committee. It provides for prices for the detail of the work. Twenty-five hundred dollars per mile in the bonds of the County of White, are to be paid per mile, for local work in White County, the balance is to be paid in cash. Payments are to be made monthly, in accordance with the estimates of the Engineer of the company, and twenty per cent. of the value of the work done, is retained as collateral security until the completion of the work.

The contract also provides that the company shall have the right to suspend the work on any portion of the first thirty miles by giving sixty days notice, and a final estimate on suspended work. It also provides for final estimates, and full payments upon the completion of the first fifteeen miles, and for the completion of all the work on the first thirty miles, unless suspended by an order of the Board, by the 1st day of September, 1869.

At a meeting of the Executive Committee on the 29th day of August, a report upon the construction and letting of the bridge superstructure, and iron piers of Collins River and Caney Fork bridges, was submitted by the Chief Engineer; and the superstructure of Collins River bridge, was ordered to be let to Asa Faulkner, Esq.; and the superstructure of Caney Fork bridge, was let to the Louisville Bridge and Iron Company, Albert Fink, President; and the contracts for that purpose, submitted by the Chief Engineer, were duly signed.

Subsequently, by authority of the Executive Committee, a contract was signed with T. M. Brennan & Bro., Nashville, Tenn., for the construction and erection of two iron piers at Caney Fork bridge, in accordance with the original designs and specifications of the Chief Engineer of the company.

The following Directors were elected by the Board during the last year, to fill the vacancies occasioned by death, resignation, or otherwise, of members of the Board: Col. J. H. Hughes, in the place of Geo. A. Anderson; B. M. Stevens, Esq., in place of E. W. Bronson, resigned; Gen. G. G. Dibrell, in place of J. R. Grace, deceased.

I regret to state that the calls made upon the stockholders for installments of the private stock subscribed, have, up to this time, remained unnoticed; and I hope that the stockholders will pay up the calls made upon them promptly, as the extension of the work depends entirely upon the prompt furnishing of the necessary means.

At the meeting of the committee on the 23d day of December, the Engineer was ordered to advertise for proposals for the delivery of cross ties for the first fifteen miles of the road, and subsequently the committee ordered the cross ties for the first three miles to be let to D. E. Davenport, in accordance with his proposal. At the same meeting, the President and Chief Engineer were ordered to correspond, and to invite proposals for the delivery of iron rails and fastenings for the first fifteen miles of the road.

I am happy to state that an Act passed by the Legislative Assembly of Tennessee at their last session, gives this company the privilege to draw the State aid of $10,000 in State bonds per mile, upon the completion of the grading to Collins River; and appropriates another issue of bonds to the same amount upon completion of the grading to the Caney Fork River, thus amending the Acts and charter granted by the Legislature, and accepted by the company. This great advantage will enable us to lay track upon the first three miles of the road by the 1st day of June next. And if the contractor should complete the work by the 1st day of September, as he has contracted to do, trains will be running to Coney Fork River by the 1st day of January, 1870.

I refer with pleasure to the efficiency of the contractor in regard to the prosecution of the work, and express the hope that, by the next annual meeting of the company, trains will be running across Caney Fork River into White County. But, although much has been done, much more remains to be done; and I may say, that the great work before us has only been fairly started. It will require the strongest efforts and persever ance of the whole people along the western base of Cumberland Mountain, to build the road; and for this purpose, I propose to undertake a thorough canvass of the Counties of Warren, Van Buren, Putnam and Fentress.

It is to be hoped, that, aside from the county subscriptions, private stock, payable in cash, work, materials, land, or farm productions, can be obtained; and that the balance necessary to grade the road to the State line, will be subscribed in the course of this year, as the immense, unparalleled State aid granted, and the amount of work actually done, must prompt the people to action in the matter.

The following is a statement of the approximate amount of means of the company, applicable to the grading of the road:

White County, old subscription	$32,000
" " new subscription	40,000
Overton County, old subscription	40,000
" " new subscription	120,000
Private stock	60,000
State aid, applicable to grading—State bonds	300,000
Total means—cash	$292,000
State bonds	300,000
	$592,000

By comparing this amount with the estimates of the Chief Engineer for the local work of the first thirty miles, we find that the company is provided with means to build the same which can be ironed with the State aid appropriated for that special purpose. The State aid applicable to bridges on the road, will also be sufficient to build the same.

Considering the large amount of aid liberally granted to this company by the Legislative Assembly, from time to time, which amounts to

Special aid—State bonds	$300,000
Bridge aid— "	200,000
Aid for iron superstructure, $10,000 per mile, 84-5 miles	845,000
Total	$1,345,000

it appears to me that the people ought not to delay any longer in coming forward and aiding us in this enterprise in a substantial manner.

In conclusion, allow me to call your attention towards early action, with a view of extending this road, by charter of Kentucky, to Danville, Ky., or to Elizabethtown, Ky., or else towards a junction with the Knoxville and Cincinnati Railroad, near its crossing over Cumberland River, Burnside Point.

Your attention is also called to the Southern connections of this road, and to the probable construction of a road from Huntsville, Ala., to a point on the Winchester and Alabama Railroad; and a road from Decatur, Ala., to Aberdeen, Miss. A more direct connection of our road with the Winchester and Alabama Railroad at Decherd, or else a direct connection by rail, between Tullahoma, Tenn., and Decatur, Ala., may at some future time, become a matter of necessity, as a glance at the map will show, that a line from New Orleans or Mobile, *via* Meridian or Aberdeen, Miss., Decatur or Huntsville, Ala., Decherd or Tullahoma and McMinnville, Tenn., and Danville, Ky., to Cincinnati, Ohio, is by far the straightest and most practicable line to connect these extreme points.

By the completion of our link in this long chain, we may secure to our road an amount af traffic, which, with the gradual development of our country, and the increase of local business, will, in course of time, become very considerable.

Respectfully submitted,

SAMUEL PARKER, President.

McMinnville, Tenn., March 5, 1869.

☞ The Providence and Worcester Railroad Company has completed its double track beyond Blackstone, and is rapidly pushing it northward.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING DECEMBER 31, 1868.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been 756,163*l.*; deduct the working expenses, exclusive of renewals (being at the rate of 59-44 per cent., against 68 50 of the corresponding half of last year), 449,487*l.*; the renewals and improvements of the permanent way and works in the half year debited to revenue, 126,772*l.*; total, 576.259*l.*; leaving an available net balance of 179,904*l.*; deduct loss on American currency, 43,318*l.*, and this reduces the balance to 136,-586*l.*; to this sum has to be added the balance carried from the net revenue account of last half-year of 8,835*l.*, making a total balance of 145,-421*l.*; from this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of 16,-171*l.*; leaving the balance of 129,250*l.* applicable for the following payments, namely—Interest, &c., paid on lands, 1,873*l.*; do. on mortgage to Bank of Upper Canada, 4,423*l.*; ditto on loans, bankers' balances, promissory notes, European exchanges, &c., 4,784*l.*; ditto on British American Land Company's debentures, 616*l.*; do. on Montreal Seminary debentures, 616*l.*; ditto on Island Pond debentures, 2,700*l.*; half-yearly installment on Portland sinking fund, 2,347*l.*; Atlantic and St. Lawrence lease (in full), 32,800*l.*; Detroit line lease (in full), 11,250*l.*; Montreal and Champlain Railway Co., 9,914*l.*; Buffalo and Lake Huron, 19.267*l.*; equipment bond interest, 10,779*l.*; balance, 27,877*l.*;—total, 129,250*l.* Comparing the results of the half-year's working with the corresponding period of 1867, there is an increase in the gross revenue of 51,784*l.*, equal to 7.35 per cent., with an increase in the working expense, inclusive of renewals and improvements, of only 2.181*l.* on the increased traffic carried. Indeed, but for the fact that there has been charged in the half-year 5,400*l.* for insurance on the company's property, the working expenses would have been less than in the same period of 1867, notwithstanding the increase of traffic of nearly 52,000*l.* This amount for insurance represents the half-year's premium on a policy which came into force last July for $4,300,-000, not only for the company's buildings, but also for the wooden bridges on the railway, the stocks of cordwood and lumber at the different stations, and also freight in the warehouses and in transit. The late serious losses by fires at Toronto and Sarnia led to this insurance being effected, and although the full value of the company's property in buildings, &c., is of course not embraced in this policy, still it is believed to be sufficient to meet all ordinary risks. The renewals in the half-year amounted to 126,772*l.*, against 85,819*l.* for the corresponding period of 1867. In this sum is included a charge of 22,747*l.* for improvements in the renewal of the permanent way and works, an item which in 1867 amounted 17,351*l.*, and which was then charged to capital. The weight of the rails has been increased from 62lbs. to 75lbs. per yard. The number of miles of railway relaid with new iron in the half-year was 88½, and the number of new ties put in was 491,993. The large outlay that has been made for renewals has, of course, resulted in a very much improved condition of the line, as is shown by the reduction in the cost of the maintenance of the road, amounting in the half-year to 6,880*l.* The directors regret that the rails sent out from this country in 1867, purchased from the best makers, are not, according to the reports of the company's engineers, giving satisfaction. The directors took every precaution to secure the best rails which could be made and exacted guarantees from the makers which they are putting in force. It is satisfactory to find that the small quantity of steel rails sent out in 1865, although placed on a part of the line where the traffic is very heavy, show no signs of giving way, and that it has not been found necessary to replace any of them. The average receipt per passenger was 6*s.* 9½*d.*, against 6*s.* 9½*d.*, in 1867, and the average receipt per ton of freight was 16*s.* 8¾*d.*, against 15*s.* 10¼*d.* in the corresponding period last year. The loss on American currency still remains a serious item in the half-yearly accounts. It amounts for the last six months to 43,818*l.*, against 39,384*l.* in the corresponding half of 1867. Gold fluctuated during the half-year from 149¼ on the 6th August to 132¼ on the 6th November. Since then its premium value has still further declined, and it may be hoped that the loss from this cause during the current half year will be further lessened. The indirect loss from increased prices of labour and materials, on the most careful estimate which can be made, was in the half-year not less than 60,000*l.*, and the directors believe that they are justified in saying that but for the loss, direct and indirect, through the depreciated currency and high prices resulting from the war in the States, the company would have been in a position to pay cash dividends on the first and second preference bonds and stocks at least, and probably on the third preference stock also, since 1863. A table showing the gross and net earnings from 1861 to December of last year in mixed currency and gold, and also the expenditure in renewals and the direct loss sustained by the company by the depreciation of the American currency, show that the total expenditure on renewals has been 828.152*l.* and the loss on American currency, 413,-521*l.* In the face of this outlay and loss the total profit has increased from 142,492*l.* in 1861 to 297,894*l.* in 1868. In their last report the directors called attention to the fact that certain bonds, issued by the city of Portland in aid of the construction of the Atlantic and St. Lawrance Railroad, amounting in the aggregate to $1,500,000 and covered by a first mortgage on the undertaking, would begin to fall due in December last, and that the whole amount would mature between that period and January, 1871, and that the sinking funds created for the redemption of these bonds would not provide for the payment of more than half the amount. The Grand Trunk Company, under the terms of the lease of the Atlantic and St. Lawrence line, is bound to provide for the payment of these bonds at maturity, either by means of the sinking funds or otherwise. The board, having no available funds with which to meet the half of the bonds not covered by the sinking funds, had to approach the authorities of the city of Portland with a view of obtaining an extension of time, and the directors are happy to be able to state that an agreement has been concluded with the city of Portland, under which the city undertakes to issue new bonds for the balance of the original issue, which will not be taken up by the moneys accumulated and to accumulate in the sinking funds before 1871. The directors have in previous reports referred to the position of the second mortgage bonds of the Atlantic and St. Lawrence Company, which matured in April, 1866. New sterling bonds were created, some of which were sold, and the proceeds applied to taking up the old bonds, others were accepted by holders of the original bonds, and the time of payment of a portion was extended, with the consent of the holders, by the issue and acceptance of additional sheets of coupons, embracing a period of five years, dating from April, 1866. There still remains, however, a balance of over $200,000, the holders of which have refused either to extend the time of payment or exchange their bonds for new ones. After the transaction of the ordinary business at the ensuing half-yearly meeting, it will be made special for the purpose of considering a proposed new agreement with the Buffalo and Lake Huron Company. The object of that agreement is two-fold—first, to settle past differences, and secondly, to effect more satisfactory arrangements for the future, and in perpetuity instead of for the original term of twenty-one years. The heads of the new agreement will be laid before the meeting, and, as regards the past, will explain themselves. As regards the future, the main feature of the new arrangement may shortly be stated to be the substitution of a fixed half-yearly sum, instead of (as at present) a fluctuating amount in the form of a proportionate part of the net receipts of the two undertakings—the management of both being hereafter left with the Grand Trunk, without any right of interference on the part of the Buffalo Company. The directors, whilst not desiring to represent this proposed new arrangement as essential, have come, after much deliberation, to the conclusion that it is desirable, on the whole, for the Grand Trunk Company. The accounts for the half-year are made up, as regards the Buffalo and Lake Huron Company, on the footing of the new agreement with them, and of course upon the assumption that that agreement will be carried into effect. Certificates for the arrears of interest to be capitalized on the preference bonds and stocks will be issued shortly after the meeting. The directors have pleasure in stating that contracts for the construction of portions of the Intercolonial Railway have been entered into by the Canadian Government, and the works will be commenced as soon as the snow leaves the ground. They embrace the following sections, viz.:—40 miles from Riviere du Loup, eastward; 24 miles from Restigouche, to near Eel River; 27 miles from Amherst Ridge to River Phillip. Tenders have also been invited for three more sections of the line, and the contracts are to be given out on the 29th of the present month. They are as follow:—26 miles eastward from No. 1 and 2 sections, already let; 21 ditto, No. 3 ditto; 24 ditto, No. 4 ditto. It will be seen from this that 162 miles will be let by the end of this month, and tenders for the whole of the remaining sections will it is expected, be immediately advertised for, as the intention is to have the entire length of the railway opened for traffic not later than 1872. The work will, therefore, be pushed forward with the utmost vigour. It is unnecessary to point out the important advantages the construction of this line will confer upon the Grand Trunk Railway when completed, but even during its construction a considerable addition to the traffic, particularly on the Riviere du Loup section, must result from the constant movement of men and materials over the Grand Trunk Railway to the works in progress. Nor is this all; in connection with the Intercolonial Railway a scheme has been propounded to secure a large immigration of the artisan and labouring classes, not only for their present employment, but for their permanent settlement in the dominion; and there is every reason to believe that this scheme, coupled with the general attractions that Canada now offers to intending emigrants by way of land grants, &c., will lead to a larger flow of emigration to that country.

Buffalo and Lake Huron Railway.

At the meeting of the Grand Trunk Railway Company in London on the 8th ult., the new terms for leasing in perpetuity the Buffalo and Lake Huron railway and for settling past differences, were stated to be—£30,000 to settle past differences to the 30th of June, 1868; a fixed rental of £42,500 for 1869, £45,000 for 1870, £50.000 for 1871, £54,000 for 1872, £60,000 for 1873, and from January 7, 1874, £60,000, with the addition of £5,000 a year when a dividend was paid on the third preference stock, but the total rent charge never to exceed £65,000 a year. Buffalo ordinary shares ty be exchanged for Grand Trunk ordinary stock, pound for pound. The control of the Buffalo line to be solely in the hands of the Grand Trunk. There are other terms and conditions of minor importance.

☞ Owing to the damage done in the Eastern division of the New York canals by the recent inundation, the Canal Commissioners have resolved to postpone the opening of navigation on said division until the 10th of May.

The Hook-Headed Spike Case.

This case, which was commenced in 1841, by Henry Burden, proprietor of the Troy Iron and Nail Factory, to recover damages of Corning & Winslow, proprietors of the Albany Iron Works of Troy, for the infringement of Mr. Burden's patent upon the machine for the manufacture of railroad spikes, has at length been finally adjudicated, and an award made to the complainant for his damages. The case has been twenty-eight years in the courts, during a large portion of the time, however, in the hands of the late Chancellor Walworth, of Saratoga Springs. It has become one of the *causes celebres* of the country. It was originally commenced by the late Samuel Stevens, of Albany, and upon his death Judge Elisha Foote assumed charge of it for the complainant. The total amount awarded to the complainant, including about $50,000 costs, is $80,000—a very good offset to the water-power suit recently determined against Mr. Burden and in favor of Messrs. Corning & Winslow. Chancellor Walworth commenced taking proof on the 5th of April, 1854, and finished and filed his report in May, 1863. In October, 1867, Hon. William D. Shipman, of New York, was appointed to review and pass upon Walworth's report. His decision, concurred in by Judge Nelson, as stated, has just been received.

☞ The Cecil (Md.) *Democrat* says a corps of engineers have for the past week been engaged in making surveys of various routes for a road from the coal mines of Pennsylvania to Delaware City. Their object is to accomplish the difficult feat of constructing a road that will be down grade all the way from the mines to the water. They have made several surveys already, one passing through or near Elkton, one taking a southwesterly course from Columbia and Port Deposit road, and cross ing the Philadelphia, Wilmington and Baltimore Railroad near the residence of Hon. Hiram Mc Cullough, while still another proposes to strike the Philadelphia road near North East.

☞ The Hagerstown (Pa.) *Mail* says that two corps of engineers, under the direction of the Pennsylvania R. R. Co., are surveying two different lines for the extension of the Cumberland Valley Railroad from Hagerstown to Williamsport, and also surveying a line from Mercersburg to connect that place with the Cumberland Valley Railroad at some point between Chambersburg and Hagerstown.

☞ The Springfield and Long Meadow Railroad Company was organized at Springfield on the 27th ult., with the following officers: Willis Phelps, President; D. L. Harris, clerk, and J. D. Brewer, treasurer. The road will give Springfield direct connection with New London, Conn.

☞ A dispatch dated San Francisco, April 27th, says that "Visitors have commenced congregating in the vicinity of the end of the Central Pacific Roilroad, to witness the laying of the last rail and the driving of the last spike on the Pacific Railroad, which will take place at or near Promontory Point, Utah, on Friday or Saturday next.

☞ Surveyors are at present engaged in surveying the route for a railroad to be constructed from Parkton, on the Northern Central Railroad, to Manchester, Carroll county, Md. It is now considered quite certain that the road will be built at an early day.

☞ The extension of the New York and Hackensack Railroad through Pascack Valley is being pushed vigorously, the work being under way for nearly ten miles. This road is to connect with the Erie at the State line, and will, it is anticipated, be finished this year.

☞ The Devall's Bluff *Journal* of the 7th ult., says the contract for building the railroad bridge across White river, has been let, and the work will be commenced immediately.

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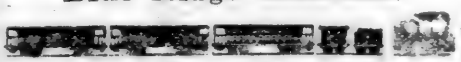
ROSENDALE,

Ulster County, New York.

Our Cement will be, as heretofore, of FIRST QUALITY, put up in GOOD BARRELS, made by ourselves.
All orders promptly attended to.

NEW YORK CEMENT CO.,
34½ Pine St., New York.

Blue Ridge Railroad.



THE attention of Contractors is invited to the work of completing the Blue Ridge Railroad, in South Carolina, from Anderson, South Carolina, to Knoxville, Tennessee—a distance of one hundred and fifty-two miles to build.

The Executive Committee of the Board of Directors is prepared to enter into negotiations with responsible persons, who may desire to undertake the work.

Payments will be made in first mortgage (7) per cent. currency bonds of the company, secured by the guarantee of the State of South Carolina, for the punctual payment of both principal and interest. The mortgage covers unencumbered property of the company, which cost three and a quarter millions of dollars in gold, and embraces fifty miles of road complete and in running order.

Detailed Estimates, Plans, Profiles and Specifications, will be ready for inspection by JUNE 1, 1869. Meanwhile, approximate quantities and other information concerning the work may be obtained by application to Col. James P. Low, the Chief Engineer of the Company, or to the undersigned, at Columbia, South Carolina.

R. K. SCOTT,
5t18 Chairman of Executive Committee.

TO RAILWAY CONTRACTORS.

The Graduation and Masonry of the FREDERICK AND PENNSYLVANIA LINE RAILWAY, embracing twenty-eight sections of more than one mile each, are advertised for contract, and PROPOSALS for the same will be received at the Company's office in the city of Frederick, Md., up to the 25TH DAY OF MAY, inclusive. Specifications, plans and profiles of the work will be ready for inspection at the office of the Company in Frederick, and at the office of the Western Maryland Railroad, in Baltimore, from the 15th day of May, where contractors will obtain all necessary information to enable them to examine the line. The Company reserves the right to reject all or a part of each bid.

4t18 JOHN LOATS, President.

Railroad Inventions

FOR GREATER SAFETY.

The under part of the rail has feet straight or angular to prevent the moving of the rail on the sleepers. Two or more or less run parallel on the bottom, so as to press in the sleepers an inch more or less, or they may be made open, V fashion, and pieces thicker and wider across each end of the rail as chairs, or any other device on the bottom to keep the rail in its places, slots or circles open on the sides, with raised neck for the spikes or screws. The wheels with one flange or more not rounded, but straight flat, 25 degrees about; the barrel or bearing crowned like a keg or enlarged at the outer end like a keeler or pail, and elongated to lift on curves; the centre of wheels extended tubular to receive the axle; another wheel of less diameter with tube on the axle to keep it from bending and catch the car and keep it safely in case of accident. These rails of steel are for sale, as well as iron with harden tops, wheels, etc., etc., or any part of them, or 1,000 tons of each, or less, will be furnished to companies on demand, or a royalty will be charged by the inventor.

A. BEEBE,
78 Cedar street.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

BOOTH'S DUPLEX,

SAFETY,

Steel and Iron Rails,

Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. *Opening a new era in Railway economy hitherto unprecedented.* All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

J. L. BOOTH & CO.,
Rochester, N. Y.

HAVEN & ALLEN,
72 Broadway, N. Y.

TO CONTRACTORS.

Pittsburg and Connellsville Railroad.

PROPOSALS WILL BE RECEIVED up to Saturday, May 1st, inclusive, for the GRADUATION, MASONRY and BALLASTING of the remaining 47 sections of this road, situated at intervals upon the 90 miles between Connellsville and Cumberland.

Specifications will be ready for distribution at the Pittsburg and Cumberland offices on Friday, the 9th of April, and all information necessary to the proper examination of the work will be afforded by the engineers upon the line.

By order of the President and Directors.

BENJ. H. LATROBE, Chief Engineer.

OFFICE PITTSBURG AND CONNELLSVILLE R. R. Co.,
5t13 Pittsburg, March 18th, 1869.

WM. KUMBELS

Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address

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BEST HACKLED HEMP PACKING,

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Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.

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RICHARD B. OSBORNE,
CIVIL ENGINEER,
No. 431 Walnut street, Philadelphia.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

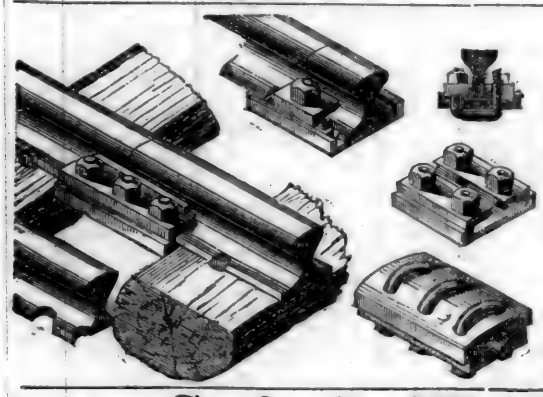
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

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Congress Rolling Mills, Tilts and Forges,

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100,000 EASTERN SPRUCE AND HEMLOCK Ties, 8, 9 and 10 feet long, 6+6 inch face. For delivery from April to September next, as required. Also, Oak, Chestnut, Pine, Cedar, and Cypress Ties, and R. R. Timber. Apply to

JOHN W. GOULD,
65 Wall st, N. Y.

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PACIFIC MAIL

Steamship Company's

THROUGH LINE TO

California and China.

Through rates, New York to San Francisco:

First Cabin.			
Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

May 1, ARIZONA, CAPT. MAURY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer leaving May 11, connects closely with steamer CHINA, leaving San Francisco June 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA received until 4 P. M. on FRIDAY, April 30. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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In New and Old Rails,
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Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc. Etc.

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"Important to Railroad Companies"

SAFETY,
EFFICIENCY,
DURABILITY,
ECONOMY;

All Combined in the Safety Truck, for Locomotive Engines; Tested by ten years' use; Perfected by the best Engineering Skill in this Country and in England; Secured by Six Letters Patent; Adopted by Sixty-four Railroads; Between Five and Six Hundred in Operation in the United States; Extentensively introduced in Nine Foreign Countries; Approved by Leading Locomotive Builders, Master Mechanics and Locomotive Engineers; Should be Universally Adopted.

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A. F. SMITH, President.
ALBERT BRIDGES, Treas. & Agent.

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(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 19.] SATURDAY, MAY 8, 1869. [WHOLE No. 1,725, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 8, 1869.

Railway Economy.

In a previous No. of the JOURNAL we published a letter from J. H. Moore, Esq., Commercial and General Agent of the Pittsburg, Fort Wayne and Chicago Railway Co., addressed to Mr. J. N. Mc Cullough, General Superintendent, which contains much valuable data, and other matters of great interest.

The subject of Railway Economy, which simply means reform in the management of the railway, whereby many times more work can be done, freights lessened in cost, and Railway property at the same time be made more productive by increased patronage, is commanding a degree of attention in this country and England which will probably ripen into the adoption of a system that will add two-thirds to the efficiency of the railway, decrease the cost of transit more than one-half, give better dividends, and benefit the interests of agriculture, mining, the mechanical interests, trade and commerce to an almost incalculable degree.

The Public Economists of England are taking up the subject of Railway Economy in a way that promises great improvement. The movement is led by Sir Rowland Hill, and John Galt, Esq., of London; the former, will be recollected as author of the cheap postage system, while the latter is known as one of the most vigorous writers of England on subjects appertaining to the cheapening and increase of production. It seems that the British Cabinet, with the exception of Mr. Bright, are unanimous in seconding the views of the Queen's Commission, appointed something over a year ago, and which occupied, substantially, the same ground as the American "Cheap-Freight Railway League" whose scheme we have heretofore published. It is gratifying to our national vanity to know that the plan by which the anticipated benefits are to be achieved originated in the United States, and is the result of a fifteen years' investigation by one of our own citizens.

Mr. Moore agrees, in a great measure, with Mr. Sherwood, President of the National League, as to the immense freight capacity of a road where all the trains are moved at a moderate, but uniform rate of speed. Mr. Moore estimates the freight capacity of such a road between Chicago and New York at 8,640,000 tons each way, while Mr. Sherwood computes its freight power at 16,000,000 tons to go in each direction. Mr. Moore suggests, that, on an average of $9.00 per ton, the gross earnings of the road might be swelled to $30,000,000 per year. Mr. Sherwood maintains that under his suggested combination of economies $5.00 per ton would be an outside price. It is quite evident that when the views of the two gentlemen are fully compared, the one has studied the question with reference to the amount that a Railway Company could make, while the other has looked in all collateral directions to see how much could be gained and saved to the people and the industries of the country after giving to Railway Capital a liberal income.

The President of the Board of Trade of Chicago is out in a letter urging the establishment of a cheap-freight Railway between Chicago and New York as an imperious commercial necessity. We not only assent to his views but go further. It is equally an agricultural necessity. It is scarcely less important to the consumer than the producer. It is a well known principle in Political Economy that whatever can be saved in the expenses of production and distribution redounds equally to the benefit of producer and consumer. The utilization of the railway by adding to its freight power, accompanied by decrease of cost in transport, must be attended with beneficial results nearly alike to all the producing industries, and not only that, it would increase Railway patronage to a degree that would make Railway property the most successful of investments.

The comprehensiveness of Mr. Sherwood's plan aims at nothing less than a National system, to be predicated on an exact combination of economies, and all regulated with reference to acquiring freight power and decreasing cost of transportation. The scheme is best illustrated by the provisions of the Bill lately introduced into Congress by Mr. Cullom of Illinois. It provides for the construction of a road from the Mississippi River with *termini* at New York, Boston, and Philadelphia, the same to be a common trunk thoroughfare for some ten thousand miles of road in the west already built and equipped. To illustrate—Ohio has 3,000 miles of Railway, but no common thoroughfare to accommodate these roads in going over the long stretch down to the Atlantic Coast. This common Trunk thoroughfare is designed by the author of the cheap-freight scheme to give all the western roads, whose privileges are merely local at present, an equal advantage with the roads terminating at the coast. As the case now stands the vast system of roads in the west are mere feeders of the New York Central, Erie, Pennsylvania, and Baltimore and Ohio. These roads by their position have become the arbitors of the value of Western Railway property. Mr. Sherwood's plan proposes virtually to lengthen out the roads of the west from eight to twelve hundred miles each. For instance, all the roads centering at Chicago would have the privilege of going with their cars and freight a thousand miles further by paying a toll that would not amount to one-third of the expense per mile that it would cost to keep their own road in repair. The roads centering at St. Louis, Cincinnati, Cleveland, or other places would have the same advantages by proper connections.

Mr. Moore's plan contemplates a monopoly of transport, and suggests that in order to transport 8,640,000 tons of freight east and the required amount west, it would require 3,000 locomotives and 65,000 freight cars. Instead of making a

monopoly of the business of carrying, Mr. Sherwood maintains that the western roads should have the privilege of increasing their rolling stock and carrying their freights through, and also that outside transportation companies may be formed, and that equal advantages shall be accorded to all carriers. It would require but a few trunk roads of the character of that embraced in Mr. Cullom's Bill to accommodate and invigorate the whole railway system of the United States, and to make it what it ought to be, a manifold more effective agency to increase production and develope the resources of the country.

While we announce our intention to advocate and uphold the interests of railway property, we shall urge the equalization of advantages between the roads of the interior and the sea-board. We regard the roads of the interior as being placed under severe disabilities, that, from all motives of justice and sound public policy, requires disenthrallment. The life of the East is dependent on the development of the West. The interests are reciprocal and mutual, and any clog to free, economical, and vigorous commercial intercourse is alike destructive to the interests of all, and when duly considered, will be found advantageous to none.

Frederick and Pennsylvania Line R. R.

This work is beginning to assume a shape which justifies the hope that it will be pushed to completion at an early day. At a meeting of the Directors of the Company last week, held in this city, it was determined to put the whole line under contract for graduation and masonry forthwith, proposals for which are advertised in to-day's paper.

At this time the attainment of the right of way forms the principal object, and so far the agents of the company have been eminently successful. In the main they have been met in a fraternal spirit. The great importance of the work being conceded, a large majority of the owners of property along the line of survey have made concessions which do them honor. There is but little to complain of on this score.

The whole distance from Frederick to Pennsylvania Line is less than twenty-eight miles. It is estimated that the cost of construction will not exceed $20,000 per mile, as the grade will not exceed forty feet to the mile, and there will be very little deep cutting and no tunneling. The distance from the Pennsylvania Line to Littlestown will be constructed by our friends on the other side of the Line. The company propose making a first-class road, with substantial iron bridges, &c.—*Frederick Examiner.*

Old Iron Rails.

There are but few persons, outside of those immediately interested, who know anything of the extent and importance of the present trade of this port in "old iron rails." For three months, ending 12th April, we have had arrived, direct from ports in Great Britain, twelve vessels, bringing 5,727 tons, the duties on which paid to the government amounted to upwards of $50,000, gold. Besides the above there were received from New York twenty small cargoes—making an aggregate of 3,394 tons. The whole quantity, both foreign and coastwise, reaching 9,121 tons, was landed at Jackson's wharf, Fell's Point, and from thence per Northern Central railway, transported into the interior of Pennsylvania, there to be converted into new rails. In addition to the above there were also received within the same period by the Abbott Rolling Mill, in this city 1,500 tons old rail, on which about $12,000 additional duties were collected. These old rails, at the average value duty paid and free on cars, say $48 per ton, presents a valuation of $609,800 in currency, which is quite an important trade for three months. The larger portion of this business has been drawn to Baltimore through the influence of the Northern Central Railroad; it had previously gone to Philadelphia. Every inducement was made by that company for its coming here, and one of the chief arguments used was the fact of our city possessing an ice-boat capable during the winter of keeping the harbor always accessible.—*Baltimore Price Current.*

Bessemer Steel Rails.

The *Iron and Coal Trades Review* refers to an important change about to occur in one branch of the iron business, from the termination of the Bessemer patents. The principal part of these patents expires next year, but Mr. Bessemer, it is said, has patented so many of the appliances, blowing engines, valves, and combinations, that he will have claims for royalties for several years after the lapse of the patents which are absolutely essential to the process with which his name is identified. It is understood, however, that after conferring with his leading licensees he has signified his willingness to reduce his royalties from their present high rate of £2 per ton on everything (except steel rails, for which a rebate of 20s. per ton of finished rails is allowed) to a charge of 2s. 6d. per ton. This, it is added, will practically reduce the price of ordinary Bessemer steel £2 per ton, and rails about 30s. per ton, so that the manufacturers of iron rails have before them the prospect of seeing steel rails in the market at £9 per ton, in the course of another year or so. "The margin between iron and steel rails will then be so small that it is easy to see that a great impetus will be given to the steel rail trade, and should no difficulty be experienced in obtaining the necessary supplies of pig iron suitable for conversion into Bessemer steel, it is hard to say how far the development of the manufacture of cheap steel will be carried."—*London Times.*

Pennsylvania Railroad Company.

The aggregate receipts of the company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1867 and 1868, have been as follows:

	1867.	1868.
Pennsylvania R. R.	$16,340,156 36	$17,233,497 31
Philadelphia & Erie R. R.	2,333,759 94	2,804,250 36
Total gross earnings	$18,673,916 30	$20,087,747 67
Deduct expendit's.	14,768,412 01	14,748,408 89
Net earnings	$3,905,504 29	$5,289,338 78

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

	1867.	1868.
From first class passengers	$3,431,508 13	$3,531,903 94
From emigrant passengers	121,653 26	78,244 29
From U. S. troops	65,240 48	.....
From U. S. mail	84,931 08	99,981 25
From regular exp. / From extra express	330,494 60	291,881 21
From freight	11,832,299 67	12,882,165 30
Rent of property / Miscellaneous	474,028 54	349,321 82
Gross earnings	$16,340,156 36	$17,233,497 31
Expenditures for—		
Conducting transp.	$3,517,258 83	$3,609,233 18
Motive power	3,252,143 37	3,361,694 72
Maintenance of road	3,602,748 92	3,268,896 44
Maintenance of cars	1,528,387 82	1,442,785 90
General expenses	179,760 70	178,423 92
Total expenses	$12,080,269 64	$11,860,983 88
Earnings less exp.	$4,259,856 72	$5,372,513 43

The mileage of track in use on the road and branches, including sidings and second tracks at the commencement of the years respectively, was 1,108.50 / 1,152.05; added during the year 43.95 / 127.57; in use at end of year 1,152.05 / 1,279.48—accounted for as follows:

Main Line	867.71	875.57
Branches owned	52.00	52.00
" leased	195.90	304.49
Private sidings	36.44	47.12
Total length in miles	1,152.05	1,279.48

The whole length of the Main line is now double track.

The number of locomotives on the road at the commencement of the years 1867 and 1868, was 362 / 415; and at its termination 415 / 434

The mileage of engines in each year, was as follows:

	1867.	1868.
Passenger engine mileage	1,922,230	2,051,625
Freight "	5,898,060	6,355,865
Distributing "	286,488	285,838
Total mileage	8,026,778	8,693,328

The number of cars on the road at the end of each year, was as follows:

	1867.	1868.
Passenger, baggage and express	291	325
Freight and coal	5,744	6,208
Other cars (in maintenance department)	649	677
Individual cars	2,536	2,811
Total	9,220	10,021

The number and mileage of passengers carried were as follows:

	1867.	1868.
Passengers	3,347 466	3,747,178
Miles traveled	126,534,225	133,174,706

The tons of freight and the miles each ton was carried, was as follows:

	1866.	1867.	1868.
Merchandize	1,778,178	2,028,501	2,362,835
Coal	1,413,181	1,680,723	2,065,049
Fuel and material	266,859	291,314	294,131
Total (tons)	3,452,718	4,000,538	4,722,015

The mileage of tonnage in 1866, was 513,102,181. No reports of mileage have been published for 1867 and 1868.

PHILADELPHIA AND ERIE RAILROAD.

The earnings of the Philadelphia and Erie Railroad for the years 1867 and 1868, compare as follows:

	1867.	1868.
From passengers	$635,134 83	$631,437 59
" troops	2,806 82	.....
" freight	1,631,902 02	2,101,613 98
" express matter.	28,875 10	30,954 88
" mails	18,436 08	21,518 04
" miscel. sources	16,605 09	18,726 42
Total earnings	$2,333,759 94	$2,804,250 36

The operating expenses for the same years were:

Transportation	$565,295 61	$610,774 32
Motive power	648,359 43	677,028 49
Maintenance of way	624,772 60	600,284 40
" cars	172,445 22	178,918 85
Total operating exp.	$2,010,872 86	$2,067,001 06
Thirty per cent. due on lease to meet interest on bonds, etc	677,239 51	820,423 95
	$2,688,112 37	$2,887,425 01
Loss on operation	$354,352 43	$83,174 65

The canals which were held by this company until 1867, have been sold to an independent company. In 1866, the last year of this company's operations the earnings were $297,867, and the expenses, $233,438.

GENERAL ACCOUNT.

The General Account, showing the financial condition of the company December, 1867 and 1868, presents the following balances:

	1867.	1868.
Capital stock	$21,045,750 00	$27,040,762 50
Funded debt, (bonds,) viz:		
1st mort. 6 per ct. dollar, 1880	4,972,000 00	4,972,000 00
2d mort. 6 per ct. dollar, 1875	2,597,000 00	2,594,000 00
2d mort. 6 per ct. sterling, 1875	2,283,840 00	2,283,840 00
Bonds due State 5 per cent	6,375,733 43	6,232,755 93
Mortgages and ground rents	117,809 32	117,809 32
Short bonds, 6 per cent	3,400,000 00	3,520,728 00
Total capital and debt	$40,851,132 70	$48,306,894 75
Bills and accounts payable	2,727,493 25	3,361,867 50
Extra divid'd fund	1,300,000 00	.....
Contingent fund	1,000,000 00	1,606,250 00
Balance	221,798 95	869,232 62
Total debit side	$46,100,424 95	$54,143,744 87
Cost of road and appurtenances	$13,540,950 00	$13,563,629 75
Columbia R.R. and State Canal	5,375,733 43	5,375,733 43
Equipment	4,476,849 98	4,476,849 98
Real estate and telegraph line	3,481,641 54	3,978,657 98
Extension of road to Del. River	2,239,843 95	3,266,661 51
Total cost of roads and canals	$29,115,018 90	$29,761,532 65
Harrisburg & Lancaster Railroad stock	$732,950 00	$732,950 00
Connecting Railway stock	1,262,978 69	1,277,350 00
Pennsylvania canal stock	1,101,155 00	1,101,155 00
Western Pennsylvania R.R. stock and bonds	554,304 58	.....
Stock and bonds of Pittsburg, Cincinnati and St. Louis R. R	5,575,519 33	5,638,450 09
Philadelphia & Erie R. R. stock	779,637 26	779,637 26
Other bonds and stocks of municipal and railroad companies	522,343 67	1,283,433 34
Bills and accounts receivable	1,593,062 03	6,618,527 20
Debit of sinking fund	2,000,756 69	2,301,429 29
Fuel and materials on hand	1,074,947 07	1,409,829 86
Advanced to Phila. phia & Erie R.R.	735,297 57	890,721 52
Balance in hands of agents and treasurer	1,052,454 16	2,458,728 66
Total credit side	$46,100,424 95	$54,143,744 87

The following summary exhibits the condition of the capital account for the past twelve years embracing the whole period since the completion of the line:

	Share Capital.	Bonds and Mortgages.	Total Amount.	Cost of Property.
	$	$	$	$
1855.	12,355,525	7,519,096	19,874,621	18,483,489
1856.	12,646,625	8,516,841	21,163,466	19,048,968
1857.	13,206,625	14,929,940	28,136,565	27,266,981
1858.	13,240,225	16,094,451	29,334,676	27,670,672
1859.	13,349,125	16,469,159	29,818,284	28,484,321
1860.	13,261,960	16,680,804	29,942,764	28,846,442
1861.	13,264,100	16,936,764	30,200,864	29,587,678
1862.	13,274,100	16,696,764	29,970,864	29,888,552
1863.	13,430 250	16,949,124	30,379,374	30,592,298
1864.	19,896,060	16,802,124	36,698,184	31,024,891
1865.	20,000,000	16,750,124	36,750,124	31,809,384
1866.	20,000,000	18,209,040	38,209,040	29,013,854
1867.	21,045,750	19,687,573	40,733,323	29,115,019
1868.	27,040,762	21,266,132	48,306,894	29,761,533

In 1857, and since, the funded debt and cost of property includes the State Works purchased by the company for $7,500,000, which is payable in annual instalments, which diminish the amounts debited and credited to the State and company respectively.

The earnings and expenses of the railroad and dividends for the same years have been as follows:

	Gross Earnings.	Operating & Repairs.	Profits on operations.	Divi-d'ds.
1855.	$4,270,070	$2,840,738	$1,829,277	6
1856.	4,720,124	2,814,568	1,905,626	6
1857.	4,855,659	3,000,743	1,854 826	3½
1858.	5,185,331	3,021,885	2,163.436	5½
1859.	5,362,365	2,130,738	2,231,617	6
1860.	5,932,701	3,636,659	2,296,042	6
1861.	7,300,001	3,653,063	3,646,938	6
1862.	10,304,291	5,431,073	4,873,218	8
1863.	11,891,415	6,780,000	5,111,413	9
1864.	14,759,058	10,693,944	4,065,114	10
1865.	17,459,169	13,270,058	4,189,111	10
1866.	16,583,883	12,790,909	3,792,974	9
1867.	16,340,156	12,080,299	4,259,857	6
1868.	17,233,497	11,860,984	5,372,513	8

Stock dividends, May, 1864, 30 per ct.; May, 1867, 5 per ct.; and May, 1868, 5 per ct.

The earnings and expenses of the canals, not included in the above, were:

	Gross Earnings.	Operating Expenses.	Profits on operations.	Losses on operations.
1857 (5 mos.).	$92,434	$73,191	$19,243	$.....
1858	179,100	124,058	55,042	.....
1859	197,549	175,452	22,097	.....
1860	209,366	154,761	54,605	.....
1861	176,109	147,872	28,237	.....
1862	251,482	258,092	.....	6,610
1863	287,156	362,374	.....	75,218
1864	808,615	810,555	.....	1,940
1865	181,015	279,843	.....	98,828
1866	297,867	233,438	64,429	.....
1867	} Now operated by an independent company.			
1868				

The company entered on possession of the Philadelphia and Erie Railroad on the 1st of February, 1862, since which date the earnings and expenses thereof has been as follows:

	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	30 per ct. of Gross Earn'gs.†
1862*	$425,687	$226,647	$199,040	$122,697
1863	725,670	336,596	389,074	218,301
1864	1,131,148	838,594	292,554	335,709
1865	2,074,140	1,746,052	328,088	598,708
1866	2,541,052	2,086,975	454,077	732,739
1867	2,333,760	2,010,873	322,887	677,239
1868	2,804,250	2,067,001	737,249	820,424

* 11 months.

† This amount (after all drawbacks) is set apart under the lease to pay interest on the bonds of the Philadelphia and Erie Railroad Company.

☞ The Wilmington and Reading Railroad will be in running order from Wilmington to Coatesville, by September or October next.

False Political Economy.

It is said that $2,000,000 have been offered for the franchise of the Broadway Railroad in case the Bill is passed into a law. If so, the bid is indicative of the course in which we are drifting under the lead of political speculators in conjunction with legislative venality, combined to rob the people.

The offer of two millions for this franchise implies the intention of straining exactions on passengers to recoup the outlay for the purchase, and to make profitable dividends on the stock of the road—in other words, it simply means iniquitous imposition on the public. Such has become the character of legislation on the part of those, who, under various contrivances, are sent to the Legislature, not to represent, but, to betray their constituents.

There is no necessity or excuse for any such enactment, or the passage of a Bill fraught with the elements to work out such imposition. If there must be a Broadway Railroad it is easy to put it on the plan of construction recommended by the "National Cheap-Freight Railway League"—that is—build and equip the road for cash—put on such rates of fare as would give liberal income on the investment—interdict any watering of the stock, reserving power in the Legislature to limit the charges on the passengers. Under this arrangement the public would have fair protection.

We hear of associations for the detection, arrest, and punishment of horse thieves. Were two millions of dollars worth of horses stolen at a time it would put the whole country under an earthquake excitement. The Press would teem with animadversions, the criminal Courts be crowded, judges be charging juries to do their duty in arresting the progress of crime, while the Penitentiaries of Auburn, Sing-Sing, and Clinton would be made to overflow with convicts.

What is the difference in the morality or crime between robbing the people of $2,000,000 in value of horses, or $2,000,000 in money? In these days of constitutional amendments perhaps it would be well to incorporate into the fundamental law of the United States, and of every State a provision to compel Congress and the respective Legislatures to explain, by concurrent resolution, the difference and respective merits of these robberies. For ourselves, contemplating republican institutions disgraced, legislation debauched, and evil in its most contaminating form propagated and sheltered from just accountability, the horse thieves in our judgment might find the most plausible excuses: still, we are so much in doubt that we invite criticisms on our opinion, and for the publication of which, our columns will be open.

☞ The Iron Ridge and Mayville (Wis.) Railroad Co. has been organized with the following Board of Directors: J. M. Bean, of Milwaukee; F. Paustian, Chas. Reudebusch, R. and Dr. A. Sauerherring, D. Naber and J. A. Barney, of Mayville. F. Paustian is President of the Board.

☞ The East Pennsylvania Railroad Company have declared a stock dividend of one hundred per cent., payable on the 12th of May. The road has been leased for 999 years to the Philadelphia and Reading Railroad Company.

United States Supreme Court.

THE INTERNAL REVENUE LAWS—UNIFORMITY OF TAXATION—RETURNS IN COIN—THE TAX ON BUSINESS—IT IS NOT A DIRECT TAX, BUT A DUTY OR EXCISE—DIRECT TAXES CONSIDERED AND DEFINED.

The Pacific Insurance Company vs. *Frank Soule, Collector of Internal Revenue.*—On a certificate of division from the Circuit Court of California, Mr. Justice SWAYNE delivered the opinion of the Court: The plaintiff brought an action to recover back certain taxes upon its business and income, which it had paid to the defendant upon compulsion and under protest. The defendant demurred to the plaintiff's complaint. Upon the argument of the demurrer, the opinions of the Judges of the Circuit Court were opposed upon several questions, which are set forth in the record. According to the view which we take of the case, it will be sufficient to answer two of them. They cover the entire grounds of the controversy between the parties, and their determination will be conclusive. They are the first and the sixth. The first is: Whether that portion of the ninth section of the act of Congress approved July 13, 1866, entitled "An Act to reduce internal taxation, and to amend an act entitled 'An Act to provide internal revenue to support the Government, to pay interest on the public debt and for other purposes,'" approved June 30, 1864, and acts amendatory thereof, which provides as follows, to wit: "That it shall be the duty of all persons required to make returns or lists of income, and articles or objects charged with an internal tax, to declare in such returns or lists whether the several rates and amounts therein contained are stated according to their values in legal-tender currency, or according to their values in coined money; and in case of neglect or refusal so to declare, to the satisfaction of the Assistant Assessor receiving such returns or lists, such Assistant Assessor is hereby required to make returns or lists for such persons neglecting or refusing, as in cases of persons neglecting or refusing to make the returns or lists required by the acts aforesaid, and to assess the duty thereon, and to add thereto the amount of penalties imposed by law in cases of such neglect or refusal. And whenever the rates and amounts contained in the returns or lists as aforesaid shall be stated in coined money, it shall be the duty of each Assessor receiving the same to reduce such rates and amounts to their equivalent in legal-tender currency, according to the value of such coined money in said currency, for the time covered by said returns. And the lists required by law to be furnished to Collectors by Assessors shall in all cases contain the several amounts of taxes or duties assessed, estimated or valued in legal-tender currency only—is to be construed as merely providing a rule as to the currency in which accounts, returns and lists are to be stated, with a view to uniformity in keeping the accounts of internal revenue, or whether it is to be construed as denying to a person who has received in coined money, incomes or other moneys subject to tax or duty, the right to return the amount thereof in the currency in which it was actually received, and to pay the tax or duty thereon in legal-tender currency, and be construed to require that the difference between coined money and legal tender currency shall be added to his return when made in coined money, and that he shall pay the tax or duty upon the amount thus increased." We think there can be no doubt as to the proper solution of this question. A brief analysis of the provisions of the statute which bear upon the subject will be sufficient to maintain the conclusion at which we have arrived:

1. The person making the returns is required to declare whether the amounts set forth in it are stated according to their value in legal-tender currency or in coined money.

2. If he fail to do so he is subjected to a penalty, and the Assessor is required to make the returns for him.

3. The list, with all the amounts therein stated, according to their values in legal-tender currency, is to be placed by the Assessor in the hands of the collector.

4. The Assessor is charged with the aggregate amount and credited with his collections and otherwise, as is provided by the statute.

5. The taxes are made a lien, and, in default of payment, property is to be siezed and sold by the Collector. Both personal and real estate are liable. Full directions are given for the conduct of the proceedings.

The meaning of the statute, examined by its own light, is so clear that argument or illustration is unnecessary. It was the object of Congress to provide a uniform basis of taxation, in order to secure uniformity in the burdens imposed. "Equality is equity." According to the theory of the plaintiff, it had a right to have the assessment made upon the amounts received in coin, and to pay in currency, while others, whose receipts were in currency, were to be taxed upon that basis, and to pay in the same medium as the plaintiff. Such a result would be subversive of the plainest principles of reason and justice. It cannot be supposed that such was the intention of those who framed the law. Certainly nothing in its language would warrant the construction contended for. Where the power of taxation exercised by Congress is warranted by the Constitution as to mode and subject, it is, necessarily, unlimited in its nature. Congress may prescribe the basis, fix the rates, and require payment as it may deem proper. Within the limits of the Constitution it is supreme in its action. No power of supervision or control is lodged in either of the other departments of the Government. To this question it must be answered that the statute did deny to the plaintiff the right to have the assessment made otherwise than as it was made by the Assessor, and that it required the plaintiff to pay the amount of the taxes set forth in the list delivered by the Assessor to the Collector, and which was paid by the plaintiff under protest, as appears by the record.

The sixth question is, "Whether the taxes paid by the plaintiff, and sought to be recovered back in this action, are not direct taxes, within the meaning of the Constitution of the United States.

In considering this subject it is proper to advert to the several provisions of the Constitution relating to taxation by Congress. "Representatives shall be appointed among the several States which shall be included in this Union according to their respective numbers." (Art. 1, Sec. 2.) "Congress shall have power to lay and collect taxes, duties, imports and excises; to pay debts and provide for the common defence and welfare of the United States." (Art. 1, Sec. 8.) "No capitation or other direct tax shall be laid unless in proportion of the census of enumeration hereinbefore directed to be taken." "No tax or duty shall be laid on articles exported from any State." (Art. 1, Sec. 9.) These clauses contain the entire grant of the taxing power by the organic law, with the limitations which that instrument imposes. The National Government, though supreme within its own sphere, is one of limited jurisdiction and specific functions. It has no faculties but such as the Constitution has given it, either expressly or incidentally, by necessary intendment. Whenever any act done under its authority is challenged, the proper sanction must be found in its charter, or the act is *ultra vires* and void. This test must be applied in the examination of the question before us. If the tax to which it refers is a "direct tax," it is clear that it has not been laid in conformity to the requirements of the Constitution. It is, therefore, necessary to ascertain to which of the categories named in the eighth section of the first article it belongs. What are direct taxes was elaborately argued and considered by this Court in Hylton *vs.* The United States, (3 Doll., 321,) decided in the year 1796. One of the members of the Court, Mr. Justice Wilson, had been a distinguished member of the Convention which framed the Constitution. It was unanimously held by the four Justices who heard the argument, that a tax upon carriages, kept by the owner for his own use, was not a direct tax. Mr. Justice Chase said: "I am inclined to think, but of this I do not give a judicial opinion, that the direct taxes contemplated by the Constitution are only two, to-wit: a capitation or poll-tax simply, without regard to property, profession, or any other circumstance, and a tax on land." Patterson, Justice, followed in the same line of remark. He said: "I never entertained a doubt that the principal, I will not say the only object the framers of the Constitution contemplated, as falling within the rule of apportionment, was a capitation tax and a tax on land." Again he said: "The Constitution declares that a capitation tax is a direct tax; and both in theory and practice, a tax on land is deemed to be a direct tax. In this way the terms 'direct taxes' and 'capitation and other direct tax' are satisfied." The views expressed in this case are adopted by Chancellor Kent and Justice Story in their examination of the subject, (1 Kent's Com., 267; Story on the Constitution, 670; see, also, Rowle on the Constitution, 8; *The Federalist*, No. 34, and And, Tuck, Black, IV., App. 294.) Duties are defined by Tomlin to be things due and recoverable by law. The term in its widest signification is hardly less comprehensive than "taxes." It is applied in its most restricted meaning to customs; and in that sense is nearly the synonym of "imposts," (Tomlin's Law Die, "Duty;" 1 Story's Constitution, sec. 952; Hylton vs. U. S., 3 Doll., 171.) Impost is a duty on imported goods and merchandise. In a larger sense, it is any tax or imposition. (Story's Constu., Obr., sec. 474.) Cowell says it is distinguished from custom "because custom is rather the profit which the prince makes on goods shipped out." Mr. Madison considered the terms "duties" and "imposts" in these clauses as synonymous, (Cowell's Intr. "Impost," 1 Story, Constu., 669—note.) Judge Tucker thought "they were probably intended to comprehend every species of tax or contribution not included under the ordinary terms "taxes and excises." Excise is defined to be an inland imposition, sometimes upon the consumption of the commodity, and sometimes upon the retail sale, sometimes upon the manufacturer and sometimes upon the vender, (Bateman's Excise Law, 96; 1 Story's Constu., 953; 1 Black, Com., 318; I Tuck. Black., App., 341.) The taxing power is given in the most comprehensive terms. The only limitations imposed are that direct taxes, including the capitation tax, shall be apportioned; that duties, excises and imposts shall be uniform, and that no duties shall be imposed upon articles exported from any State. With these exceptions, the exercise of the power is in all respects unfettered. If a tax upon carriages, kept for his own use by the owner, is not a direct tax, we can see no ground upon which a tax upon the business of an insurance company can be held to belong to that class of revenue charges. It has been held that Congress may require direct taxes to be laid and collected in the Territories as well as in the States. (Louborough *vs.* Blake, 5 Wheat., 317.) The consequences which would follow the apportionment of the tax in question among the States and Territories of the Union in the manner prescribed by the Constitution, must not be overlooked. They are very obvious. Where such corporations are numerous and rich, it might be light; where none exist it could not be collected; where they are few and poor, it would fall upon them with such weight as to involve annihilation. It cannot be supposed that the framers of the Constitution intended that any tax should be apportioned, the collection of which on that principle would be attended with such results. The consequences are fatal to the proposition. To the question under consideration it must be answered that the tax to which it relates is not a direct tax, but a duty or excise; that it was obligatory on the plaintiff to pay it. The other questions certified up are deemed to be sufficiently answered by the answers given to the first and sixth questions.

Grand Trunk Railway of Canada.

We gave last week the report of the directors of this company for the half year ending December 31, 1868. The following is the report of the engineers, Mr. E. P. Hannaford and Mr. J. F. Barnard:

Sir,—We beg to submit our report of the working of this department during the half year ending 31st December, 1868. The expenditure was as follows:

Maintenance.	Renewals, including improvements.	Total.
$337,648 39	$616,955 72	$954,604 11

The cost of maintenance during the six months ending December, 1868, was $33,507 96 less than in the corresponding period of 1867, and must continue to decrease in proportion as the permanent way improves, and also be reduced as labor becomes less expensive on those portions of the road in the United States. The prices there are still 50 per cent. more than before the war. The new and re-rolled rails put into track during the year 1868, were as follows:

District.	Toronto re-rolled. Miles.	English new Miles.	Portland re-rolled. Miles.	Detroit re-rolled. Miles.	Total. Miles.
Detroit	..	..	..	2½	2½
Portland	..	..	17	..	17
Western	18	..	..	..	18
Central	35½	18	..	..	53½
Montreal and Island Pond	3¼	14	..	..	17¼
Champlain	1	..	..	..	1
Buffalo and Goderich	10¼	..	..	..	10¼
Total	68	32	17	2½	119½

of which 88¼ miles were laid during the half year ending December. The number of new ties put into track during the year was 491,993, compared with 415,234 in 1867, and we have succeeded in procuring a larger proportion of white oak and tamarac than usual.

Ballasting.—As you are so fully aware of the necessity of completing the ballasting of the line, and the economy which would be caused thereby, we need not dwell at length on this subject.

Bridges and Culverts.—Having furnished you with our usual detailed yearly report on each bridge, we would add, the bridges between Montreal and Detroit, Richmond, Three Rivers, and Riviere du Loup, being built of iron and stone, preserve their original condition. They have all been carefully examined, and repairs done where necessary. A large outlay has been made on the Buffalo district, the whole of the bridges being of wood and having generally rough tressel-work approaches instead of masonry, thus entailing heavy expense to maintain. Twenty-one bridges have been rebuilt much more substantially than the original structures; also, the Grand River Bridge, at Paris, 768 feet in length, has been renewed in wood. The wooden bridges between Montreal and Portland have received general repairs, and several of the trusses arched; the whole being now in good working condition. The ferry works at Buffalo and Fort Erie have received general renewals, and of a much more permanent and useful character than the original. The culverts have received general repairs.

Stations, Buildings, and Wharves.—The station buildings have received the usual repairs; platforms renewed, and the buildings generally are in good order. The wharves at Portland, Goderich, and Sarnia have been repaired and their approaches dredged.

Fencing.—Seventy-six miles have been rebuilt between Montreal and Toronto, in addition to the general repairs, but a considerable outlay requires to be made on the Buffalo district, between Montreal and Toronto and Portland and Island Pond, as the original fences were imperfectly built, and not in all cases sufficient to keep cattle from the track.

Rails.—The rails latterly re-rolled in the United States and Toronto have proved superior to new rails imported from England. This is a very important fact, as we are of opinion new rails made from ores direct from the mine should be better in every respect than rails made from old material, which from successive re-heating and the mixture of different qualities of iron must of necessity prove inferior to rails made from new iron properly manufactured. In former years imported English rails have stood the test of our climate with success, although of lighter section than those now laid, and we are unable to understand why English rails cannot now be made to stand, and must press upon you the urgent necessity of insisting upon the works employed to make rails for us in England turning them out better than those imported during the past two years. The complaint we now make about the quality of English imported rails is almost universal amongst all railway companies in the United States and Canada. The one-third of a mile of Bessemer steel rails laid in 1865, near Kingston, continue to show no failure; not one rail has been replaced or likely to be for years, although the traffic at this place is more than ordinary. Some of the best iron rails laid at the same time and locality as the steel, have had to be removed, and others considerably worn, must come out this year. The general condition of the track and works as compared with former years is satisfactory, but we would again call your earnest attention to the question of the quality of imported rails; as, until we get English rails to stand, the annual cost of renewals of iron must of necessity continue heavy, and during the present year we must incur a large outlay owing to the bad quality of most of the English rails, and their need of being replaced before they have lasted even the lowest average. The description of rails in track, 31st December last, was as follows:

District.	Fish-jointed T Rails. Miles.	U Rails. Miles.	In chairs T Rails. Miles.	Total. Miles.
Detroit	59	..	..	59
Western	137	53	..	190
Central	300	33	..	333
Buffalo and Goderich	104	..	57	161
Berlin Branch	1	6	..	7
Champlain, including Bona Bich	6	..	78	84
Montreal and Island Pond	116	22¼	5¾	144
Quebec and Richmond	9¾	11	75¼	96
Riviere du Loup	..	118	..	118
Arthabaska	2½	13½	19	35
Portland	128¼	21¾	..	150
	868½	278½	235	1,377

The capital account to the 31st December, showed that £18,099,579 had been expended.

Milwaukee and St. Paul Railway.

The Madison *Democrat* says that the whistle of the locomotive is now heard every day on the new track of the Milwaukee and St. Paul Railway, now being constructed between that city and Sun Prairie, and adds:—

Probably in less than two months the iron will be all laid, and the road ready for use between Madison and Milwaukee. In such case it will doubtless be used for the through trains between Milwaukee and Prairie du Chien, it being about seventeen miles nearer than by Milton Junction.

Another railroad is now being spoken of—the proposed route between Madison and Portage—about 38 or 40 miles in length. Or if the Milwaukee and St. Paul road were willing to permit their track to be used a portion of the way, and so let it start from Wyocena and strike the road three miles from Madison, there would be a great saving, only 27 miles of even track being necessary, to be laid, on an air line. This 27 miles could doubtless be built for about six hundred thousand dollars.

European and North American Railway.

One of the most interesting railway projects in America is that by which Halifax will be connected with the railway system of the American continent. Those who desire speedily to reach the point to which their travel is directed between America and Europe, and those who desire to shorten to the utmost the sea voyage, will rejoice in the completion of a railway by which Halifax can be made the American port of arrival and departure. This is the work undertaken by the European and North American Railway, by which St. John in New Brunswick is to be brought into direct communication with Bangor in Maine, whence any town in the United States on a line of rail or on a navigable river can be reached by steam. The road from St. John westward is nearly completed to the boundary of the state of Maine, and will be open for traffic on the 1st July, together with the branch to Fredericton, the capital of New Brunswick. On the Maine side, to meet it from Bangor, 55 miles will be in working order on the 1st of June, and the remainder is under contract and will be completed as rapidly as possible. Already the line extending eastward from St. John to Halifax has been constructed, with the exception of some 40 miles in Nova Scotia now being made. Between St. John and Shediac, on the Gulf of St. Lawrence, a distance of 108 miles, the road is finished, and from a place called Monckton the trunk line will branch to the Nova Scotian boundary 31 miles, thence to Truro 69 miles, and on to Halifax 61 more. The whole distance between Halifax and Bangor is 458 miles, and from Halifax to the City of New York 940, which, at the average rate of thirty miles, will make the time under 32 hours. The distance by sea is 700 miles, which takes 70 hours at ten knots, making a saving of nearly 40 hours in time and of 700 miles in sea voyage. For the mails, and for passengers hurried by business, the opening of this line is of much importance. Whatever tends to shorten the time between San Francisco and Europe is of moment to England, for the mails from Eastern China, Japan, Australia, and New Zealand, as well as the quick passenger traffic, must seek this route. Maine has always regarded her territory as that through which Europe would have to pass to reach the Pacific. At any rate, with all the bits of railway that state has built for years, this object has steadily been kept in view. The Government engineer of New Brunswick has just reported on that portion of the European and North American line within that province. Mr. Boyd says:—"The work is very thoroughly done, and both materials and workmanship are, in all cases, of the best construction; all benders of more than forty feet span will have iron superstructures. The company are evincing every desire to build a first-class road." If their road be not first-class, considering the nature of the traffic, it will be worthless, for it must be constructed for a high rate of speed, being essentially a line for rapid transit. The company calculate on diverting half the first-class passengers from New York, and whatever tends to shorten materially the sea voyage will in that proportion increase the number of passengers, especially from Europe, and America will be better known when the sea passage is reduced one-fourth. We will watch the progress of this road with interest, as it is in the truest sense an Anglo-American line.—*Canadian News.*

☞ Proposals will be received at the engineer's office of the Dutchess and Columbia Railroad, at Millerton, on the Harlem Railroad, until Monday, May 10th, for the graduation and masonry of fifteen miles, heavy work, between Pine Plains and Millerton. Profiles may be seen at the engineer's office, Millerton. Payments monthly in cash.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ...100	738,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,600		
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Brondw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & NewY'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921 412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 60	721,926	J. & J.	Jan.'69 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110		Jan. '69 4
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia..... 100	4,666,300	J & J	Jan '69 5
Central of New Jersey....100	13,768,800	J. & J.	Jan '69 2½
Central Ohio..... 100	2,600,000	J. & D.	Dec.'68 3
Do. pref..... 100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*..... 100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton..... 100	5,141,800	M. & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000		Jan.'69 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,556,676	J. & D.	Dec.'68 5
" " pref.100	16,856,287	J. & D.	Dec.'68 5
Chicago, R. I & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5s
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68@2
" Street.....	----------	J. & J.	Jan.'68@2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan.'69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	F'b.'69 2½
Cleveland & Mahoning*... 50	2,056,400	M. & N.	M'y '69 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	8,424,091	J &J &O	Apl. '69 2
Cleveland and Toledo* ... 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'69 4½
Concord..... 10	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.....100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641	Annual.	Jan.'69 4
Do. do. pref 100	1,967,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,400	J. & J.	Jan.'69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,900		
East Tenn. and Georgia ...100	2,369,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Jun. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordav.100	2,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248 000	J. & J.	Jan. '69 3
Flint and Holly.....100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----- ---	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,258,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....	----------		Jan.'69 2½
Lehigh and Mahanoy..... 50	2,188,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	2,739,900	M. & N	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,030		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	Jn.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	A. & O.	Apl. '69 3
Macon and Western.....100	1,500,000	May.	M'c'69 3½
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,686,138	M. & S.	Sep. '66 3
" " 2d pref. 50	4,061,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	586,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,986,081		
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014.000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,406,883	J. & J	Jn'69 14s
" " pref.....100	8,050,892	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,444,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	788,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates..100	22,829,600		
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,643,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,06 .400	J. & D.	Dec. '68 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan.'69 3
Orange and Newark	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan'69 3½
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700		Jan.'68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,300	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor'n 50	1,635,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec,...100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	----------		Jul. '68 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	58,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred. 100	----------	F. & A.	Feb'69 2½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	May '68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,598	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,259,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	876,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook.....100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,883,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	276,400	J. & D.	Jun'67 5½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	8,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650		3½
Worcester and Nashua .. 75	1 522,500	J. & J.	Jan'69 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec '68 3
Chesapeake and Ohio 25	3,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson..... 100	10,000,000	F. & A	Feb.'69 5
Delaware and Raritan..... 100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	800,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.....	----------	J & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	FMA&N	M'y'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,083	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,745	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140.024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,785	175,482	243,150	185,018	198,679	243,178	224,980	307,874	376,860	324,885	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,486,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,259	1,092,378	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,1	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,'	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,6.8	206,246	289 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	661,041	7,617,630
1869	681,656	558,783	711,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,045
1869	98,517	91,666	103,558	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	857,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	390,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306.186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,378	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,820	390,671	4,569,251
1869	384,120	320,636	386,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	389,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,062	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,998	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,537
1863	338,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,987	779,198	861,604	1,109,267	1,149,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,919	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	232,695	277,009	261,210	249,419	277,380	397,525	401,290	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,763	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,062	7,120,406
1865	690,144	678,504	857,583	783,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	680,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,900	590,557	586,484	507,451	537,381	606,218	669,037	794,800	690,598	573,727	7,242,128
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,478	174,500	163,696	1,936,753
1869	132,623	127,817	175,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	245,840	221,570	220,209	265,154	2,050,522
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,022	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304.917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	338,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	454,208	450,203	429,898	323,274	320,756	3,945,894
1869	284,192	265,137	252,704	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,205	32,373	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	55,276	60,668	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	766,971
1869	41,991	42,202	54,554	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, April 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	....
" " " " coupon		5	" "	1874	121
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	128
" " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,400	6	" "	1881	118½
" " " " coupon		6	" "	1881	119½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	113
(5-20s).....coupon		6	" "	1882	118½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	113½
(5-20s).....coupon		6	" "	1884	114
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	113½
(5-20s).....coupon		6	" "	1884	114½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	113½
(5-20s).....coupon		6	" "	1885	115½
" " 2d series (5-20s)...registered	382,998,950	6	Jan. & July.	1886	114½
(5-20s).....coupon		6	" "	1886	116½
" " 3d series (5-20s)...registered	379,529,000	6	" "	1887	116½
(5-20s).....coupon		6	" "	1887	116½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	....
(5-20s).....coupon		6	" "	1888	116½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
(10-40s) .....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	56,852,320	6	Jan. & July.	'95–'99	106½
Certificates of Mar. 2, 1867, and July 2, 1868...	54,605,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	188,900	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	252,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	1,104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	366,392	var	.....	Due.	....
Treasury Notes (7-30s).....	650,400	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	3,220,690	6	.....	Due.	....
Temporary Loan of June 30, 1864	188,510	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,065,155	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	....
" — " " (extended).....	2,414,800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94–'05	102½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,065,500	7	Jan. & July.	1877	....
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	100½
Oct.'61.(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863		6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	96
" — " " (" ")	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	82
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	103,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69–'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100½
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	....
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	73½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	69½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	90
" — " " (Funding).....	494,800	6	Various.	'86–'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
" — " "	171,000	6	Various.	'75–'78	....
" —War Loan of 1861.....	800,000	6	" "	1871	....
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	99
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89–'90	....
" — " " converted.....	1,214,580	5	" "	'89–'90	....
" —Currency Bonds of 1837.....	269,000	3	" "	1890	....
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834–'35.....	1,438,428	6	" "	'70–'85	....
" — " " 1838–'39.....	525,008	6	" "	'89–'99	....
" — " " 1838–'39.....	46,232	5	" "	1890	....
" —Defense Loan of 1864–'68	2,040,100	6	" "	1883	99½
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " dollar	1,166,500	5	" "	'90–'94	108½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70–'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72–'73	....
" — " " "	720,000	6	" "	'74–'75	120½
" — " " "	1,430,000	6	" "	1876	....
" — " " 1862.....	600,000	5	" "	'77–'78	....
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108½
" — " " '64–'67, s'g.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	....
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	....
" —Two Million Loan	1,728,000	6	" "	'78–'83	....
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'92–'90	89½
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	88½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	....
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	90½
" — " of Oct. 1, 1865..	1,287,000	6	April & Oct.	'69–'74	....
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	9	Jan. & July.	'69–'84	....
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,400	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	....
" — " "	5,726,800	6	" "	1873	....
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
" — " Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	6
" — " (new).....	3,059,045	6	" "	'92–'98	55½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	....
" — " (").....	1,600,000	6	" "	1875	101
" — " (").....	4,095,309	6	" "	1881	....
" — " (").....	2,400,000	6	" "	1886	103½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — " "		5	" "	"	....
" — " "	1,642,128	5	Jan. & July.	1870	98
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	93
" — " "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
" — " " "	7,909,600	6	" "	1877	106½
" — " " "	9,273,050	6	" "	1882	107
" — " " "	910,200	5	" "	'72½'87	....
" —Military Loan.....	2,820,750	6	" "	1871	101½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	....
" — " of 1863.....	776,000	6	Jan. & July.	1893	....
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
" —Funding Bonds	1,282,971	6	" "	'70–'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	68
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,908,000	6	Jan. & July.	long.	....
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	66½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	....
" — " Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	....
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	....
" — " Bonds	3,446,000	6	" "	'80–'90	....
" —Guaranteed Bonds.....	1,736,280	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	902,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext).	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	91
Loan of 1853	1,710,500	6	April & Oct.	"	1885	91
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'80	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
3d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
3d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	204,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	530,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £330,550	1,541,362	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,000	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	92
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	494,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	282,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	90½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'76–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, convertible	150,000	8	" "	" "	1883	
2d Mortgage	941,000	*4½	July.	Frankfort.	1990	....
Company bonds	680,000	7	March & Sept.	New York.	1990	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	92½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	96
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	90
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1880	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1895	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	—— & ——	New York.	1905	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	—— & ——	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,000	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	92
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	126,000	7	May & Nov.	" "	1900	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	86
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	85½
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	94
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1885	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	163,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	93½
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,087,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,0[illegible] 0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	6,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,685	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,060,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Apra & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	101
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	103½
Huntington and Broad Top Mt.:						100
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	75
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	....
Construction	437,500	6	" "	" "	1875	120
Redemption	2,660,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						....
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						....
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	72½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	119½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	92
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	6	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	92½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	88½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	75
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	89
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	—— & ——	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	84½
Consol. 2d Mort. for $3,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	187:	86½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	99
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	95

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101¾
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94
Company Bonds	32,000	5	March & Sept.	"	1884	86¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94½
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97⅜
1st Mortgage (General)	5,000,000	6	" "	"	1881	85½
2d Mortgage	4,000,000	7	" "	"	1901	87⅛
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	96½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88¾
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103⅛
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	$75,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	....
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amo u	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1880	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	74½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	293,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,600	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	400,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	260,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	87
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	86
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 490 m.)	1,880,000	7	J. A. J. & O.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	190,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	89½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1850	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	86, 0	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	....
Dollar Bonds	936,500	6	" "	Boston.	1875	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88–'98	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1805	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,006,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	67
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	56½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1886	91
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,070,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,866	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	364,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	.....	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,290,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	70
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	116
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,709	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	936,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany....Mass. & N. York.	17,602,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,852	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	150½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	23
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,861	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,7 2	4,299,724	—	306,973	976,017	119 4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	141
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,649	399,367	61.8	448,521	29,710,225	9,624,810	1,066,147	275,952	10	100	132½
Nov. 30, 1867	44.0	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	127½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	65½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	880,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.8	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,566,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	111
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	31½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	157
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	180
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	85½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	37,522,492	4,451,974	2,288,148	10	100	131½
Jun. 30, 1867		Less	ees	of S	an.	&	Ch	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,870	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,607	8	100	....
Dec. 31, 1867	341 4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,869	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	70½
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....	.....	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Dec. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn.	3,882,000	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	103½
Oct. 31, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,809	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	91
Nov. 30, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	96½
Feb. 12, 1868	588.0	12.0	....	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	48½
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	.....	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	168,144	119.5	560,024	.....	.....	941,321	146,888	8	50	76
Mar. 31, 1867	27.0	—	....	—	2	—	4	122	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1867	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	131½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	.....	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	10	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec.	1867.	.....	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	.....	9,625	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,863	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	.....	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,920	3,308,000	708,205	.....	253.3	2,084,524	.....	.....	2,613,979	loss.	10	50	115
Dec. 31, 1867	102.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	116
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,680	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	116
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....	.....	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....	.....	(Leased	to Phila.	& Readin	g.)	23,563	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2,369,736	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leased	to Northe	rn Central	.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leased	to Northe	rn Central	.)	165,000	5	50	60
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	5,213,335	15,569 589	46,302,210	23,398,860	6,745,809	822,701	774.0	6,882,970	124,312,884	595,699,225	14,376,872	3,244,583	—	100	....
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	.....	.....	.....	.....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8 0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	.....	(Leased	to Pittsbu	rg and Co	nnellsville	e.) 8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	8,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	364,744	9	100	133½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	96,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operated by Bel	v. Del.)	.....	17,098	Pss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,308	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	—	—	—	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	208	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,308	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶...S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	114½
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	667,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	110
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	.....	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	200
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,062	2 000,000	287,000	137,525	39,701	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	146	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	—	2	—	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	152½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	140.5	....	—	170	95	39	3,815	*Illinois Central*.....Illinois.	31,900,487	*	10,195,405	2,012,927	25,296,880	9,377,500	9,434,500	.....	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	1 6
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	34
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	75.0	—	....	—	.....	.....	.....	.....	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jnn. 30, 1867	18.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	85,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	228.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Central	.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1867	31.0	—	....	34.0	2	7	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & operated by L. C. & N. Co.			(Open. Jan.1,'68)		—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	111½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operated by Lou. Isv., Cinc. and Lex.)				45,700	6	100	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	715	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	(Operated in connection with Col. & Xenia.)					8	50	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	1,110,055	29,979,623	.....	1,985,764	483,225	—	.....	.....
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	(Leased to Phila. and Read.)			57,382	9,036	4	50	80
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,429,360	603,016	449,189	50	46	
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Lou. Isv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)				21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)				62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	.....	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)				97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)					—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)					—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)					—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	643,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	127
Feb. 29, 1868	468.4	48.6	66.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	104
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	.....	545,361	1,361,523	13,457,775	16,796,500	1,373,078	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	76½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	.....	3,775,000	.....	.....	.....	(Leased to Phila. and Reading.)					8	50	109
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	786,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,638	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	6,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	91
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	881,529	6,762,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	.....	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶..Tenn. & Ky.	4,600,155	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶..N. Brunsw.	2,500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,289	—	100	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	233,000	164,200	.....	14.9	(Operated by Pbg. F.W.&C.)			178,500	71,400	12	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	13,294	—	50	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	126
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	.....	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	96	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	172½
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	150
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	5,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	124
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			473,635	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	26	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,885	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800				279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																				
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,601,447	892,057	377,206	5a	50	70
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3					561,370		—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	97½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	52.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	118½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394				252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,200	680,438	204,086	8	100	104
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	8	100	66½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	74
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	15	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	97½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.5	—	—	—	—	—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	825
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	108½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	....	....	....	....	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	58½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,286	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	134
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,689,015	26,801,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135			8,791,937	3,150,837	10	50	95½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115		267,418		1,099,120	200,000			33.3				863,705	254,288	10	100	127
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,876			2,432,531	890,730	9	50	108
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., C., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	142½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)						50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,093	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	160	106½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000				170.000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	..	—	8	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	605,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,992,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)						100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	432,612	*			427,402				22.0							100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.									12.0							100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	120
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	32
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1'67, I. & St.L.)			2,218,402	608,112	—	100	39
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328				180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	—	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487			(Operated by Boston & L.)		17,500	16,788	—	—	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000		—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684			100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	—	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0							100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100.000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)						100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				220,000	560,000				(Leased to Portland and Kennebec.)			36,000			100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	668,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	18	South Shore .....Massachusetts.	462,067	39,436			1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,868	—	100	18½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			34.0							100	....
Sept. 30, 1867	123.0	7.5	....	—	15	6	2	142	South Side (Petersb'g & Lynch'b'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	390,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5							100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	.....	200.0	.....	.....	.....	.....	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.									68.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000															100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....		(Leased	to Cinc., D	ayton and	Eastern.)			100	....
Jun. 30, 1867	150.0	6.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,385	.....	.....	.....	448,700	.....	.....	.....		(Leased	to Housat	onic.)		31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14.118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York .N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....								50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	72
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,916,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased	to Hudso	n River.)		19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....		680,000	.....	.....		(Operat	ed by Vt	& Mass., &	T. & B.)				100	....
Sept. 30, 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....		(Owned	by railroa	ds centrin	g in Troy	.)			100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....			.....	.....		(Leased	to Pennsy	lvania.)					100	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....		.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....		.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	16,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....		.....	.....	.....	.....	.....		100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....		.....	.....	.....	.....	.....		100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,626,156			100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts ..Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120		(Leased	to Vermo	nt Central	.)		8	100	102½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	(Leased	to Rutlan	d.)				100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	▼ 372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577		.....	.....	98,650	86,000	600	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.			(In ha	nds of r	eceiver.)				7.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.			.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....		100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)		4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....		100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....		(Leased	to Pennsy	lvania.)				100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Und	er const	ruction.)											100	60½
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000		.....	.....	200,000	.....	.....	.....								100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154		(Leased	to Boston,	Concord a	nd Montreal.)		6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	171.0	.....	.....	.....	463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....		(Leased	to Nashua	and Lowe	ll.)		13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....		100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	203,333	.....	.....		(Leased	to Balt. an	d Ohio.)		27,000		100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	293,230	.....	.....	.....	317,050	52,000	24,180	66,720	45.7	260,000	4,932,100	5,288,067	449,383	151,361	8	100	127½
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	4	50	95½
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,164,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	134
Dec. 31, 1867	136.0	25.0	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	871,672	543,157	10	100	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,987,933	49,067	8,739,800	12.504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,563	61,091	101.0	.....	.....	.....	.....	247,603	8	50	65
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489.316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	40
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,092,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	18
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	26
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
									Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	....
																						132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.58	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	39½
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,480	9.5	....	62½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	98
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,680	27,268	5,538	—	....	—
30 Nov.'67	12.50	—	196	82	—	Lynn and Boston	289,426	200,000	50,000	48,954	154,987	loss.	—	....	10
0 Nov.'67	3.69	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,226	1,250,000	—	183,198	736,709	129,685	10	....	68½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	....	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1.126	—	....	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	—
30 Nov.'67	4.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	....	—
30 Nov.'67	7.14	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	35,637	loss.	—	....	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95.000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13 015	6	....	68
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	103,000	100,000	—	—	—	—	8	....	—
31 Dec.'62	6.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	.....	71,961	15,873	—	100	....
30 Sep.'67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep.'67	10.70	—	—	—	37	Broadway (Brooklyn)	266.564	200,000	85,000	10,015	107,736	28,744	8	100	....
30 Sep.'67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	608,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27.253	3,994	—	100	....
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	.....	1.131129	195,907	12	100	....
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	2 ,587	129,267	14,852	—	100	....
30 Sep.'67	.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	.....	15,085	6,352	—	100	....
30 Sep.'67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep.'67	8.15	—	—	—	—	Buffalo Street	184,357	50,000	50,000	103,500	76,683	24,455	—	100	....
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	....
30 Sep.'67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531 915	16,285	—	100	....
30 Sep.'67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500 000	141,000	47,727	118,307	226	—	100	....
30 Sep.'67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep.'67	10.24	—	—	49	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	390,989	94,714	5	100	....
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5.000	74,429	18,733	9½	100	....
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep.'67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144.000	44,300	100,000	3,900	—	—	—	100	....
30 Sep.'67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	....
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27.600	1 620	—	100	....
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	181,000	4,000	24,961	4,000	—	100	....
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,093	80,000	40,000	1,247	66,476	3,345	—	100	....
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	183,400	100,000	13,000	48,259	1 50	—	100	....
30 Sep.'67	18.00	—	—	—	—	Second Avenue (N. Y.)	1,418,512	800,000	700,000	187,69	458,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73 564	10	100	....
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	....
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13.075	5,048	20	100	....
30 Sep.'67	4.87	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6.590	1,175	5	100	....
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453.404	1,170,000	1.280000	50 000	1,18945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44.150	19,000	11 238	12,440	2,140	—	100	....
30 Sep.'67	15.60	—	—	—	—	Utica and Waterville	301,288	121,17	196,500	1,200	75,17	14.227	—	100	....
30 Sep.'67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,26	—	100	....
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,968	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	—	150	22	Orange and Newark	618,296	287,550	300 000	30,750	124,679	30,586	—	50	....
31 Dec.'62	5.80	—	—	—	8	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	72,422	24.500	500	—	4,971	428	2	25	....
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Phila.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,514	63.582	26½	50	3.½
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	11.,204	15,978	12½	50	29
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,595	9 750	2,248	9,777	loss.	—	25	....
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	152,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,014	10	50	45½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160 000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	205,307	—	—	9 ,88	23,343	3	50	20½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,352	21,650	11½	50	....
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,726	2	50	....
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,085	408.156	105,448	18½	50	45½
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct.'67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,725	22,160	31½	50	71
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	18
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	450,000	200,000	—	366,348	42,591	7½	50	48
31 Oct.'67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,900	—	8,500	12,119	7,423	—	50	....
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,867	15,600	5,000	1,127	5,565	1,319	—	25	....
						MARYLAND.									
31 Dec.'62	21.00	—	340	60	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,003	.....	.....	.....	.....	.....	.....	.....
Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69 837	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	p c	Months	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg] 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County: 1st Mortgage	6,500	7	.....	.....	.....
Dorchester: Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia 1st Mortgage	50,000	7	.....	.....	.....
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	81
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount: 1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston: 1st Mortgage [read]	50,000	6	J. & J.	71-72	91½
Malden and Melrose: 1st Mortgage guaranteed	75.000	6	A. & O.	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex: 1st Mortgage	38,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	.....
Real Estate	6,000	..	.....	.....	.....
Ninth Avenue: 1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia: 1st Mortgage	100,000	7		1869	....
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	83½
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	....
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	....
Quincy. Plain bonds	58,100	..	M. & S.	1868	....
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street: 1st Mortgage	100.000	7	J. & J.	1868	90
2d Mortgage	114.200	7	J. & J.	1869	103
Third Avenue. 1st Mortgage	300.000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	.....
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	....
Utica and Waterville: 1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken 1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1880	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	70
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	72
Chicago and Alton, pref.	2,425,400	7	10	161½
Chicago, Iowa and Nebraska,* guar.	2,000,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	97½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	112
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	21
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	85½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	120½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	76½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	69
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	79
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	66
Schuylkill Navigation, pref.	2,888,997	6	6	36
Union, preferred	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	....	30½
Mariposa Mining, pref.	5,774,400	7	7	42½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41 — @ 45 —
Pig, American, No. 1 (good to best)		40 — @ 42 —
Pig, American, No. 2		38 — @ 40 —
Pig, American, Forge		37 — @ 38 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold)	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @140
Bar, English and American, Refined		— — @ 92 50
Bar, English and American, Common		— — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅜@3-16 inch		97 50 @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	8½@ — 9¼
Sheet, Russia, assorted No.'s	(gold)	11½@ — 13
Sheet, Single D. and T. Common		— 5½@ — 6½
Rails, English	(gold) per ton.	— — @ 56 —
Rails, American		— — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— 40 @ — —
Sheathing, &c., Old		— 22 @ — 24
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— — @ — 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35½@ — 36
Straits	(gold).	— 33 @ — 33½
English	(gold).	— — @ — 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 62½@ 8 75	11 75 @ 12 25
I. C. Coke	5 75 @ 7 50	9 25 @ 10 75
Coke Terne	6 12½@ 6 25	8 50 @ 9 —
Charcoal Terne	8 — @ 8 50	11 — @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall. — 17½@ — 18
Crude, 40 @ 47 gravity (in shipping order)	— 23½@ — 24
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 31½@ — 32
Refined, Standard White (in ship'g order)	— 33 @ — —
Refined, prime White (in shipping order)	— 34 @ — 33
Refined, S. W. (in merchantable order)	— — @ — —
Naptha, Refined, (60 @ 63 gravity)	— 10½@ — —
Residuum	per bbl. 6 37½@ 6 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.	(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10	per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15		9 — @ 6 75
11 by 14 to 12 by 18		10 — @ 7 50
13 by 18 to 16 by 24		11 — @ 8 —
18 by 22 to 18 by 30		13 50 @ 9 —
20 by 30 to 24 by 30		16 50 @10 —
24 by 32 to 24 by 36		18 — @12 —
25 by 36 to 26 by 40	....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48	....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56	....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60	....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 35@40 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 5.

	Th. 29.	F. 30.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co.	....	....	....	....	....	....
Central of N. Jersey	111½	111¾	111½	....	112	111½
Chicago & Alton	161½	161	159	158½	157	
.. pref.	161½	....	....	....	....	....
.. 1 M.	101½	101½	....	102½	....	
.. S. F.	....	....	....	....	....	....
.. Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	180	....	....	....
.. 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	85	....	....	....	....	....
Chic. & Northwestern	85½	87	86½	86½	86½	85½
.. pref.	....	....	....	98½	97½	97
.. 1st M.	....	....	....	92½	....	....
.. Interest	....	....	....	....	....	....
.. S. F.	....	97	....	....	....	....
.. Consol.	97½	97½	....	....	....	....
Chic., Rock Isl. & Pac.	137½	....	....	137½	136½	132½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1906	96	....	96	....	96	....
Clev., Col., C. and Ind.	98	67	69½	69	69½	70½
Clev. and Pittsburg	92½	93	92½	93½	....	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	....	....	....	....	....	....
.. Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	90	....	....	....	....	....
Col., Chi., & Ind. C.	48½	....	....	....	....	....
.. 1 M.	86	86	86	86	86	86
.. 2 M.	81	....	80½	81	81	
Cumberland Coal pref.	....	....	....	....	....	30½
Del. & Hudson Canal	130	130	130½	132	133	
Del., Lack. & Western	115½	....	116	116	116	
.. 1 M. 7s	93½	94	....	....	....	
.. 2 M. 7s	....	....	....	....	....	93
Erie Railway	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1867	....	....	....	....	....	....
.. 2 M. 7s, 1879	94	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	....	....	....
.. 4 M. 7s, 1880	80	80	80½	80½	....	80
.. 5 M. 7s, 1883	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	78
Hannibal & St. Joseph	115	....	115	116	....	
" pref.	113	....	114½	115½	....	
Hudson River	155½	156	158	157½	153½	152
.. 1 M. 7s, 1869	....	....	....	....	....	
.. 2 M. S. F.	....	....	....	104	103½	103½
.. 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central	....	145	145½	....	146	
.. bonds	....	....	....	120	....	120
Lake Shore (C., P. & A.)	101½	102½	103½	104½	104½	103½
.. Div. bonds	....	....	90½	90½	90	90
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
Michigan Central	128	....	128	....	....	....
.. S. F. 8s, 1882	....	....	....	....	....	....
.. conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	102½	103½	104½	104½	104½	103½
.. 1 M. S. F.	....	....	96x	....	96	96
.. 2 M.	....	94½	92x	....	....	
Mariposa Mining Co.	....	....	....	21	18½	19½
.. pref.	41	43½	43½	43½	43	....
.. Tr. 10s ctfs.	....	70	....	71	70	....
Milw. and St. Paul	77½	79	78½	78½	77½	....
.. pref.	....	86½	87½	87½	86½	85½
.. 1st mort.	....	91½	91	91½	91	....
.. 2d mort.	....	....	....	....	....	....
.. 8s.	....	....	102½	103	....	103½
.. 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	88½	88½	....	88½	88½	88½
.. H. & St. J. iss.	....	....	....	....	90½	....
Morris and Essex	89½	....	....	91	91	90½
.. 1st mort.	99½	....	....	....	97	97
.. 2d mort.	....	....	....	92	92	....
New York Central	174½	175½	....	177½	175	173
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	92½	....	90x	90	89	
.. 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	148½	150	151½	149	150	....
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	103	....	100x	....	....	....
N. Carolina 6s	61	61½	61½	....	60½	60½
.. new	54½	55	54½	54½	54½	55
Ohio and Miss.	33½	33½	33½	33	32½	32½
.. pref.	....	....	....	76½	....	....
.. 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	93½	93½	....	....	92½	92
Panama	....	....	....	325	324	325
Phila. and Reading	96½	97½	....	95½	96	95
Pitts., Ft. W. & Chicago	138	....	140	140½	144	143
.. 1 M.	....	....	....	....	....	....
.. 2 M.	....	....	96½	....	97	....
.. 3 M.	....	....	....	....	....	....
.. Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	21½	21	....	....	20	20
St. L., Alton & T. H.	....	....	....	39	....	....
.. pref.	....	....	69	....	....	....
.. 1 M.	....	....	92½	....	....	....
.. 2 M. pref.	....	....	83½	....	....	85
.. Income bds.	....	....	....	....	....	....
Tennessee 6s	69	69	68½	67½	67	67½
.. new	68½	67½	67½	66½	65½	65½
Tol., Wab. & Western	73½	....	....	73½	72	....
.. pref.	....	79	....	....	....	79
.. 1 M. ex.	....	....	....	....	....	....
.. 2 M.	86	....	....	....	....	....
.. Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	58½	59	59	58½	57	57½
.. new	63	....	62½	....	62	

New York Stock Exchange.

Actual Sale Prices for the week ending May 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	128
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	121
U. S. 5s, 10-40s, coup	108½	108½	108½	108⅝	108⅝	108⅝
U. S. 5s, 10-40s, reg	107⅝	107⅝	107⅝	107⅝	....	....
U. S. 6s, 1881, reg	....	....	118½	....	119	118½
U. S. 6s, 1881, coup	118⅝	118⅝	119	119	119½	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	112⅝	113½	113	113⅛	113½	113
U. S. 6s, 5-20s, c. 1862	122	121½	117½x	118½	118⅛	118⅛
U. S. 6s, 5-20s, reg. '64	112⅞	113½	113⅛	113⅜	....	....
U. S. 6s, 5-20s, c. 1864	117⅛	117⅜	113⅛x	114⅛	114	113⅞
U. S. 6s, 5-20s, reg. '65	....	....	....	113½	....	113½
U. S. 6s, 5-20s, c. 1865	119	119½	....	115⅞	115⅝	115⅝
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	116¼	116⅛	116½	116⅝	116⅝	116⅝
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	116⅝	116⅛	116¼	117	116⅛	116⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116¼	116½	....	....	....	116⅛
U. S. 6s, Pac.R.R.issue	106½	106½	106⅛	106⅛	106¼	106⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 4.

	W.28.	Th.29.	F.30.	Sat.1.	M.3.	Tu.4
Catawissa	....	....	....	....	....	....
.. preferred	....	....	35⅝	....	35½	....
Camden and Amboy...126	126½	126½	....	....	127½	127
.. 6s, 1870	....	....	....	98	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 86	85	....	....	....	....	....
.. 6s, 1889	86	....	....	85½	86	....
.. mort. 6s, '89 95	....	....	....	....	....	92
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	91	....	....	....	....
Lehigh Navigation	32⅜	32⅜	32	31⅛	32½	32⅜
.. 6s, 1884 .... 83½	....	....	83	....	83	....
.. Gold L	94½	94½	94½	94	94½	94½
.. R. R. L	84⅜	85	....	84⅜	....	83⅜
Lehigh Valley R. R	56¼	56⅜	....	56	56	56
.. 6s new coup	....	....	....	94½	....	....
.. 6s new reg	....	....	....	....	....	96½
Little Schuylkill R.R	43	43	43	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	54½	54½	54½	....	54½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	66	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880 89	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	59¼	59⅜	59⅜	58½	....	54
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	94½
Penn. State, 6s, 1st series	102⅛	103½	....	104	....	....
.. 6s, 2d series	....	106	....	....	....	106½
.. 6s, 3d series.106½	....	....	....	....	....	107
.. 6s, W. L	....	....	103	....	....	....
Philadelphia City, 6s	....	....	....	....	98	....
.. new 101½	101½	101½	101½	101½	101½	101⅜
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading 48⅜	45½	48½	48½	48	47⅞	....
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28⅜	28⅜	28⅞	29	....	....
.. 6s	85½	86½	....	....	....	....
.. 7s	83	83	83½	84½	85	85½
Schuylkill Navigation	....	....	....	9	....	....
.. pref	18⅜	18	18	....	18	....
.. 6s, 1882 66	67	67	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse).. 13	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	44	....	....	....	45½
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 4.

	W.28.	Th.29.	F.30.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	....	....	....	....	....	92
.. 1886	....	....	....	....	....	....
.. 1890 ..... 92½	....	93	93½	....	93½	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	115½	....	116	116	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	91	91	91	....	....	....
Marietta & Cin. 1st M.. 87½	....	....	....	....	....	....
.. 2d M	....	72½	....	....	....	....
Northern Central	48½	....	....	....	49	49
.. bonds, 1885	....	....	....	....	....	85½
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany	151½	151	....	....	150½	150½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....141	141	141½	....	....	141	141
Boston and Providence	131	131½	....	....	....	132½
Boston, Hartford & Erie	23⅜	23⅜	23½	23	22½	23
.. 7s, new	....	61	....	....	....	....
Cheshire, pref	....	....	....	....	....	72
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	116	....	116	116	116
Fitchburg	....	133¼	....	....	....	133¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	129½	127	....	127	127
Northern, N. H	....	117	....	118	118	118½
Ogdens. & Lake Champ	....	68½	....	68½	....	....
.. pref	103	102½	....	102½	....	....
Old Colony & Newport. 99	99	98½	98½	98½	97½	....
Ph., Wil. & Baltimore	52⅜	52⅜	....	....	54	54
Portl'd, Saco & Ports	106½	....	....	....	....	....
Vermont & Canada	102⅜	....	102½	....	....	....
Vermont & Mass	....	....	61	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	101½
Broadway (Horse)	....	....	....	....	....	....
Cambridge 97½	....	....	....	....	97½	98
Metropolitan ..	....	....	67½	68	....	68½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	9	....	....	....
Franklin ..	....	19½	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	11½	....	....	....	....
Pittsburg ..	....	21	....	....	....	....
Quincy ..	....	30	....	....	30	....

London Stock Exchange.

	Closing Prices. April 9.	April 16.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	65 — 70	— — —
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	29½ — 30½	28½ — 29½
Detroit and Milwaukee 1st mort. 7s	64 — 66	64 — 66
Do. 2d mort. 8 p. c.	65 — 68	65 — 68
Erie shares 100 dol. all paid	24 — 24½	23½ — 24½
Do. sterlg. 6 p. c. convertible bonds	68 — 70	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	96 — 97	96 — 97
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
Panama General mort. 7s, 1897	107 —109	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	92 — 94	94 — 96
Do. General mort. 6 p. c. 1910	87 — 88	87 — 88
Philadelphia and Erie 1st mort. 1881.	89 — 91	86 — 88
Do. with option to be paid in Phila.	89 — 91	86 — 88

American Railroad Journal.

Saturday, May 8, 1869.

Stock Exchange and Money Market.

Money worked in favor of borrowers, during the early part of the week, influenced by the rapid accumulation of funds at this point, as reflected by the unexpectedly favorable bank statement of Saturday, which showed an increase of nearly seven millions in the deposit line, nearly three millions in the legal tender reserve, and half a million in the specie board. Call loans were quoted easy at 6@7, choice to good discounts at 7@10 per cent. per annum. At these figures, the demand was not urgent. Monday and Tuesday's negotiations, however, showed a much brisker market at firmer rates, particularly for loans on stock collaterals. The street rates ranged from 7 per cent. currency to 7 per cent. gold. On Wednesday, the inquiry was active at these figures, chiefly for use at the Stock and Gold Boards. The available supply was less extensive, particularly through manipulations of the proceeds of recent extensive realizations on Government securities, stocks, and specie. Toward the close, there was some diminution of the pressure for aid, and the extreme rates were not easily obtained. The U. S. Sub-Treasury closed the month of April with a cash reserve of $83,754,775. The Treasury Department begun the current month of May with a cash balance of $116,235,497, including $108,338,933 of coin, and $7,896,564 of currency. Of the coin balance, $16,307,200 represented deposits on private account. The city bank exchanges on Wednesday were $147,809,765, and the resulting clearances, $4,367,170.

The specie reserve of the city banks is now $9,267,635, against $16,166,873 same time last year. The city bank deposits are now $183,948,565, against $191 206,135 week ending May 2, 1868 The legal tender reserve amounts to $56,495,722, against $57,863,599 same time last year. The circulation now stands at $33,972,058, against $34,114,843 same time last year. The loans are now $260,435,160, against $257,628,672 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $127,294,725 a day, against a daily average of $125,484,300 the preceding week, and $128,727,550 the week ending with April 14, 1869. The current week's exchanges average about $151,000,000 a day. The city banks, last week, reported a gain of $417,275 of specie, $6,608,485 of deposits, and of $2,817,824 of legal tender notes. They increased their loans, $2,977,086; and reduced their circulation, $88 523.

National Bank notes to the amount of $241,545 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $314,501,721, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $14,631,961, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,869,760. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,736,800; and for the public deposits, $30,255,350—making a total of $372,992,150. The Treasury Department last week redeemed and destroyed $438,900 of worn and mutilated fractional currency, and issued $320,183 of new. The outstanding amount of fractional currency on the 1st of May, was $35,330,323, against $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with May 1, were $10,933,150, including $2,150,455 from customs duties; payments, $17,063,686, including $3,230,768 of coin interest; balance at the close of the week, $81,985,389, against $88,655,876, at the close of the preceding week, showing a decrease of $6,670,486. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $2,188,900, including $441,000 from customs; payments, $3,578,320, including $1,628,257 of coin interest. On Tuesday, receipts, $1,505,736, including $503,000 from customs and payments $995,058, including $496,229 of coin interest. The balance at the close of business on Tuesday stood at $81,056,651, against $87,215,358 a week previous; and $88,631,886 on April 21, 1869. The aggregate receipts of the office in April were $32,771,148, including $10,936,268 from customs,

aggregate payments, $36,711,819, including $4,655,460 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $989,000, and retired $2,054,455 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during April, reached $1,625,580

Government revenues have been on a moderate scale, since our last. The customs at this port in April yielded $10,936,268, against $10,249,419 in April, 1868. The excises, last week, yielded about 3½ millions; customs at the port of New York, $2,150,455 and at the outports about $700,000 (in coin) more, making the grand total income for the week equal to about $7,348,125 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 125½ millions, according to the latest Washington advices.

Gold has been in more active speculative request and quoted decidedly higher, since our last, the extremes having been 133⅝@136¼, and the closing figures on Wednesday 135⅝. The less satisfactory position of the *Alabama* and other negotiations with Great Britain has tended to stimulate operations for a rise. The customs demand has been moderate. There has been rather more of an export inquiry. The imports of foreign specie have been moderate. On Wednesday, £2,000 in specie were received from Liverpool, and 680,000 francs by the *Cambria* from the Continent. The coin balance of the Treasury Department on the 1st inst., was $108,338,933, against $104,203,365 on the 1st of April.

On Wednesday, the U. S. Sub-Treasury disbursed $1,216,942 of coin interest.

The Gold Exchange Bank clearances on Wednesday, were $111,858,000, and the resulting balances $2,911,030 in coin, and $4,057,584 in currency.

The average amounts of the Gold Exchange Bank loans and discounts last week was $1,189,982, average amount of specie $540,459, average amount of deposits $1,057,478.

The customs demand for Gold last week, averaged $358,409 a day; thus far, this week, it has averaged $472,000 a day, or equal to a weekly aggregate of $2,832,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $569,289, and since Jan. 1, $8,314,442, against $2,642,438 same time in 1868. The receipts from California, last week, were $690,948. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $106,197,350, against $95,977,621 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to Mar., 30th 1869, $1,543,675, against $1,728,595 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $18,021,877, against $28,539,228 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $10,517,851. The exports of specie, from this port, last week, were $569,289, against $1,431,891 same week last year; total, since July 1, 1868, $32,691,854, against $49,377,387 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $3,230,768; since July 1, 1868, $74,633,286, against $61,684,261 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to April 19, 1869, were $12,264,551, against $11,196,370 same time in 1868.

Foreign Exchange has been quoted stronger in price, on a lighter offering, and a moderate inquiry. Bankers' prime sixty day bills on London closed on Wednesday at 109@109¼, and on Paris to 5.17½@5.16¼; sight bills on London to 109⅝@109⅞, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,809,834, against $3,188,021 same week last year; total, since July 1, 1868, $138,303,008, against $153,968,634 same time in preceding fiscal year of 1867–'68.

Government securities have been in less request, since our last, but, under very moderate offerings, prices have not yielned materially. The last public debt statement to May 1, proved unexpectedly favorable, showing a reduction of fully $13,586,660 in the National obligations, properly so-called, or exclusive of the loans to the several Pacific R.R. Companies, the aggregate of which stood at $56,852,000, or precisely the same as on the 1st of April. The coin bearing portion of the public debt on the 1st inst., was $2,107,878,700, and the currency bearing debt $67,240,000. The debt free of interest was $413,422,682. The net aggregate of the debt, less the cash in the Treasury, was $2,472,305,885. against $2,485,892,545 on the 1st of April. When the Public Debt of the United States reached its maximum after the close of the war, the amount stood, as compared with the present statement:

	Aug. 31, 1865.	April 30, 1869.
War obligations	$2,710,994,571	$2,445,283,885
Old stocks	45,437,000	27,022,000
Total direct debt	$2,756,431,571	$2'472,305,885
Bonds Pacific R. R.	1,258,000	56,852,000
Total all debt	$2,757,689,571	$2,529,157,885
War debt reduced		$265,710,686
Old stocks paid off		18,415,000
Reduction of direct debt		$284,125,686
Increased aid to Pacific Railroads		55,594,000
Net reduction of all debt,		$228,531,686

Interest account stands as follows:

Accumulated to April 1	$39,303,916
Accumulated in April	10,894,386
Total to May 1	$49,698,302
Less May interest, prepaid in April	3,206,796
Interest accumulated	$46,491,506
Against April 1	39,303,916
Net accumulation of interest	$7,187,590
Net decrease of principal	13,586,660
Decrease of principal less interest	$6,399,070

The latest dealings show more firmness in the market for the more active issues of the Public Funds.

U. S. sixes of 1881 closed here on Wednesday at 118⅞@119¼; U. S. Five-twenties of 1862, ex-coupon, 118⅛@118¾; U.S. Five-twenties of 1864 at 113⅞@114; U. S. Five-twenties of 1865 at 115¼@115⅝; U. S. Five-twenties of 1865, consolidated, 116⅝@116¾; U. S. Five-twenties of 1867, 116⅝@116¾; U. S. Five-twenties of 1868, 116⅛@116¾; U. S. Ten-forties at 108⅜@108½; U. S. Six per cent. currency bonds, 106½@106¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 21.	April 28.	May 5.
Consols	93¼	93⅝@¾	93⅜
U.S. 5-20's of 1862	*80⅝	80⅝	80⅛
Erie	23	21¾	19½
Ill. Central	98½	98½	98½
Atl. and Gt. Western.	....	24	24½

* Ex May Coupon.

Railway and miscellaneous stocks have been quite active, nearly all the week, opening at advancing prices, but closing heavily and irregularly under a pressure to realize on speculative account.

General business has shown more animation and buoyancy in the principal kinds of domestic produce, particularly Cotton, Breadstuffs, and Provisions, Petroleum and Naval Stores, though the latest transactions were on a less confident basis. Middling upland cotton closed heavily on Wednesday at 28¾ cts. per lb. The stock of cotton now here is estimated at about 99,000 bales. The receipts at the port this week, have averaged about 1,300 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,029,000 bales, against 2,057,000 bales same time in 1867–'8; exports, same time 1,186,000 bales, against 1,481,000 bales same time in 1867–'8; stock on hand at latest dates, 305,000 bales, against 232,500 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 8,812 pkgs., against 8,742 pkgs., same time last year. From Boston, 3,525 pkgs., against 4,602 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been less plenty and in fair demand at a shade firmer prices, ranging from 10½@16½c., per lb.; week's receipts, 5,949. Milch cows, in fair request at $40@$110 each, receipts, 89. Veal calves, abundant and slow of sale at from 5@10½c. per lb.; receipts, 1,908. Sheep and lambs have been in quite moderate demand and depressed in price, at from 5@8c., per lb.,; receipts, 21577. Swine, plenty and and heavy at 9¾@10¼c. per lb., all live weight receipts, 24,233.

Foreign merchandise has been generally quiet, though without notable fluctuations in prices. The total imports of foreign dry goods, last week, were $1,880,467, and the total amount marketed $1,926,919. The value of foreign merchandise imported last week, was $7,823,485—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $9,703,952, against $5,395,815 same week last year; total since July 1, 1868, $238,595,644, against $201,055,836 in 1867–'8. The ocean freight market has been dull and heavy. For Liverpool we quote flour at 9d. by sail, and 9d. 1s. by steamer, per bbl.; grain at 1d. by sail, and 1⅛d.@2d. by steamer, per bushel; cotton at ⅛d. by sail, and $\frac{5}{32}$@$\frac{3}{16}$d. by steamer, per lb.; and heavy

goods 5s.@20s. by sail, and 7s. 6d.@25s. by steamer, per ton. Total number of vessels in port on Wednesday, 583.

The New York exports, exclusive of specie, for the week ending May 4, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,188,021	$2,809,834
Prev. reported	58,489,905	52,761,008
Since January 1	$61,677,926	$55,570,842

The imports for the week ending May 1, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,143,940	$1,880,467
Gen. merchandise	4,251,875	7,823,485
Total for the week	$5,395,815	$9,703,952
Previously reported	76,067,682	98,793,574
Since January 1	$81,463,497	$108,497,526

The balance in the Sub-Treasury on Wednesday was $80,849,953 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Peninsular R. R. 1st mort., 90; Chicago and Milwaukee 1st mort., 90; St. Louis and Iron Mt. 1st mort., 84¾; New Jersey Central new bonds, 98; Toledo, Wabash and Western con. conv. bonds, ex-int., 81⅛; Toledo, Peoria and Warsaw 1st mort., E. D., 87; Rome, Watertown and Ogdensburg R. R., 120; Dubuque and Sioux City R. R., 116; Norwich and Worcester R. R., 104; Georgia 7s, 96; do., 6s, 82; Louisiana 6s, 73¾; do., 6s, Levee bonds, ex-int., 69¾; do., 8s, Levee bonds, 90; Alabama 8s, 102¼; Jersey City War Loan, 92; Brooklyn 6s, Water Loan, 95½; Western Union Telegraph, 42¼; do., 7s, ex-int., 86½; Adams' Exp. Co., 59¾; Am. Mer. Union Exp., 40½; Wells-Fargo Exp., 35; U. S. Exp., 63¼; Blood Farm oil, 1.50; Buchanan, 0.56; Benton gold, 0.51; Consolidated Gregory gold, 2.80; Central petroleum, 0.94; Grass Valley, 0.32; Home Company oil, 11.00; New York and Eldorado, 0.37; National Oil, 2.50; Pit Hole Creek Petroleum, 1.50; Quartz Hill Gold, 1.40; Rocky Mt. Gold, 0.10; Smith and Parmalee Gold, 2.65; United States petroleum, 1.30.

Philadelphia.—Huntingdon and Broad Top Mt. 1st mort., 75; Philadelphia and Reading 6s, 1844–'80, 88¼; Lehigh Conv. Loan, 83; West Jersey R. R., 61; Phila. and Trenton R. R., 127; Oil Creek and Allegheny River R. R., 37; Union Passenger R. R., 43; Germantown Passenger R. R., 32½; Girard College R. R., 29; Morris Canal scrip, 68; Pennsylvania Canal, 20; Delaware Division Canal, 47¾; Pittsburg 5s, 71⅝; Allegheny County 5s, 75; Shamokin Coal, 5¼; Big Mt., 5⅞; New Creek, ½; Ocean Oil, ⅝; Niagara Oil, 2¼. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101⅜@101⅝; State 5s, reg., 97@100; do., coupon, 92½@93⅛; do., 6s, W.L., 101@101½; do., 1st series, 104@104¼; do., 2d series, 106@106⅛; do., 3d series, 106¾@107; Reading, 47⅝@47¾; do., 7s, 1893, 104½@104⅝; do., 6s, 1880, 90@90¼; Camden and Amboy, 127¼@127½; do., mort. 6s, 1889, 91½@92¼; do., 1883, 85@86; Penn. R. R., 54¾@55; do., 1st mort., 99@99⅛; do., 2d mort., 94@94¼; Little Schuylkill R. R., 42¾@43; Morris Canal, 31@—; do., pref., 66@67; do., bonds, 85@85¼; Susquehanna Canal, 13@14½; do., 6s, 57@—; Sch. Nav., 9@10; do., pref., 17@18; do., 6s, 1882, 66½@—; Delaware Div. Canal, 47@48; do., bonds, 80@84; Elmira and Williamsport, 30@32; do., pref., 40@40¼; do., 7s, 1873, 91@91¼; do., 5s, 59@60; Lehigh Coal and Navigation, 32⅝@32⅞; do., 6s, 1884, 82½@83½; do., R. R., Loan, 84½@84¾; do., Gold Loan, 94⅛@94¼; North Pennsylvania, 35@35½; do., 6s, 88½@89½; do., Chattle 10s, 108¼@110; Philadelphia and Erie, 29⅛@29¼; do., 6s, 85@86; Minehill, 54¼@54½; Catawissa, 10@—; do., pref., 35@35¼; Lehigh Valley, 55⅞@56; do., 6s, new, 94½@94¾; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 45@46; West Philadelphia, 60@61; Spruce and Pine, 27@30; Green and Coates, 38@40; Chestnut and Walnut, 45½@46¼; Thirteenth and Fifteenth, 18½@19; Girard College, 27@29¼; Tenth and Eleventh, 71@71⅛; Union, 42@42¼; Hestonville, 13⅜@13½.

Boston.—Burlington and Missouri River R. R. 7s, 1875, 95; do.,1879, 98½; Union Pacific R. R. 6s, 89⅜; Central Pacific 7s, 1884, 111; Cedar Rapids and Missouri River R. R. 7s, 1916, 90½; Eastern R. R. 6s, 1889, 95; Vermont Central 1st mort., 77½; Old Colony and Newport 6s, 1876, 94; Phila., Wil. and Balt. 6s, 1876, 93; Eastern (N. H.) R. R., 114; Indianapolis and Cincinnati R. R., 16½; Summit Branch R. R., 22; Boston Water Power Co., 15⅞; Cary Imp., 8½; Waverly Land, 1¼; Massachusetts 6s, 5-20s, currency, 101; do., 5s, 1893, gold, 108⅜; do., 5s, 1873, gold, 109¾; do., 5s, 1894, gold, 108½; New Hampshire 6s, 1872, 99⅝; Boston 5s, 1886, gold, 105; do., 1883, gold, 105⅛; do., 1877, gold, 106; do., endorsed, 104⅞; do., 6s, 1876, currency, 100; Portland 6s, 1870, 99; do., 1877, 97½; do., 5s, 1872, 92¼; Chicago 7s, 97½; St. Louis 6s, 1870, 96; Quincy Ills., 6s, 1887, guar., 80; Cook Co., Ills., 96⅛; Charlestown 6s, 1875, 99; Cambridge6s, 1879, 98¾; Bath 6s, 1870, 99; Allouez Mining Co., 5⅜; Concord, 1⅞; Native, 50c.; Petherick, 62½c.; Phœnix, 10; South Side, 45c.; Superior, 25c.

Baltimore.—Western Maryland 2d mort. pref., 48; Richmond and Danville bonds, 74½; Orange, Alex. and Manassas bonds, 75; Memphis City 6s, 53¾; Maryland Defense Loan, 100; Virginia 6s, old, reg., 50⅞; do., 1866, 54½; do., 6s, 1867, 51½; Bare Hill Mining Co., 0.20. The latest quotations are: Balt. and Ohio, 115¾@117; do., 6s, 1875, 91@91½; do., 1880, 91@91¼; do., 1885, 90@90¾; Northern Central, 49@49; do., bonds, 1885, 85¼@85½; do., 1900, 84@84½; Parkersburg Branch, 23@24¼; N. W. Va. 1st mort., 93@95; do., 2d mort., 88½@90; do., 3d mort., 1873, 84@85¼; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87¼@87½; do., 2d mort., —@69½; Central Ohio, 31@32; do., 1st mort., 83@83; Western Md. 6s, 1890, 69@72; do., guar., 87¼@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 71@71½; Baltimore 6s, 1875, 92@—; do., 1886, 90@91¾; do., 1890, 92½@93; do., 1893, 92@93; do., 5s, 1838–'70, 71@74; City Passenger R. R., 18@18½; George's Creek Coal, 67@67½; Santa Clara, 1.20@2.00; Atlantic Coal, 3.00@3.25.

☞ It is proposed to build an Iron Bridge on the Wisconsin Division of the Chicago and Northwestern Railway, over the Fox river at Oshkosh.

☞ At the recent meeting of the Directors of the Chesapeake and Ohio Railroad, at Richmond, called to consider a proposition from certain wealthy capitalists to furnish $12,000,000 in money, at six per cent. interest in gold, to build and equip the above road, provided they are allowed to buy the State's interest and have control of the entire road when finished, a resolution was passed to accept the proposition.

☞ The Terre Haute, Attica and Chicago Railroad Company has been organized. The *Lafayette Journal* gives the route as follows: Through Rockville, Parke county, (already completed so far) through Covington or Chambersburg, Attica, Oxford, in Benton county, striking the Toledo, Peoria and Warsaw Railroad somewhere on through Newton county, Crown Point, Lake county, and thence to Chicago.

☞ The Commissioners appointed by the President to examine the completed sections of the Union Pacific Railroad are: General Cyrus B. Comstock, United States engineers; General Joseph F. Boyd, of Kentucky; Samuel M. Fenton, of Pennsylvania; General Hiram Walbridge, of New York, and Edward F. Winslow, of Iowa. All these gentlemen have notified the President of their acceptance of the appointment.

☞ The drawings and plans for the bridges over the Schuylkill River, at Fairmount and at South street, Philadelphia, have been completed, and proposals for building the bridges will be issued as soon as the necessary appropriation is made. The two bridges will cost about $1,500,000.

☞ Work has begun on the north end of the Chicago, Danville and Vincennes Railroad, Indiana. Men are engaged in grading at several places, and work will be prosecuted more actively as the season advances. A new survey from Wastega southward, is now being made.

☞ Mr. Charles E. Smith has resigned the Presidency of the Philadelphia and Reading Railroad Company, and Mr. Franklin H. Gowan, has been elected to fill the vacancy.

☞ Ground was broken on the Suncook Valley Railroad at Pittsfield, N. H., on the 26th ult., Gen. Natt. Head is contractor, and Hon. J. A. Weston Engineer of the road."

☞ The Pacific Railroads are to be joined on Saturday, May 8th, by a solid silver rail and gold spike, which are to be driven into place by Governor Leland Sanford.

☞ The receipts of the Pennsylvania Canal Company, which now includes the West Branch and Susquehanna Canal and the Wyoming Valley Canals, aggregate to April 30th, $47,900 79.

☞ The Whitehall and Plattsburg Railroad is now completed and in operation from Plattsburg to Ausable river Station, (near Ausable Forks,) a distance of twenty miles.

☞ The further survey of the Salt Lake and Columbia River Railroad has been abandoned for the present, and the surveyor has been recalled.

☞ The officers of the Springfield, Mass., and Farmington Valley, Conn., Railroad Company are: President, A. D. Briggs; Clerk, J. L. Powers; Treasurer, H. Alexander, Jr.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool.....	$776,306	$1,226,121
" cotton...	694.385	1,404,630
" silk	1,210,011	1,797,809
" flax.....	671,705	881,298
Miscellaneous dry goods..	426,594	586,064
Total entered for consump.	$3,779,001	$5,895,912

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool.....	$738,095	$951,570
" cotton...	418,777	401,654
" silk	288,116	401,640
" flax	440.877	341,839
Miscellaneous dry goods..	269,307	92,150
Total withdrawn from warehouse	$2,155,172	$2,188,853
Add entered for consump.	2,779,001	5,895,912
Tot. thrown on the market..	$5,934,173	$8,084,765

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool.....	$400,545	$769,843
" cotton...	220,989	422,360
" silk	146,792	312,032
" flax	186 287	443,847
Miscellaneous dry goods..	92,804	95,180
Total entered for wareh'g..	$1,047,417	$2,042,762
Total entered for consump.	3,779,001	5,895,912
Total entered at the port..	$4,826,418	$7,938,674

The imports of foreign dry goods at New York for four months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$4,660,302	$6,433,144
" cotton..	3,781,364	6,627,210
" silk	5,741,632	7,790,194
" flax	2,871,901	4,167,247
Miscellaneous dry goods.	2,374,794	2,776,077
Tot. entered for consump.	$19,429,973	$27,793,872

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$3,863,044	$3,987,110
" cotton..	2,871,319	1,926,276
" silk	1,643,106	1,656,281
" flax	2,352,535	2,119,117
Miscellaneous dry goods.	853,621	581,231
Total withdrawn from warehouse	$11,083,625	$10,270,015
Add entered for consump.	19,429,993	27,793,872
Total thrown on the market.....	$30,513,618	$38,063,887

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$3,356,789	$4,084,307
" cotton..	1,712,088	1,902,676
" silk	1,361,567	1,807,385
" flax	1,208,025	2,081,306
Miscellaneous dry goods.	813,739	452,395
Total entered warehouse.	$8,452,208	$10,328,069
Add entered for consump.	19,429,993	27,793,872
Total entered at the port..	$27,882,201	$38,121,941

Imports of foreign dry goods at New York for ten months from July 1.

Year.	Invoiced value.
1863-4	$72,352,127
1864-5	40,498,403
1865 6	122,981,478
1866-7	98,725,514
1867-8	67,246,559
1868-9	81,137,951

Journal of Railroad Law.

RAILROAD—LIABILITY AS CARRIERS FOR INJURIES TO CATTLE—RIGHT TO MAKE SPECIAL CONTRACT—CERTAIN ACTS OF OFFICERS NOT EVIDENCE OF AN ADMISSION OF NEGLIGENCE.

The recent action of Betts *vs.* The Farmers Loan and Trust Company (21 Wis., 80) was one for injuries to stock while being carried over the Racine and Mississippi Railroad, then operated by defendant. The complaint alleges that the injuries were caused by defendant's negligence in carrying the cattle in a car with defective and imperfectly fastened doors, which were thrown open by the motion of the car, so that the cattle escaped. The contract under which the cattle were shipped contained the following provisions: "The line will not assume any liability over one hundred dollars on horses and valuable live stock, except by special agreement. Agents are not allowed to receive and ship such valuable horse or other animal until a contract or release is signed by the owner or shipper thereof." (Date) "Received of G. Betts & Co., this day, three cars containing hogs and cattle, live, to be delivered at Milwaukee station at special rates. * * * In consideration of which, * * * it is hereby mutually agreed that said company shall not be liable for loss in jumping from the cars, delay of trains, or any damage said property may sustain, except such immediate damage to the animals as may result from a collision of the train, or where cars are thrown from the track in course of transportation. To be fed and taken care of by the owner." (Signed by the station agent and the plaintiffs.) One Taylor, for the plaintiffs, testified that he loaded the cattle for them at Springfield station, being then in their employ; that several days before they were shipped, he told Cary, the agent of the road, that he wanted grain cars and a stock car (the former for hogs of the plaintiffs, to be shipped at the same time, and the latter for cattle) Cary told him they would not give a stock car, but he could take the grain cars. He took for the cattle the largest grain car, no one pointing it out to him. He left the south door of the car open, but nailed bars across the doorway on the inside. He then put into that car twenty head of cattle and six hogs, by the north door. When he came to close the door, he discovered that the pin and chain to fasten it were gone. He then tried to fix that doorway as he had fixed the one on the south side, but could not do so to his satisfaction, because it was so dark he could not see to drive the nails, and the car was so full he could not get in. He therefore nailed up a strip "behind" the door, to keep it from sliding. When he left the car, he thought it was safe. It appears from the evidence that when the train arrived at Racine Junction, the north door above referred to was gone, and seven head of the cattle had escaped through that doorway, and received the injuries complained of. The strip nailed on by Taylor to hold the door was still there. No one was employed by plaintiff to accompany the cattle, and one of the plaintiffs testified that it was not customary for owners to send any one for that purpose. Mr. Cary, then the station agent at Springfield, testified that the plaintiffs and Mr. Taylor called on him for stock cars to ship said cattle, &c., several days before the shipment, and he telegraphed for them repeatedly to the assistant superintendent, but could not get any that he saw the grain car in question, after it was loaded with the cattle, and it "looked all right," that he saw that the north door was closed, but "did not see how it was fastened on the inside;" that on the following day he received a telegram from the assistant superintendent of the road as follows: "find the men who own cattle and hogs just sent in, and have them come in at once. Pass them, and tell them the cattle are part of them along the track. They jumped out: have them drive them in;" that the next day he received a letter from the assistant superintendent of the road, as follows: "Racine Nov. 26th, 1864. L Cary, Esq.: The bearer, F. Daggett, will relieve you as agent at Springfield. The loss of chest some time since, together with your allowing those stock cars to leave your station without the doors being properly fastened, is sufficient evidence of inattention to business on your part to render a change imperative. R. A. Knapp Ass't Supt." The telegram and letter were received in evidence against defendant's objection.

There was conflicting evidence as to whether the car was loaded with a larger number of animals than was customary or prudent; and also as to whether it would have been practicable, with a proper load, to have shut down the "inside grain door," on the north side of the car, and so to have rendered the cattle secure. The opinion of the court was delivered by

DIXON, C. J.—The judgment is erroneous and must be reversed.

1. The letter and telegram from Knapp, the assistant superintendent of the railroad, to Cary, the station agent at Springfield ought not to have been received in evidence. They were instructions from a superior to an inferior agent of the company, having some relation to the affairs in controversy but not admissions of a kind entitled to be given in evidence. Knapp, the assistant superintendent was a stranger to the facts in dispute; he took no part in the transaction, and knew nothing about it, and was consequently disqualified from making any admissions which would bind the company in respect to it.

2. The fourth instruction was erroneous. It appears that Taylor, the agent of the plaintiffs, who put the cattle into the cars, knew the weak and unsafe condition of the car door, and that he did not inform the station agent of the company, to whom it was unknown. Taylor fastened the door by such means as were at hand, and so that he considered it safe. If, after this, he had wished to hold the company responsible for any loss or damage which might arise from that cause, he should have notified the station agent of the unsafe condition of the door, so as to have given him an opportunity of securing it. The jury should have been so instructed.

3. The second and third instructions asked by the counsel for the company should have been given as asked. The limitation of the liability of the company relates exclusively to live stock shipped over its road. As to the species of property we think it competent for the carrier to contract that the owner shall assume all risk of damage or injury from whatsoever cause happening in the course of transportation. This is a new kind of carrying, and such as was almost wholly unknown before railroads came into use. It is attended with peculiar risks and responsibilities,

and it seems very reasonable that the carrier should be at liberty to contract as he pleases, without regard to the rules of the common law as formerly understood and applied in some of the cases. It is more than doubtful whether a common carrier by railroad can be compelled to receive such property at all for conveyance, unless by statute. On this account a distinction seems to be taken in several of the English cases between this and other kinds of property; and we think it well taken. Carr *vs.* The Lancashire and Yorkshire Railway Company 14 Eng. Law and Eq., 340; Chipendale *vs.* The same 7 id., 395; Wise *vs.* The Great Western Railway Company 36 id., 574. Austin *vs.* The Manchester &c. Railway Co., 11 id., 506. In saying that we think the distinction is well taken we mean no more than that it was competent for the company, by express contract, to limit its liability in all respects with reference to this kind of property. We intimate no opinion as to whether it is or is not competent for a common carrier to make similar stipulations with regard to other kinds of property or so as to protect himself against loss or damage arising from his own negligence, or the negligence or omissions of his agents or servants.

4. The fourth instruction asked by the counsel for the company was properly refused; because the limitation of the liability of the company to $100 except by special agreement, applies only to horses and stock of extraordinary value. The stock in question was not o that kind.

By the Court. Judgment reversed, and a new trial awarded.

Bessemer Steel.

It is understood that Mr. Bessemer has signified his willingness to reduce his royalties from £2 to 2s. 6d. per ton, except for steel rails, for which a rebate of 20s. per ton is already allowed. Ordinary Bessemer steel will thus be reduced nearly £2 per ton, and rails about £1 10s. This will remove all inducements which might otherwise exist to infringe the patent rights remaining to Mr. Bessemer after the expiration of his principal patents in the course of next year, and at the same time will give an impetus to the steel rail trade, by permitting the steel rails to be sold in the market at a price but little higher than that of iron. If the Heaton process should solve the question of converting *cheap* pig iron into steel, iron rails may, probably, be entirely displaced.—*London Mining Journal.*

☞ At a meeting of the grantees of the Franklin and Portland Railroad, at Sanbornton Bridge, N. H., on the 3d inst., the company was organized by the choice of the following Board of Directors: Stephen Kenrick, Nahum Wight, John McDuffee, Asa P. Cate, Chas. A. Hackett, Frederick Robie, of Gorham, Me.; Winthrop G. Ray, of New York. Stephen Kenrick was chosen President.

☞ A railroad route has been surveyed from Pittsfield, Mass., to Hartland and thence to St. Albans, Vt., about two miles beyond Hartland. The route is very level, and it is estimated the road could be built for $16,000 a mile. The Legislature has authorized the towns of Hartland and St. Albans to loan their credit for twenty per cent. of their valuation, in aid of the enterprise.

☞ The Pike County Railroad, which penetrates a very productive part of the State of Illinois, is being rapidly built.

Statement of the Public Debt, May 1, 1869.

DEBT BEARING COIN INTEREST.

Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	When Redeemable or Payable.	Accrued Interest.	When Payable.
June 14, 1858	Bonds, 1874	5 per ct.	$20,000,000	After 15 yrs. from Jan. 1, 1859	$333,333	Jan. and July.
June 22, 1860	Bonds, 1871	5 per ct.	7,022,000	After 10 yrs. from Jan. 1, 1861	117,033	Jan. and July.
Feb. 8, 1861	Bonds, 1881	6 per ct.	18,415,000	After Dec. 31, 1880	368,300	Jan. and July.
March 2,1861	Oregon War, 1881	6 per ct.	945,000	20 years from July 1, 1861	18,900	Jan. and July.
July 17, and Aug. 5, 1861	Bonds, 1881	6 per ct.	189,317,400	At pleasure of Gov't after 20 yrs. from June 30, 1861 Redeemable after 5 & payable 20 yrs. fr. May, 1, '62.	3,786,348	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s	6 per ct.	514,771,600		15,443,148	May and Nov.
March 3,1863	Bonds, 1881	6 per ct.	75,000,000	After June 10, 1881	1,500,000	Jan. and July.
March 3,1864	Bonds, 10-40s	6 per ct.	194,567,300	Redeemable after 10 & payable 40 yrs. fr. March 1,'64	1,621,394	Mar. and Sept.
March 3,1864	Bonds, 5-20s	6 per ct.	3,882,500	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64.	116,475	May and Nov.
June 30, 1864	Bonds, 5-20s	6 per ct.	125,561,300	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64.	3,766,839	May and Nov.
March 3,1865	Bonds, 5-20s	6 per ct.	203,327,250	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '65.	6,099,818	May and Nov.
March 3,1865	Bonds, 5-20s	6 per ct.	332,998,950	Redeemable after 5 & payable 20 yrs. fr. July, 1, '65.	6,659,979	Jan. and July.
March 3,1865	Bonds, 5-20s	6 per ct.	379,531,050	Redeemable after 5 & payable 20 yrs. fr. July 1, '67.	7,590,621	Jan. and July.
March 3,1865	Bonds, 5-20s	6 per ct.	42,639,350	Redeemable after 5 & pay able 20 yrs. fr. July 1, '68.	850,787	Jan. and July.
	Total		$2,107,878,750		$48,272,975	
	Less amount paid in advance				3,206,790	
	Total accrued interest				$45,066,185	

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate.	Amount outstanding.	When Redeemable or Payable.	Accr'd Int. Est. 7 mos.	When Payable.
March 2, 1867 and July 2, 1868..	Certificates	3 per ct.	$53,240,000	On demand	$931,700	Annually or on Redemption of Certificates.
July 23, 1868.	Navy pension fund	3 per ct.	14,000,000	Interest only applicable to payment of pensions.	140,000	January and July.
	Total debt bearing currency interest		$67,240,000	Accrued interest	$1,071,700	

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	Matured.	Accrued Interest.
April 15, 1842	Bonds	6 per ct.	$6,000	Dec. 31, 1862	$360
Jan. 28, 1847..	Bonds	6 per ct.	48,850	Dec. 31, 1867	2 983
Mar. 31, 1848.	Bonds	6 per ct.	93,050	July 1, 1868	9 mos. 4,192
Sept. 9, 1850..	Bonds, Texas indemnity	5 per ct.	252,000	Dec. 31, 1864	15,120
Prior to 1857.	Treasury Notes	— to 6 p. ct.	104,511	At various dates	3,135
Dec. 23, 1857.	Treasury Notes	5 to 5½ p. ct.	2,400	March 1, 1859	120
Dec. 17, 1860.	Treasury Notes	6 to 6½ p. ct.	500	Jan., Feb. and March, 1862..	30
March 2, 1861	Treasury Notes	6 per ct.	3.300	April and May, 1863	198
July 17 1867..	Treasury Notes, 3 years	7 3-10 p. ct..	36.700	Aug. 19, and Oct. 1, 1864	2,664
March 3, 1863.	Treasury Notes, 1 and 2 yrs.	5 per ct.	347,792	Jan. 7 to April 1, 1866	17,390
March 3, 1863.	Certificates of indebtedness	6 per ct.	12,000	Various dates in 1866	720
Mar. 3, 1863, & June 30, '64.	Compound Interest Notes.	6 per ct.	3,097,000	June 10, 1867, and Oct. 16, 1868	185 820
June 30, 1864..	Temporary Loan	4, 5 & 6 p. c.	188,510	Oct. 15, 1866	7,768
June 30, '64, & March 3, '65.	Treasury Notes, 3 years	7 3 10 per ct.	1,509,600	Aug. 15, 1867, and July 15, 1868	113,220
	Total matured debt		$5,701,313	Accrued interest	$358,621

DEBT BEARING NO INTEREST.

Authorizing Acts.	Character of Issue.	Amount Outstanding.	Matured.
July 17, 1861 / Feb. 12, 1862	Demand notes / U. S. legal tender notes	$122,812 / 355,941,033	Feb. 25, 1862; July 11, 1862; March 3, 1863; July 17, 1862.
March 3, 1863 / June 30, 1864	Fractional currency	35,350,323	
March 3, 1863	Gold certificates of deposit	16,307,200	
	Total debt bearing no interest	$407,721,368	

RECAPITULATION.

	Principal.	Interest.
Debt bearing interest in coin	$2,107,878,700	$45,066,185
Debt bearing interest in lawful money	67,240,000	1,071,700
Debt on which interest has ceased since maturity	5,701,314	353,620
Debt bearing no interest	407,721,368	.....
Total debt outstanding	$2,588,541,382	$46,491,506
Total debt, principal and interest		$2,635,032,888

AMOUNT IN THE TREASURY.

Coin belonging to the Government	$92,031,733	
Coin represented by gold certificates of deposits	16,307,200	
Currency	7,896,564	
		116,235,497
Amount of public debt, less cash in the Treasury		$2,518,797,391

BONDS ISSUED TO THE PACIFIC RAILROAD—ISTEREST PAYABLE IN LAWFUL MONEY.

Acts.	Bonds.	Rate.	Amount Outstanding.	Payable After.	Accrued Interest.	When Payable.
July 1, 1862, and July 2, 1864...	Union Pacific Company	6 per ct.	$25,998,000	30 years, from various dates	$519,960	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864...	Union Pacific, Eastern Div.	6 per ct.	6,303,000	30 years, from various dates	126,060	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864...	Sioux City and Pacific	6 per ct.	1,628,320	30 years, from various dates	32,566	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864...	Central Pacific	6 per ct.	2,362,000	30 years, from various dates	40,542	Jan. 16 & July 16.
			18,641,000	30 years, from various dates	372,820	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864...	Central Br. U. P., assignee of Atchison & Pike's Peak.	6 per ct.	1,600,000	30 years, from various dates	32,000	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864...	Western Pacific	6 per ct.	320,000	30 years, from various dates	6,420	Jan. 1 and July 1.
	Total amount outstanding		$56,852,320	Total accrued int.	$1,130,368	
	Total accrued interest not yet paid					$1,130.368 67
	Interest paid by United States					3,310,053 25
	Total					$4.440,421 92
	Of this amount the United States has received for transportation, &c., the sum of					$1,380,438 29
	Balance due the United States					$3,059,983 63

Railroads of California.

During 1868, the following railroads have been completed, viz: Yuba Valley from Lincoln to Marysville, a distance of 24 miles; Napa Valley Railroad from Vallejo to Calistoga, a distance of 40 miles; California Pacific Railroad (branch) from Vallejo to Sacramento City, 62 miles, and Central Pacific from Sacramento to the State line, 138 miles. The following work has been done on Railroads now in course of construction: Southern Pacific Railroad which is graded from San Jose to Gilroy, a distance of 30 miles, of which 21 miles are laid with rails. San Pedro and Los Angelos Railroad, 21 miles, all graded, and 6 miles laid with rails; and San Francisco and Humboldt Railroad from Sancelito to Humboldt Bay, about 15 miles graded. The system of railroad and portion built are as follows, with total length and miles completed.

	Length.	Completed.
Central Pacific Railroad from Sacramento to Fort Bridger	900	480
Sacramento Valley Railroad from Sacramento to Folsom	22½	22½
California Central Railroad from Roseville to Lincoln	10	10
Yuba Valley Railroad from Lincoln to Marysville	24	24
California Northern Railroad from Marysville to Oroville	26	26
San Francisco and San Jose Railroad from San Francisco to San Jose	50	50
San Francisco and Alameda Railroad from Encinal to Vallejo Mills	26	14
Okland Railroad from Okland Point to Clinton	4	4
Napa Valley Railroad from Vallejo to Calistoga	40	40
California Pacific Railroad from Vallejo to Marysville with branch to Sacramento	100	62
California and Oregon Railroad from Marysville to Oregon (less road built to Oroville as above)	274	...
Southern Pacific Railroad from San Jose to Colorado River	600	21
Copperoplis Railroad from Copperoplis to Stockton	35	...
Headsburg Railroad from Vallejo to Headsburg	..	...
San Pedro and Los Angeles	21	6
San Francisco and Humboldt	210	...
Sacramento Valley and Placerville from Folsom to Placerville	37	26

Bankers' and Brokers' Taxes.

The Commissioner of Internal Revenue has decided in the matter of the appeal of Clark, Dodge & Co., from an assessment made by the Assessor of the Thirty-second district of New York:

First—That a person, firm or company having a place of business where credits are opened by the deposit or collection of money or currency subject to be paid or remitted upon draft, check or order, or where money is advanced or loaned on stocks, bonds, bullion, bills of exchange or promissory notes, must be regarded as a banker or bankers, under section seventy-nine of the act of June 30, 1864, as amended July 13, 1866, and as such are liable to a tax of one twenty-fourth of one per centum per month upon their capital employed in the business of banking beyond the average amount invested in United States bonds, and a like tax of one twenty-fourth of one per centum upon the average amount of deposits of money subject to payment by check or draft, or reptesented by certificates of deposits or otherwise, whether payable on demand or at some future day, under the 110th section of the said act of June 30, 1864, as amended; and that under his rule said Clark, Dodge & Co., are bankers, and are liable to said tax on their capital and deposits.

Second—That in ascertaining the amount of capital of such person, firm or company, all moneys used and employed in the business of banking, except deposits, should be regarded as capital and taxed as such; and it is immaterial whether this capital is furnished by the person or persons constituting the firm or company, or borrowed for the purpose of being used in the business of the bank, and, if borrowed, it is immaterial upon what length of time the loan is made. In large cities, where money is borrowed, short loans, frequently changed, furnish as certain and reliable capital for banking purposes as much longer loans in the country. In all such cases the average amount thus borrowed and employed in the business of banking should be ascertained and treated and taxed as capital.

Third—That in ascertaining the amounts of deposits there should be included as deposits the average per month of sums of money deposited with such person, firm or company, subject to payment by check or draft, or represented by certificates of deposits or otherwise, whether payable on demand or at some future day, for which such person, firm or company pay interest, as well as all like sums for which no interest is paid.

Fourth—That the same person, firm or company may be engaged in business as brokers and bankers, and in such case the payment of taxes as brokers does not release from the liability to pay taxes on capital and deposits employed in their business as bankers.

From the Oswego Advertiser and Times.

The Safety of Railway Travel.

We are indebted to James Barnes, Esq., Civil Engineer, and late Deputy State Engineer and Surveyor, for the following statements prepared from the annual reports of the State Engineer and Surveyor on the Railroads of New York, for the ten years from 1858 to 1867, both inclusive:

The showing of these figures will doubtless surprise many who are occasionally shocked by the accounts of accidents occurring on railroads, and the usually severe strictures upon the same which they see in the public prints, and from which they derive exaggerated ideas of the risks of railway travel.

It will be seen from the following that passengers upon our railroads are almost as perfectly secure from accidents as when in their own homes, beside their own firesides. No mode of travel ever invented by the ingenuity of man can compare with this for safety, and our railway managers should receive the highest praise for the care, vigilance and skill which they exercise in the transportation of vast crowds of people over their various lines, at rates of speed undreamed of at a period so recent as to be within the recollection of every man of middle age.

Railroad officials should, of course, be held to the strictest accountability for the safety of their passengers; but we should remember that no human sagacity, foresight or watchfulness can always guard against accidents, and that these men almost never receive any praise for the unceasing vigilance, and zealous, watchful care which has guarded our persons against accident, under circumstances in which anything short of the exercise of these qualities would render disaster certain.

The figures given below are derived from the annual reports of the several railroad companies to the State Engineer and Surveyor under the general railroad act of 1850, and are verified by the oaths of their respctive officers:

The total number of passengers carried in cars (on steam roads) during ten years, was 131,953,966.

Total mileage of passengers, or number of passengers carried one mile, 4,871,595,760.

Average number of miles traveled by each passenger, 37.1724.

Total number of passengers killed in ten years, 219; total number of passengers injured in ten years, 717—total killed or injured, 936.

The number killed is one in each, 598,420.

The number killed or injured is one in each, 140,015.

The number of miles traveled for each one killed, 33,596,159.

The number of miles traveled for each killed or injured, 7,666,616.

DEDUCTIONS FROM THE FOREGOING.

A passenger traveling day and night, at the rate of twenty-five miles an hour, would be killed in, 153 148-365 years.

The same would be killed or injured in 35 2-365 years, (in which the chances of being killed are 23 4-10 per cent.)

A passenger traveling from New York to Buffalo (distance say 442 miles) would be killed in making, 76.009 trips.

Or if he traveled the same distance once in each day, he would be killed in, 208 89-365 years.

The same would be either killed or injured in making, 17,345 trips.

Or traveling the same distance once in each day, he would be killed or injured in, 47 190-365 years.

It will be seen from the foregoing that a very small premium collected upon each mile traveled by passengers would produce a sum amply sufficient to provide for the relief of all who suffer from accidents by this mode of travel. This sum could be collected by the roads and paid into the State Treasury without a dollar of extra expense to be incurred by the roads, so that the entire sum would be available for legitimate purposes, nothing being wasted in expense of collecting and distributing, and there being no profits to shareholders to eat up its substance.

A premium of one-tenth of one cent. per mile of the total distance traveled as above, would give the large sum of $4,871,595 76:

Which would give to the representatives of each of the 219 killed, $10,000	$2,190,000
To one half the wounded, who might be seriously injured or maimed, 359 persons, each, $6,000	2,154,000
And to the remainder, or more slightly wounded, 358 persons, each, $1,473	527,334
Totsl	$4,871,334

Here would be a perpetual, safe and certain accident policy for all who travel by railways, at a lower rate than is possible by any other plan, and which would scarcely be felt or noticed by the traveling public. At the same time the railway companies would still be liable for the carelessness or negligence of their agents, as at present.

Our Country—Its Necessities.

In the emergencies, industrial and financial, now threatening us with the depression and calamities that usually follow expensive wars, we deem it our duty to enlarge the sphere of our JOURNAL, and to give greater attention to the plans and measures necessary to build up an industrial policy, founded on a broad system of national economies.

While our country, like other nationalities, has made great and successful efforts to extend the railway, its utilization has been carried to but six or seven-tenths of its capacity to aid the business of the country. This defect will find an easy remedy by adopting the simple economies now extensively approved in this Country and England—a mere reform in management, that must of necessity prove alike beneficial to railway property and the public.

Bad as our railway management has been, our monetary system is still worse. The evils of both are combined to increase the expenses of production and distribution, and to overthrow every sound principle of Public or Political Economy. We have nearly gone the length of our tether on false principles. We must change our course, or

it will be changed for us under that inexorable law of compensation that ultimately overturns all delusive calculations based on the idea of the permanent potency of wrong.

It is immaterial how our system of false political economy grew up; whether under state or national legislation, or in part under both: nor is it material whether it originated in ignorance, or the designs of the mercenary, in fraud, or honest error in legislation, its effects on producing capital connected with producing labor is all the same. The defects that exist in our railway and monetary establishments are the results of unguarded legislation. They had their origin in the enactment of laws predicated on the theory of promoting the public good. By necessary implication, all such laws are repealable, or subject to modification, when the public welfare demands it. There can be no such thing as vested rights where the legislation that assumed to create them was either fraudulent or erroneous, or where the abuse of the franchise makes a repeal necessary.

All the industrial interests of the United States, Agriculture, Mining, manufacturing, the mechanical industries, trade and commerce demand the full utilization of the railway whereby it shall be made to perform its full office as an aid to production and the development of our resources. Our monetary system must be reorganized and reformed the same as the railway, and on the same principles of being brought to the aid of production. In case this cannot be accomplished, our Banks will remain worthless—worse than useless—a mere public nuisance that should be abated. Railways and Banks may be made profitable to the public in just so far as they are made to aid or assist production, and in so far as they fail in this they are useless. It is time that both were brought to such accountability and reform as comports with the interests of the commonwealth.

The damages of our late civil war will not very likely be repaired through the organization of Party, or the spirit that is engendered by it. It will require the higher vocation of ststesmanship, such as connects itself with plans for the development of our resources, makes new creations of property, and increases the ability of the people to thrive, somewhat, under their burdens. We invite the patronage of all classes who desire to bring the governments, state and national, to the aid of the producing industries. In case we can sustain and strengthen these it will be well—if not, we shall continue to drift, we know not where!

☞ The Lynchburg papers state that the May interest on the Orange and Alexandria 8 per cent. bonds and on the bonds of the James River and Kanawha Canal Company, will be paid at the banking-house of P. A. Krise, in that city.

☞ The track on the Iowa Division of the Chicago and Northwestern Railway is being relaid with new rails of the American fish-plate pattern. From State Center to Marshalltown, a distance of fourteen miles, the new rails are already laid.

THE ALBANY AND SUSQUEHANNA RAILROAD COMPANY.—TREASURER'S OFFICE, ALBANY, April 30, 1869.—The interest due upon the first and sixth days of May, 1869, on the Albany City Bonds issued to this Company, will be paid on and after said dates at the Banking House of Messrs. Dabney, Morgan & Co., No. 53 Exchange Place, in the city of New York.
1t19 W. L. M. PHELPS, Treasurer.

To Railway Contractors.

THE Graduation and Masonry of the FREDERICK AND PENNSYLVANIA LINE RAILWAY, embracing twenty-eight sections of more than one mile each, are advertised for contract, and PROPOSALS for the same will be received at the Company's office in the city of Frederick, Md., up to the 25TH DAY OF MAY, inclusive. Specifications, plans and profiles of the work will be ready for inspection at the office of the Company in Frederick, and at the office of the Western Maryland Railroad, in Baltimore, from the 15th day of May, where contractors will obtain all necessary information to enable them to examine the line. The Company reserves the right to reject all or a part of each bid.
4t18 JOHN LOATS, President.

Notice to Builders, Plumbers, Roofers, &c.

SEALED PROPOSALS WILL BE RECEIVED BY the undersigned, at the city of Albany, until the 11th day of May next, for the construction of a Union Passenger House, in the city of Binghamton, for the Erie, the Albany and Susquehanna, and the Syracuse, Binghamton and New York Railroad Companies.

The structure will be of brick, located about 200 feet east of Chenango street, on the north side of the Erie track, having a front on Chenango street of 100 feet by 54 feet, and two-stories high, with French roof, and a wing fronting on the Erie track, 100 feet by 30 feet, one story high.

The plans and specifications of the manner of construction may be examined at the Office of the Chief Engineer of the Albany and Susquehanna Railroad, in the city of Albany, and at the Resident Engineer's Office, in the city of Binghamton, on and after the 3d prox.

Proposals will be received in gross for the whole work embraced in the specifications, or for either or all of the following items, separately: Masonry, to include the Foundations, Brick Work, Plastering and Iron Work; the Carpenter and Joiner Work; the Gas Fitting and Plumbing, with the Steam Heating Apparatus, exclusive of Boiler; the Slating and Tinning, and the Painting and Glazing.

Proposals should be endorsed "Proposals for Passenger House," and addressed to the undersigned at Albany.

The right is reserved to reject any or all the proposals, as may be deemed for the interests of the companies.

C. W. WENTZ,
Chief Engineer A. and S. R. R.
ALBANY, April 27, 1869.

Blue Ridge Railroad.

THE attention of Contractors is invited to the work of completing the Blue Ridge Railroad, in South Carolina, from Anderson, South Carolina, to Knoxville, Tennessee—a distance of one hundred and fifty-two miles to build.

The Executive Committee of the Board of Directors is prepared to enter into negotiations with responsible persons, who may desire to undertake the work.

Payments will be made in first mortgage (7) per cent. currency bonds of the company, secured by the guarantee of the State of South Carolina, for the punctual payment of both principal and interest. The mortgage covers unencumbered property of the company, which cost three and a quarter millions of dollars in gold, and embraces fifty miles of road complete and in running order.

Detailed Estimates, Plans, Profiles and Specifications, will be ready for inspection by JUNE 1, 1869. Meanwhile, approximate quantities and other information concerning the work may be obtained by application to Col. James P. Low, the Chief Engineer of the Company, or to the undersigned, at Columbia, South Carolina.

R. K. SCOTT,
5t18 Chairman of Executive Committee.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW-YORK, April 28, 1869.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDENSDAY, the 26th day of May, proximo, at 3 o'clock P. M.

The transfer books of the Company will be closed at the close of business on the 15th proximo, and re-opened on the 1st day of June, following.

L. A. CATLIN, Secretary.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

WM. KUMBELS
Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address
PETER W. KUMBEL,
26 Ferry St., N. Y.

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SAFETY,
Steel and Iron Rail,
Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. *Opening a new era in Railway economy hitherto unprecedented.* All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.
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Car Manufacturing Co.,
HARRISBURG, PENNSYLVANIA,
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RAILROAD CARS,
RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,
AND
RAILROAD FORGINGS.
W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

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No. 431 Walnut street, Philadelphia.

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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

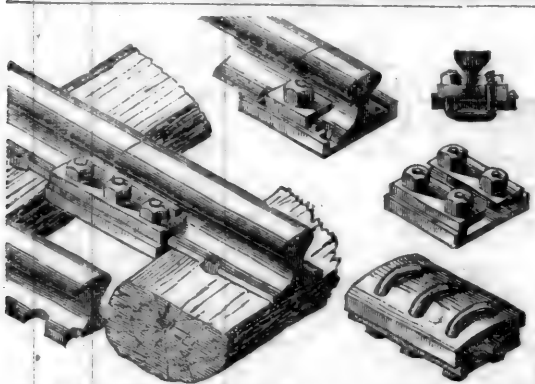
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

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Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

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$275	$225	$150	$75.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each sault. Medicine and attendance free.

May 11, ALASKA, CAPT. A. G. GRAY, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer leaving May 11, connects closely with steamer CHINA, leaving San Francisco June 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA received until 4 P. M. on MONDAY, May 10. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS
CAR WHEEL WORKS,
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Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc. Etc.

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THE SAMPSON CAR WHEEL CO.,
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SAFETY,
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A. F. SMITH, President.
ALBERT BRIDGES, Treas. & Agent.

ODDIE & CO.,
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5 and 7 Jauncey Court,
43 Wall street,
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(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 20.] SATURDAY, MAY 15, 1869. [WHOLE No. 1,726, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 15, 1869.

Our True Railway Policy.

However desirable it may be to construct railways through desert and uninhabited regions with a view to future development, our immediate necessity for increase of production in the seats of population compels us to question such policy. The welfare of the country requires immediate aid to our producing population. We cannot err in believing that the utilization of the railways we now have should be a subject of absorbing interest. Immediate relief is what is now required.

We are certain that the adoption of the "equal speed"—"equal rights," plan for a cheap-freight railway, if adopted on a few of the thoroughfares leading from the interior to the sea-board, would so invigorate our whole system as to treble the amount of equipments, now employed, about as soon as they could be made. It is said by some who have never given the subject consideration that "the present roads as now managed, can carry all the freights that are offered." Our reply is, that if the present cost of freights were doubled one-half the rolling stock now used would be idle:—on the other hand, were freights lessened one-half, more than treble the present amount of rolling stock would be required. "But" says another, "where are all those freights to ——?" We reply: The agricultural fertili- —— of the states could afford —— their agricultural products. The coal and minerals transported by rail in the United States last year amounted to about 21,000,000 tons as against 94,000,000 tons transported on the British railways. We have lumber in almost illimitable quantities in some States and little to speak of in others. Had we a cheap-freight railway from Western Vermont to New York the tonnage freight on marble and slate would exceed by 20 fold the freights on the agricultural products of the State. It has often been said that the minerals from a single county in Pennsylvania could be made to produce more freights for railway transport than the whole of the agricultural products of Michigan. To properly develope the resources of Pennsylvania, Virginia, or Missouri would require more freight stock than is now running on all the roads in the United States. Adopt the cheap-freight scheme and we need not inquire where the freights would come from, but on the contrary we would like to find the man who could tell us where they would *not* come from.

Men often become inflated in the abstract in the contemplation of our great country, its stupendous resources, and the 38,000,000 of people to develope and manipulate them. These resources were never overstated. The half, even, has never been told. But they are remaining mostly in the state where nature placed them. Millions and tens of millions of square miles are overlaid and underlaid with valuable property, but by reason of meagerness in development they remain about as valueless to the business of the country as blue—sky, acre for acre.

To any one who has studied the subject of cheap-freights and traced the results in all collateral directions on the increase of production and wealth our views will appear simple and truthful. We hazard nothing in expressing the belief that the value of rolling stock and railway equipments will constitute at no distant day more than half the value of railway property. *Cheap freights* will be made one of the mainsprings to American production and wealth, and *cheap money* the other. The two combined would work greater, more immediate, and more permanently beneficial results than would the importation of ten millions of the best laborers of Europe.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of April, as compared with the same period of the year 1868:

	1869.	1868.
From freight	$483,502 76	$524,443 71
" passengers	220,109 76	219,297 21
" express matter	10,257 00	10,257 00
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	1,291 85
Total	$729,777 85	$770,198 10
Expenses	391,346 38	414,405 40
Net earnings	$338,431 47	$355,792 70

This shows a decrease in earnings of $40,420 25; with a decrease in expenses of $23,059 02—making the decrease in net earnings, $17,361 23.

The earnings and expenses, from January 1 to April 30, compare as follows:

	1869.	1868.
Earnings	$2,687,000 65	$2,569,336 60
Expenses	1,641,093 47	1,600,490 77
Net earnings	$1,045,907 18	$968,845 83

This shows an increase in earnings of $117,664 05; with an increase in expenses of $40,602 70—making the increase in net earnings, $77,061 35.

Hon. Lorenzo Sherwood.

Though altogether unused to the mournful task, it is eminently proper, in recording the death of this distingnished gentleman, which occurred on the 12th inst., that we should pay some fitting tribute to the worth and services of the departed. The cause of railroad extension and improvement had no votary more sagacious or energetic. His contributions to the columns of this paper, and his memorials to Congress on railroad topics, were always read by intelligent men with more than ordinary avidity. At the time of his death, Mr. Sherwood was President of the "National Cheap Freight Railway League," for promoting the desired improvements in railway organization and management—the publications of which League, with his memorials to Congress on "Railway Policy" in its broadest and highest character, are alone sufficient to form an enduring monument to his sagacious views and energetic efforts in this great branch of the public interests

Vicksburg and Meridian Railroad.

At an annual meeting of the stockholders of this company, in Vicksburg, on the 3d of May, the annual report of the President was received, and the following board of managers elected for the ensuing year: M. Emanuel, T. Rigby, A. B. Reading, Wm. Crutcher, D. W. Flowerre, T. M. Smedes, J. R. McDowell, William E. Morris, Peter Anderson, T. S. Dabney, Adelbert Ames.

At a meeting of the new board of managers, the following officers were elected: M. Emanuel, President; Thos. Rigby, Vice President; N. G. Bryson, Secretary and Treasurer; E. F. Raworth, General Superintendent.

☞ The rates of fare agreed upon by the officers of the Union and Central Pacific Railroads are as follows: from New York to San Francisco for first class passengers, $175; and for second class passengers, $75. It is expected that the trip can be made in from six to seven days. Each company has over 2,000 freight cars. The Union Pacific has about 150 locomotives; the Central, 190.

☞ The semi-annual interest due last January on the Norfolk City registered bonds, and the semi-annual interest on the Norfolk City coupon bonds, due last October, is being paid at the Register's office in that city. Payment was authorized on the 6th instant, and the bonds, which were selling at 59 two days previous, are now up to 75.

☞ The Evansville, Ind., *Journal* says the railroad from Chicago to Danville, Illinois, is already under contract, and it is thought it will be completed by the end of this or early next year. Arrangements are being made by the Evansville and Crawfordsville road to meet the Chicago and Danville road at the State line, by the time the latter reaches that point.

☞ In a few days contracts will be awarded for the remaining sections of the Pittsburg and Connellsville Railroad. Meanwhile the track is being steadily pushed upon the portion put under contract last fall.

☞ Sections 5, 6 and 7 of the Intercolonial Railway have been awarded by the Commissioners to Edward Haycock, of Ottawa, at $13,907 per mile, Jacques Jobin, of Levis, Quebec, at $11,500 per mile, and H. J. Sutton & Co., of Paris, at $17,243 per mile, respectively.

☞ The people of Plattsville, Wisconsin, have voted in favor of giving $60,000 in town bonds in aid of the Dubuque, Platteville and Milwaukee Railroad.

☞ The new Albany Bridge bill has passed both branches of the New York Legislature. The construction of the bridge will at once be proceeded with.

☞ The town of Middletown has voted by a large majority to loan $100,000 in addition to $240,000 previously voted in aid of the air line railroad.

☞ The survey of the route of the Yazoo Valley Railroad, from Batesville to Charleston has been completed.

☞ The survey of the Decatur and East St. Louis Railroad has been finished. As located, the distance is about 107 miles.

Pittsburg, Fort Wayne and Chicago Railway.

The earnings and expenses of this road for the years ending December 31, 1865, 1866, 1867 and 1868, were as follows:

Earnings:	1865.	1866.	1867.	1868.
From freight	$4,789,067 88	$4,707,682 12	$4,483,616 42	$5,231,857 73
" passengers	3,394,221 46	2,441,895 70	2,489,013 39	2,492,265 46
" express	149,658 02	100,298 43	100,632 26	119,973 00
" mails	93,900 00	93,900 00	93,900 00	93,900 00
" rent of railway	85,000 00	85,000 00	85,000 00	85,000 00
" rents	4,861 12	2,869 00	6,651 92	6,754 16
" miscellaneous	25,354 08	35,672 31	33,311 97	11,430 85
Total earnings	$8,489,062 56	$7,467,217 56	$7,242,125 96	$8,041,180 70
Expenses, viz:				
Transportation	$1,220,978 76	$1,280,452 44	$1,192,485 87	$1,341,459 66
Motive power	1,520 948 54	1,567,196 04	1,438,633 48	1,409,545 77
Maintenance of way	1,344,974 25	1,270,533 01	1,382,384 72	1,257,735 45
" cars	531,103 94	552,910 50	505,342 63	598,208 31
General expenses	587,810 09	476,574 55	334,725 37	397,161 41
Total expenses	$5,205,515 58	$5,147,686 54	$4,863,572 07	$5,002,110 60
Earnings less expenses	$3,283,546 98	$2,319,531 02	$2,378,553 89	$3,039,070 10
Earnings per mile	$18,135 65	$15,989 76	$15,464 71	$17,182 01
Expenses "	11,122 89	10,996 33	10,001 22	10,668 27
Earnings less expenses per mile.	$7,012 75	$4,990 43	$5,463 49	$6,493 74
Expenses to earnings per cent.	61.33	68.79	67.15	62.21

INCOME ACCOUNT, 1865-'66-'67-'68.

	1865.	1866.	1867.	1868.
By balance	$1,818,070 45	$3,062,130 75	$3,355,707 98	$1,098,111 97
Gross earnings	8,489,062 56	7,467,217 56	7,242,125 96	8,041,180 70
Assets of Trustees credited to income account	.....	.....	80,000 00	.....
Profits operating New Castle Branch	.....	89,771 99	78,599 81	63,890 87
	$10,307,133 01	$19,619,120 30	$10,751,433 75	$9,203,183 54
Operating expenses	$5,205,515 58	$5,147,686 54	$4,863,572 07	$5,002,110 60
Construction, etc	.....	.....	2,382,014 91	.....
Interest on bonds and sink'g fund.	889,630 00	871,361 93	864,074 74	838,894 65
Dividends on stock	872,827 50	1,035,315 79	1,088,816 81	1,210,236 83
C. & P. R. R. on account of joint earnings	277,029 18	209,048 06	170,903 77	210,308 50
Taxes, &c.	.....	.....	288,939 98	.....
Balance to credit side	3,062,130 75	3,355,707 98	1,098,111 97	1,945,732 96
Total	$10,307,133 01	$10,619,120 30	$10,751,433 75	$9,203,183 54

The result of each year's operations since the consolidation August 1, 1856, have been as follows:

Fiscal Years.	Length of road.	Gross Earnings. Passengers.	Freight.	Mail, etc.	Total.	Operating & Rep'rs, etc.	Earnings, less exp.	Dividends. Amount.	Rate.
	M.	$	$	$	$	$	$	$	p. c.
1856	338	370,446	402,015	23,108	795,579	273,434	522,145	.....	..
1857	383	942,765	657,686	59,974	1,660,426	1,036,011	624,414	349,830	6
1858	383	742,451	698,570	126,211	1,567,232	965,573	601,659	.....	..
1859	465	795,739	964,133	206,116	1,965,988	1,291,333	674,655	.....	..
1860	467	805,486	1,341,015	188,853	2,335,354	1,573,799	761,555	.....	..
1861	467	702,706	1,905,707	223,374	3,031,787	1,732,066	1,299,721	.....	..
1862	467	1,116,741	2,401,530	226,940	2,845,311	1,877,399	1,966,912	.....	..
1863	468	1,562,409	3,341,034	229,491	3,132,934	3,026,311	2,106,623	.....	..
1864	468	2,696,387	4,148,503	275,576	7,120,466	4,101,399	3,019,067	530,782	7½
1865	468	3,391,221	4,739,068	358,774	8,489,063	5,205,516	3,283,547	901,282	10
1866	468	2,441,896	4,707,582	317,740	7,467,218	4,147,687	2,319,631	1,035,316	10
1867	468	2,439,013	4,483,616	319,497	7,242,126	4,863,572	2,378,554	1,088,816	10
1868	478	2,492,265	5,231,858	817,058	8,041,181	5,002,111	3,039,070	1,210,237	10

The earnings and expenses for 1856 are for five months only, viz., from August 1, to December 31.

CONDITION OF THE ROAD.

	1865. E. D.	W. D.	Total.	1866. E. D.	W. D.	Total.	1867. E. D.	W. D.	Total.	1868. E. D.	W. D.	Total.
Miles of road	188	280	468	188	280	468	188	280	468	188	280	468
Miles of Siding	48	49	97	52	54	106	52	54	106	53	54½	107½
Miles of 2d track.	26	7	33	26	7	33	26	7½	33½	26	7½	33½
Total track	262	336	598	266	341	607	266	341½	607½	267	342	609

SCHEDULE OF ROLLING STOCK.

	1865.		1866.		1867.		1868.	
Locomotive engines		189		189		199		204
Passenger—1st class coaches	93		93		93		94	
" 2d class and emigrant.	26		26		26		26	
Mail, baggage and express	48—	167	50—	169	54—	173	54—	174
Freight—box cars	883		1,057		1,431		1,431	
" stock	547		548		548		548	
" platform	759—	2,189	776—	2,381	902—	2,881	902—	2,881
Total of all cars		2,356		2,550		3,054		3,055

OPERATIONS OF THE ROAD.

Mileage of engines	4,623,073	4,934,767	5,037,663	5,420,499
" cars	41,785,082	45,485,011	45,428,547	53,740,249
Freight carried (tons)	832,615	1,025,778	1,154,351	1,509,052
" (mileage)	193,789,901	223,274,794	228,791,443	307,443,978
" (revenue)	$4,739,068	$4,707,582	$4,483,616	$5,231,158
Passengers carried (number)	1,461,195	1,280,322	1,294,125	1,411,671
" (mileage)	121,367,938	82,672,464	82,376,324	87,864,642
" (revenue)	$3,391,221	$2,441,896	$2,439,013	$2,492,265
Mileage of locomotive engines in further detail:				
Passengers	1,499,293	1,456,185	1,502,117	1,473,928
Freight	2,838,569	3,118,019	3,221,486	3,649,396
Wood	121,510	148,985	100,185	307,175
Gravel	263,701	211,578	213,875	
Total	4,623,073	4,934,767	5,037,663	5,420,499
Mileage of cars in further detail:				
Passenger	5,522,129	5,208,081	5,517,209	6,148,753
Baggage and express	2,169,054	2,091,384	2,089,655	2,130,560
Freight	34,093,899	38,185,546	37,821,683	45,460,936
Total	41,785,082	45,485,011	45,428,547	53,740,249
Classification of freight weight in tons:				
Product of forest—lumber	47,210	61,658	70,183	83,849
" other articles	26,000	31,608	45,134	26,393
" animals—live stock	184,242	156,913	155,847	173,158
" other articles	57,103	57,767	56,035	63,395
Agricultural products—flour & grain	96,206	149,403	115,750	168,218
" " other articles	32,512	42,746	37,225	51,801
Manufactures	150,033	186,250	207,512	291,280
Merchandize	75,086	108,751	136,692	189,874
Iron rails	13,584	25,959	38,270	65,013
Miscellaneous—coal	129,770	158,382	205,553	237,810
" other articles	20,864	46,341	86,150	158,261
Total weight in tons	832,615	1,025,778	1,154,351	1,509,052
Carried westward	866,723	419,064	529,516	714,078
Carried eastward	465,892	606,714	624,835	794,974

GENERAL ACCOUNT, 1865-'66-'67-'68.

	1865.	1866.	1867.	1868.
Capital stock	$9,312,442 00	$9,940,987 95	$11,500,000 00	$11,500,000 00
1st mortgage bonds	5,250,000 00	5,250,000 00	5,250,000 00	5,250,000 00
2d " "	5,160,000 00	5,160,000 00	5,160,000 00	5,160,000 00
3d " "	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Bridge bonds (O. & P. R. R. Co.)	163,500 00	158,500 00	153,000 00	153,000 00
Due to other companies	184,871 85	40,822 02	177,514 60	149,789 23
Miscellaneous liabilities	448,041 24	364,295 73	137,796 95	201,582 49
Due J. F. D. Lanier, Trustee	115,331 13	88,238 79	12,054 11	.....
Due for current expenses in December and prior	849,376 12	568,987 14	573,289 40	646,759 63
Balance to credit of income acc'nt.	3,062,130 75	3,355,707 98	3,480,126 88	1,945,732 96
Total	$26,545,693 09	$26,927,539 61	$28,343,781 94	$27,036,864 31
Cost of property	$23,183,381 33	$24,253,746 81	$25,271,285 63	$23,402,985 47
Stock of supplies	969,053 93	631,918 82	561,443 99	539,341 13
Due from other companies	417,948 84	386,954 43	368,596 14	462,411 92
Akron Branch	179,829 40	179,829 40	207,575 03	258,260 34
Miscellaneous assets	575,521 74	708,333 63	633,641 44	887,172 73
Sinking fund 1st and 2d mortgage bonds	208,200 00	275,910 03	404,710 26	524,560 02
Cash on hand	1,011,758 85	670,675 59	896,529 00	962,132 70
Total	$26,545,693 00	$26,927,539 61	$28,343,781 94	$27,036,864 31

The amount of capital, bonds, and debt at the close of each year since the consolidation has been as follows:

	Shares.	Bonds.	Floating Debt.	Total.
1857	$5,258,937 66	$7,371,000 00	$1,418,922 09	$14,048,759 75
1858	5,288,950 27	8,453,000 00	889,159 88	14,631,110 15
1859	5,351,761 84	8,289,500 00	1,916,517 04	15,577,777 88
1860	5,481,869 32	9,306,485 00	1,612,754 22	16,401,108 54
1861	5,480,865 54	9,660,725 00	1,860,430 87	17,002,121 41
1862	5,709,591 61	12,935,173 00	.....	18,644,764 61
1863	6,164,531 89	12,935,173 00	.....	19,099,704 89
1864	8,181,126 00	12,657,000 00	.....	20,838,126 00
1865	9,312,442 00	12,573,500 00	.....	21,885,942 00
1866	9,940,987 95	12,568,500 00	.....	22,509,487 95
1867	11,500,000 00	12,563,000 00	.....	24,063,000 00
1868	11,500,000 00	12,563,000 00	.....	24,063,000 00

In the floating debt are included coupons past due and unpaid—1858, $9,341; 1859, $252,150; 1860, $912,677, and in 1861, $1,519,212.

North Pennsylvania Railroad.

The earnings of this road in the fiscal years ending October 31, 1867 and 1868, were:

	1867.	1868.
From passengers	$344,573 61	$369,972 64
" freight	162,073 17	228,136 51
" pig iron	45,083 22	35,248 71
" through lumber	18,313 28	21,695 36
" local freight	209,624 20	238,989 84
" through freight	98,702 79	110,771 42
" mails	3,215 00	3,215 00
" rents, etc.	10,431 60	7,414 81
Totals	$892,056 87	$1,015,394 29
Expenses, viz.:		
Maintenance of way	$127,186 35	$160,606 95
Motive power	144,382 68	155,081 25
Maintenance of cars	63,240 75	74,892 82
Conducting transp	152,199 93	157,566 10
General expenses	27,831 13	29,315 76
	$514,840 84	$577,462 88
Net earnings	$377,216 03	$537,931 41
Interest, taxes, etc	226,759 27	255,138 71
Balance	$150,456 76	$182,792 70

Compared with the previous year, the gross earnings of 1868 show an increse of $123,337 42; with an increase in expenses of $62,622 04—making the increase in net earnings, $60,715 38.

There has been expended within the year on permanent account: for construction, $103,847 70; and for equipment, $76,015 55—total, $179,863 25. The report says:

The policy adopted of spending the net profits of the company for construction and equipment, and making scrip dividends convertible into bonds, has been adhered to, and has given very general satisfaction to the stockholders.

Grading and ballasting for double track between Berks street passenger depot and Old York road, were commenced early in the summer; the rails have been laid and the work completed a large portion of the way; the double track will be extended to Abington as fast as circumstances will admit, and when completed to that point, increased accommodation can be extended to the local travel, and the through trains can be run with greater regularity.

In accordance with the provisions of the mortgage, securing the six per cent. bonds of the company, requiring twenty-five thousand dollars of said bonds to be set aside annually as a sinking fund, the full amount required to this date, say two hundred and twenty-five thousand dollars, has been obtained and cancelled.

Since the date of the last annual report, the Lehigh and Susquehanna Railroad has been opened from Easton to Wilkesbarre, and a daily passenger train is now run, in connection with one of the trains of this company, between Philadelphia and Wilkesbarre and Scranton.

The Lehigh Valley Railroad Company have also extended their road from Wilkesbarre to Tunkhannock, and are now carrying passengers and freight, in connection with this company, from Philadelphia through to that point without change of cars. The whole line, froum Tunkhannock to the New York State line, is being pushed forward with great vigor. and will be opened through during the coming summer; when completed it will open a new route *via* North Pennsylvania Railroad and the Lehigh Valley Railroad, between Philadelphia and Northern Pennsylvanio and State of New York, considerably shorter in distance than the lines now in use. The opening and extension of these roads cannot but add to the business of this company, and will require additional outlays for its accommodation.

The company have 26 locomotives. Miles run with passenger trains, 240,079; with freight trains, 181,185—total, 421,264. Number of passengers carried, 746,911; do., carried one mile, 18,873,-

292, equal to 247,664 through passengers. Tons of freight moved one mile, 18,172,078.

CONDENSED BALANCE SHEET, OCT. 31, 1868.

Capital stock	$3,150,000 00
Six per cent. coupon bonds	2,275,000 00
Ten per cent. "	360,000 09
Seven per cent. "	684,500 00
Scrip issued for six per ct. coupons.	128,634 00
Scrip issued for ten "	15,705 00
Ground rents and mortgages	155,395 49
Scrip issued for dividend No. 1	4,080 00
Scrip issued for dividend No. 2	6,297 50
Six per cent. coupons unpaid	1,512 50
Ten per cent. coupons unpaid	1,650 00
Interest on scrip unpaid	293 61
Unpaid accounts	91,441 99
Profit and loss	192,998 88
	$7,067,508 47
Right of way	$215,318 50
Construction of road	4,900,346 37
Equipment of road	793,982 20
Second track of road	51,625 87
Depots, shops and stations	266,634 55
Real estate	476,441 84
Telegraph	4,967 39
Trustees' general mortgage	2,600 00
Scrip Delaware Mutual Ins. Co.	230 00
Seven p. ct. bonds N. Pa. R. R. Co.	2,000 00
Scrip North Penn. Railroad Co	40 00
Stores	131,901 74
Loans	111,772 45
Unpaid accounts	30,365 68
Cash	79,281 58
	$7,067,508 47

President.—FRANKLIN A. COMLY.

Directors.—John Jordan, Jr., J. Gillingham Fell, S. Morris Waln, William C. Ludwig, Ellwood Shannon, Edward C. Knight, Alfred Hunt, William C. Kent, Charles W. Wharton, Edward Roberts. *City Directors.*—Jacob Riegel, Oliver H. Wilson.

Treasurer.—WILLIAM WISTER.

Secretary.—EDWARD ARMSTRONG.

Engineer and Sup't.—SOLOMON W. ROBERTS.

From the U. S. R. R. & Mining Register.

Iron Manufacture in Pennsylvania.

Pennsylvania owes her pre-eminence in the manufacture of iron and steel, less to her supply of iron ores than to her vast beds of good coal and that indomitable pluck and energy which her people have exhibited in the development of the resources with which nature has endowed her. Several other States are well supplied with ore. New Jersey, Northern New York, Upper Michigan and Missouri abundantly so. Virginia is rich in ore and coal, and at no very distant day her mountains and vales will be illuminated by forge and furnace fires, and re-echo with the steam whistle and ponderous hammer. To the iron and coal fields of Alabama, the attention of Northern capitalists has recently been directed, and many believe that iron can be manufactured in that State as cheaply and of as good quality as anywhere else in the country. But despite the great mineral resources of other States, Pennsylvania stands pre-eminent as an iron producing State, one-half of the total make of the country being produced here. It is exceedingly interesting to follow the progress of this great industry in this State from its birth to its present gigantic proportions. For many years ore was smelted entirely with charcoal. From the best sources of information we are led to believe that the first furnace was erected in the year 1715. Between that time and the breaking out of the Revolutionary War, seven furnaces were erected. These furnaces were small and made but little iron, and the business was by no means profitable. From 1776 to the beginning of the present century twelve additional furnaces were built. From the most authentic records we learn that during the year 1800, fourteen charcoal furnaces were in blast and five were idle. During the following thirty years, forty-nine new furnaces were built and ten abandoned. From 1830 to 1843, sixty-seven charcoal furnaces were built and fourteen abandoned. The beneficial effects of the tariff of 1842 upon the industries of the country now became apparent. In the five years from 1843 to 1847 inclusive, seventy-one charcoal furnaces were erected, an average of more than fourteen per annum in Pennsylvania alone. In 1847 the number of charcoal furnaces in this State reached its maximum, there being at the close of that year, one hundred and seventy in working order. The reduction of the duty upon imported merchandise which took place about this time, palsied this branch of business as it did every other, and large numbers of furnaces blew out; scores of idle stacks standing as monuments attesting the triumph of ignorant legislators. About the year 1854, the scarcity of fuel began to be felt and many furnaces in different parts of the State were blown out. Many a noble forest had been supplanted by well tilled farms. The increasing use of bituminous coal as fuel, and the discovery of oil and consequent scarcity of labor, aided largely in destroying the charcoal iron manufacture in this State. A pretty complete history of this branch of business, and one that is suggestive to the political economist, is presented in the following table, showing the number of charcoal furnaces built and abandoned each year since the inception of the manufacture:

	No. furnaces. built.	ab'd.		No. furnaces. built.	ab'd.
1776 and prev. yrs.	7	0	1847	11	5
1777–'99 inclusive.	12	0	1848	7	11
1800–'09 "	10	1	1849	2	7
1810–'19 "	20	4	1850	1	8
1819–'29 "	19	5	1851	1	10
1830	9	5	1852	3	6
1831	4	0	1853	2	9
1832	8	2	1854	6	8
1833	5	3	1855	1	6
1834	3	1	1856	0	16
1835	9	0	1857	1	18
1836	6	0	1858	0	14
1837	2	1	1859	0	6
1838	7	1	1860	0	10
1839	4	2	1861	0	0
1840	3	2	1862	2	0
1841	3	1	1863	2	2
1842	4	0	1864	3	3
1843	8	0	1865	0	1
1844	11	1	1866	1	2
1845	17	1	1867	0	4
1846	24	5	1868	0	0

In 1854 the production of charcoal iron was 116,000 tons; in 1868 it amounted to 59,600 tons. In 1864 the total quantity of ore smelted by the charcoal furnaces of this State was 144,181 tons, yielding 53,171 tons of pig iron, an average of 36.87 per cent. The quantity of flux used was 21,019 tons, of 788 pounds per ton of iron, and of fuel 9,875,918 bushels of charcoal, an average of 185 bushels per ton of iron. The value of the product was $3,562,457.

The smelting of iron by raw bituminous coal is a business of comparatively recent origin here. It is said that David Himrod was the first to employ it in 1845, at his furnace in the Shenango Valley, about two and a half miles east of Clarksville, Mercer County, Pennsylvania. Mr. Himrod was compelled, by a strike of his cokers, either to blow out his furnace or use the coal raw; he determined to try the latter. At first raw coal was mixed with the coke and the furnace worked well. As the supply of coke diminished the quantity of raw coal was increased, until at length the latter was used alone, the furnace working well and producing iron of a good quality.

This discovery has proved of great importance to the bituminous coal and the iron regions of Ohio and Pennsylvania, and, indeed, of the whole West. From that time to the present the number of furnaces using coke and raw coal have greatly increased. The production from 1854 to the present time is given in the following table in tons of 2,000 pounds:

Year.	Tons.	Year.	Tons.
1854	29,941	1862	65,227
1855	23,390	1863	90,719
1856	46,317	1864	122,220
1857	53,083	1865	115,664
1858	33,115	1866	170,600
1859	48,626	1867	191,072
1860	69,748	1868	194,000
1861	79,373		

An analysis of the condition of the raw bituminous coal and coke furnaces of Pennsylvania for 1864, presents the following interesting facts:

Number of furnaces	37
Number using coke	20
Production of coke iron (tons)	77,549
Number using raw coal	11
Production of raw coal iron (tons)	44,671
Total quantity of ore used (tons)	273,967
Quantity of hematite ore used (tons)	75,826
Quantity of calcareous ore used (tons)	144,798
Quantity of other ores and cinder used (tons)	53,343
Average yield in furnace (per cent.)	42
Quantity of flux consumed (tons)	57,081
Quantity of coal consumed (tons)	357,814
Quantity used raw (tons)	102,230
Quantity coked (tons)	255,584
Average quantity per ton of iron (tons)	2.92
Value of product at Pittsburg	$6,722,100

But it is her anthracite coal, the best fuel for iron making in the world, that makes Pennsylvania a great iron State. Of the 925,000 tons of pig iron made in this State last year, 672,000 tons, or about 73 per cent., was anthracite iron. This immense trade has sprung up since the year 1837, when the first anthracite furnace was built. The following statement exhibits the progress of the manufacture since 1854:

Year.	Number of furnaces in blast.	Production. (Tons of 2,000 lbs.
1854	70	262,747
1855	79	283,836
1856	81	347,195
1857	66	307,199
1858	61	280,685
1859	64	364,487
1860	69	403,694
1861	65	314,271
1862	68	370,304
1863	79	432,062
1864	90	519,690
1865	85	376,969
1866	..	573,759
1867	..	594,270
1868	..	671,955

The number of anthracite furnaces annually erected from the year 1837 to 1865, inclusive, is exhibited in the following statement:

	No. furnaces built.		No. furnaces built.
1837	1	1852	1
1838	0	1853	10
1839	3	1854	14
1840	2	1855	9
1841	0	1856	6
1842	2	1857	2
1843	1	1858	0
1844	5	1859	1
1845	10	1860	1
1846	8	1861	1
1847	6	1862	2
1848	5	1863	2
1849	1	1864	4
1850	7	1865	1
1851	1		

Since 1865, a large number of new furnaces have been built, chiefly in the valley of the Lehigh, and the manufacture is now quite prosperous.

To produce the 672,000 tons of anthracite iron made in Pennsylvania in 1868, 1,512,000 tons of coal were consumed, and 1,550,000 tons of ore smelted.

We have now given a pretty full and correct history of the pig iron manufacture of Pennsyl-

vania, and we now propose to follow the crude pig into the finished rail, bar, band, hoop, sheet, &c. This brings us to the rolling mills and forges. The first rolling mill of which we have any record was built in the year 1790. Prior to the Revolutionary War a few bars and rods were made here by small forges and smithies, but the manufacture was discouraged and finally prohibited by the mother country, who with characteristic selfishness desired to manufacture iron for the world, although the making of crude iron, for shipment to England, was rather encouraged. The following table shows the date of erection and number of mills built from 1790 to 1865, inclusive:

Year.	No.	Year.	No.	Year.	No.
1790	1	1838	1	1853	1
1795	1	1839	1	1854	3
1810	1	1840	7	1855	1
1820	1	1841	1	1856	3
1824	1	1842	3	1857	8
1825	2	1843	1	1858	1
1826	2	1844	3	1859	0
1827	1	1845	5	1860	1
1828	2	1846	9	1861	0
1830	3	1847	2	1862	8
1831	3	1848	4	1863	5
1832	1	1849	3	1864	13
1834	1	1850	4	1865	2
1836	2	1851	1		
1837	3	1852	3		

Thirteen (13) of these mills were abandoned prior to 1865.

The production of all kinds of rolled iron, annually, during the past fifteen years in this State, has been as follows:

No. Tons.	No. Tons.	No. Tons.
1854..179,567	1859.237,058	1864.408,800
1855..217,784	1860.248,675	1865.390,436
1856..250,188	1861.218,874	1866.456,707
1857..219,958	1862.264,073	1867.490,081
1858..219,320	1863.337,499	*1868.520,000

* Partly estimated.

The product of railroad iron, included in the above, for the past three years, was as follows: 1866, 212,786 tons; 1867, 245,081 tons; 1868, 276,500 tons.

In order to show the relative importance of Pennsylvania as an iron State, we submit a statement of the quantities and kinds of rolled iron, other than railroad iron manufactured in 1866, in Pennsylvania and in all the other States:

	Pennsylvania. Tons.	All other States. Tons.	Total. Tons.
Merchant bar and rod	118,013	158,179	276,192
Sheet	22,035	11,934	33,969
Plate	35,006	36,501	71,507
Hoop	11,595	4,864	16,459
Nails and spikes	47,332	100,293	147,625
Axles and other iron	9,940	39,619	49,559
Total	243,921	351,390	595,311

In 1868 the rolling mills of the State consumed 1,210,000 tons of coal, of which 380,000 tons was anthracite, and 830,000 tons bituminous.

There are seventy forges in the State, which produce annually about 35,000 tons of blooms, bars, axles and other forgings. The history of this branch of manufacture shows that it has not been of late years a progressive one. The production since 1854, has been as follows:

Tons.	Tons.	Tons.
1854...34,802	1859..25,708	1864..34,911
1855...33,485	1860..25 519	1865..35 578
1856...35,348	1861..23,835	1866..31,330
1857...32,223	1862..26,610	1867..31,747
1858...24,894	1863..31,203	1868..30,520

In the manufacture of steel, Pennsylvania is equally as prominent as in the manufacture of iron. More than one-half of the steel made in the country is made here. The great steel works of Pittsburg turn out nearly 10,000 tons of steel per annum, which in regard to quality cannot be surpassed by the best productions of any foreign country. Two large establishments for the manufacture of Bessemer steel are now in operation—one at Harrisburg and one at Lewistown—and metal of an excellent quality is being produced.

Such is Pennsylvania as an iron and steel State. We are proud of her, and have taken some trouble to let the country know what she is. We predict for her a brilliant future. Some other sections of the country will undoubtedly increase their iron production largely. It may be that the anthracite coal of Pennsylvania will ere long be carried, in much larger quantities than heretofore, to points along the Hudson River to smelt the iron ores of Northern New York. But Pennsylvania can and will maintain her supremacy.

Journal of Railroad Law.

RAILROAD COMPANIES—FAILURE TO MAINTAIN FENCES—WHEN LIABLE THEREFOR.

The late action of Brown *vs.* The Milwaukee and Prairie du Chien Railway Company (21 Wis., 39,) was one for injuries done to plaintiff's horses by a train on defendant's road, to which they escaped from an adjoining field. The only question of fact at issue was, whether the escape was caused by defendant's failing to maintain in proper condition a certain set of bars in a fence between the track and land belonging to one Oleson. It appeared from the evidence that the fence and bars were of the full height required by law; that the accident happened in the night of August 6th, that the next morning a cleat or batten, which had been nailed to the post at one end of the bars, and by which they had been confined in place, was lying upon the ground, and the bars (none of which were broken,) were down at that end; that the cleat had been nailed to the post with eight 12-penny nails about the middle of the preceding May; that when in its place it projected above the post; that after the accident the upper end of it looked as if it had been pounded by a stone, and there was a stone lying near by, of the weight of four of five pounds; and that several of the nails had remained in the post their heads being drawn through the batten. It further appeared that the horses had been pastured a short time before in an enclosure on the opposite side of the road, and that there was a field belonging to Oleson adjoining that enclosure, and separated from it by a fence. Oleson, for the plaintiff, testified: "these horses had been in my field a couple of times; once the white horse jumped over my fence, which was a good rail fence about four feet high; and once he pushed it down and they all got in. I spoke to Brown, and after that I saw the white horse tied down, and then he did not get in."

The same witness stated that he "had not been at the bars for some time before the accident—probably two months before." The defendant objected to the witness testifying as to the condition of the bars at that time; but the objection was overruled, and he said that "the nails were getting out a good many times;" that "the batten was loose at the time," and that it "had been used a good many times," &c. There was evidence for the plaintiff tending to show that the upper bar was so short as to be easily sprung out of its place. It appeared that after the horses were put into the field from which they escaped, the white horse above mentioned was not tied down. The defendant's evidence tended to show that the bars were in a good condition.

The opinion of the Court was delivered by

DIXON, C. J.—The defendant's counsel seem to misapprehend the decision in Hance *vs.* Cayuga and Susquehanna Railroad Company, 26 N. Y., 428. The Court did not decide that the absolute liability under the statute ceased when the fences had once been erected. The N. Y. statute, like our own, provides that when such fences shall be duly made and maintained, the railroad company, or other party having control of the road, shall not be liable for any such damages, unless willfully and negligently done. Laws of 1860, chap., 268. The turning point in that case was, not that the company had neglected to build and maintain sufficient fences and cattle guards, for it appears that it had done both, but that it had been guilty of negligence in another respect not within the statute; that is, in not removing the snow from underneath the cattle guard. In such case the negligence of the plaintiff may very properly have been taken into account in determining whether he was entitled to recover, but it does not show that the same rule is to prevail when the injury arises through a defect of fences which have once been erected. The statutory liability is absolute, and continues unless the fences are maintained as well as erected. This disposes of the second instruction asked by the defendant and refused by the Court, the Court having already correctly instructed the jury as to the duty of the company in keeping up its fences, and that being the only question at issue.

There was also another reason for refusing the instruction. There was no sufficient evidence that the white horse was breachy. It did not appear that he was accustomed to or ever had jumped or pushed down a lawful fence. Mr. Oleson's fence was only "about four feet high." An animal that would jump or push down such a fence might never attempt the same thing with one of the requisite statutory height and strength.

The first instruction asked by the defendant and refused in form, though given with a slight modification by the Court, is not the subject of complaint here. It seems to have been as favorable to the defendant as the circumstances of the case required.

The testimony of the witness Oleson was admissable for the purpose of showing the negligence of the company in not repairing the fence—that its defective condition was or ought to have been known to the agents and employees of the company. If the fence should be suddenly destroyed by some accident against which it is impossible for the company to provide, it may be that it would not be subject to the absolute liability of the statute, if immediate steps were taken to rebuild. The jury were instructed that the company, in keeping up the fence, were only bound by that ordinary care and diligence observed between other adjoining landowners. At all events the jury could not have been misled by the testimony as they must have understood that it was the defective condition of the fence at the time of the injury for which the company were responsible.

Another objection is, that the verdict is unsupported by evidence. We cannot agree with the counsel in this. There clearly was some evidence to sustain the verdict.

By the Court.—Judgment affirmed.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	-------	-------
Allegheny Valley 50	2,000,000	-------	-------
Atlanta and West Point...100	1,252,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	-------	-------
Atlantic & Gt. Western ... 50	25,879,923	-------	-------
" " " pref. 50	1,919,000	-------	-------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '69 4
Do. Washington Br. 100	2,850,000	A. & O.	Apl. '69 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware.....100	996,250	-------	-------
Berkshire*.....100	600,000	J. A J &O	Apl. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec. '68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '69 4
Boston, Concord & Mont..100	459,900	-------	-------
Do, do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & Newt'n.100	899,900	-------	-------
Buffalo, Bradford & Pitts.100	1,100,000	-------	-------
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	-------	-------
Camden & Burlington Co.100	331,000	-------	-------
Cape Cod Branch 50	721,926	J. & J.	Jan. '69 3½
Cape May and Millville....100	447,000	J. & D.	Dec. '68 3
Catawissa. 50	1,150,000	-------	-------
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	-------	Jan. '69 4
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J	Jan. '69 5
Central of New Jersey....100	13,768,000	J. & J.	Jan '69 2½
Central Ohio..... 100	2,600,000	J. & D.	Dec. '68 3
Do. pref..... 100	400,000	J. & D.	Dec. '68 3
Cen. Park, N. & E. River.100	970,000	-------	Oct. '67 2½
Chemung*.....100	380,000	J.A.J&O	Apl. '69 2
Cheshire, preferred 100	2,017,325	Annual.	Jan. '69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref..100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	-------	Jan. '69 5
Chicago and Milwaukee*.100	2,227,000	-------	-------
Chicago & N. Western....100	14,556,676	J. & D.	Dec. '68 5
" " pref.100	16,356,287	J. & D.	Dec. '68 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5a
Cincinnati City Passenger...	-------	J'n &J'ly	Jan.'68 2
" Street.....	-------	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b. '69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen.100	11,420,000	-------	-------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan '69 4a
Concord 50	1,600,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn.100	500,000	-------	-------
Conn. & Passump. Rivers.100	139,000	-------	-------
Do. do. pref 100	1,822,100	J. & J.	Jan.'69 3
Connecticut River..... .100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley 50	1,816,900	A. & O.	Oct. '68 4
Danbury and Norw'k 100	400,000	-------	-------
Dayton and Michigan*....100	2,392,361	-------	-------
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	-------	-------
Detroit & Milwaukee.....100	1,047,350	-------	-------
" " pref.100	1,500,000	-------	-------
D. Dock, E. B'dw. & Bat..100	1,200,000	-------	-------
Dubuque and Sioux City..100	1,673,641	Annual.	Jan. '69 4
Do do. pref.100	1,987,351	J. & J.	Jan.'69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600	-------	-------
East Tenn. and Georgia....100	2,369,730	-------	-------
East Tenn. and Virginia...100	667,800	-------	-------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'68 1½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'69 4
Do. pref.....100	8,535,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	-------	-------
Evansville & Crawfordsv.100	1,143,446	-------	-------
Fitchburg.....100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	-------	-------	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '69 3
Hannibal and St. Joseph..100	2,900,000	-------	-------
Do. do pref.100	5,253,830	-------	-------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'68 5
Housatonic..... 100	820,000	-------	-------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River..... 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,186,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	800,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000	-------	-------
Leeds and Farmington*.....	-------	-------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,155,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne..... 50	844,950	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4a
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	-------	-------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	-------	N'y'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	-------	-------
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	1,500,000	May.	M'69 3½a
Mahanoy & B'd Mount'n* 50	1,676,916	-------	-------
Maine Central..... 100	1,600,860	-------	-------
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	-------	-------
" " 1st pref. 50	6,580,135	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000	-------	-------
Metropolitan (Boston)..... 100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 1½
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	586,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	-------	-------
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081	-------	-------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 5
" " " 2d pref..100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	6,406,883	J. & J	J'n'69 14a
" " " pref.....100	8,050,892	J. & J.	Do. 7a10a
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	-------	-------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	-------	Dec'68 7a
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	-------	-------
Naugatuck..... 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	788,538	-------	-------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey..... 100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600	-------	-------
New York and Harlem.... 50	6,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue..... 100	797,400	-------	-------
North Carolina..... 100	4,000,000	-------	-------
Northern Central 50	4,648,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.100	155,000	-------	May '67 4
Northern of N. Hampsh...100	3,066,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	-------	Jan.'69 5a
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	-------	-------
" " pref.100	8,500 000	J. & D.	Dec'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	-------	-------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	-------	-------
Panama..... 100	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700	-------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5a
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5a
Phil., Germ'nt'n & Nort'n 50	1,535,650	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,800,000	J. & D.	Dec'68 3
Providence & Worcester..100	1,500,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	-------	-------	Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 2½
Richmond and Danville ...100	2,000,000	-------	-------
Richmond and Petersb'g..100	847,100	-------	-------
Rich., Fred. and Potomac.100	1,041,800	-------	-------
Rockport 100	88,400	-------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred. 100	-------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	-------	-------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	445,886	M. & N.	May '69 3
Sand. Mansf. and Newark.100	901,241	-------	-------
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh'a. 50	1,289,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	-------	-------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	-------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	-------	-------
South Shore 100	259,886	-------	Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	-------	-------
Stockbridge & Pittsfield*100	448,700	-------	------- 3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	-------	-------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	595,922	-------	-------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.)....100	1,750,000	-------	-------
Thirteenth and Fif. (Ph.).. 50	-------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	-------	-------
" " (E. D.) pref.100	1,700,000	-------	-------
" " (W. D. pref.100	1,300,000	-------	-------
Tol., Wabash and West....100	5,700,000	-------	-------
" " " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	-------	-------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	-------	-------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	5,000,000	-------	-------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	-------	-------
Virginia Central 100	3,353,679	-------	-------
Virginia and Tennessee....100	3,497,791	-------	-------
Western Union 100	2,707,693	-------	-------
West Jersey 100	804,150	-------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,468,776	-------	-------
Winchester and Potomac.....	-------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	-------	------- 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 1½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	-------	-------
Delaware Division..... ... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10 000,000	F. & A	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000	-------	-------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... ...100	1 175,000	F. & A.	F. '69 10a
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	-------	-------
Union..... 50	2,907,850	-------	-------
" preferred 50	-------	-------	-------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Mar.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'66 4
Fulton Coal..... ..... —	-------	J & J	Jan. '69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	-------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... —	200,000	-------	Dec'68 2½
Short Mt. Coal..... 50	800,000	-------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	-------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express..... 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	-------	-------
United States Express 100	6,000,000	FMA&N	M'y'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	-------	-------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	454,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	405,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,016	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	*271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,088	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,805	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,418
1867	906,759	917,639	1,139,528	1,217,1.8	1,122,140	1 118,731	1,071,312	1,230,024	1,444,745	1,498,716	1,421,891	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,646	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	509,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,625	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,602	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,406	1,294,096
1869	98,517	91,666	103,558	109,526	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	361,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,508
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,869	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,660	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,569,251
1869	384,120	320,636	386,527	411,514	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	352,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,487	518,174	651,819	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,393	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,761	532 911	506,641	625,347	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,496	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	764,800	690,598	673,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,086	1,935,753
1869	132,623	127,817	175,950	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,382
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,080	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	456,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	280,529	293,344	283,833	484,208	450,203	429,896	323,274	320,756	3,945,894
1869	284,192	265,137	252,704	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	66,913	62,918	85,276	60,698	84,462	100,312	75,243	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,389	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, May 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	120
" " " ..... coupon		5	" "	1874	121
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	130½
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,400	6	" "	1881	120
and March 3, 1863 ..... coupon		6	" "	1881	....
Oregon War Bonds of March 2, 1861	945,000	6	July.	1881	....
" " "		6	May & Nov.	1882	115½
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	" "	1882	119½
" " " (5-20s).....coupon		6	" "	1884	116½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	115½
" " " (5-20s).....coupon		6	" "	1884	115½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	115½
" " " (5-20s).....coupon		6	" "	1885	115½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	116½
" " " (5-20s).....coupon		6	Jan. & July.	1886	114½
" " 2d series (5-20s)...registered	332,998,950	6	" "	1886	117½
" " " (5-20s).....coupon		6	" "	1887	117½
" " 3d series (5-20s)...registered	379,531,050	6	" "	1887	117½
" " " (5-20s).....coupon		6	" "	1888	....
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	117½
" " " (5-20s).....coupon		5	Mar. & Sept.	1904	108
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	" "	1904	108½
" " " (10-40s)....coupon		6	Jan. & July.	'95–'99	106½
Union Pacific R. R. Bonds .....(currency)	56,852,320	3	.....	Dem.	....
Certificates of Mar. 2, 1867, and July 2, 1868...	53,240,000	3	.....	.....	....
Navy Pension Fund of July 23, 1868.....	14,000,000	6	.....	Due.	....
Loans of 1842, 1847 and 1848.....	147,900	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	252,000	var	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	7	.....	Due.	....
Treasury Notes (7-30s).....	36,700	6	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	3,097,000	6	.....	Due.	....
Temporary Loan of June 30, 1864	188,510	var	.....	Due.	....
U. S. Notes (greenbacks).....	391,414,168	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	....
" — " " (extended).....	2,414,800	5	" "	'83–'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70–'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94–'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	....
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83–'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	100½
" — " Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
" — " Nov., 1863		6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
" — " May-1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	96
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	88
" — " " (" " ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'90–'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100½
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,387	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	....
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69–'73	....
" —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69–'06	73½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	70
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	80½
" — " " (Funding).....	494,800	6	Various.	'86–'88	....
" —...ans.....	250,000	6	Mar. & Sept.	'69–'74	....
"	171,000	6	Various.	'75–'78	....
" ...1861.....	800,000	6	"	1871	....
" ...'63.....	525,000	6	Mar. & Sept.	1883	....
"	2,832,500	6	June & Dec.	18...	....
"	475,000	6	Feb. & A...		....
"	802,000	5	J. A. ...		....
	9,252,112	5	"		....
" —					
" —					
" — "					
" —					
" —Defense Loan of ...	2,040,160	6	" "	1890	....
" —South Relief Loan of 1867.....	100,000	6	" "	1883	99½
				1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
" — " " dollar....	1,166,500	5	" "	'90–'94	103½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70–'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " "	650,000	6	" "	'72–'73	....
" — " "	720,000	6	" "	'74–'75	120½
" — " "	1,430,000	6	" "	1876	....
" — " " 1862.....	600,000	5	" "	'77–'78	....
" —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108½
" — " " '64–'67, s'g.	4,000,744	5	May & Nov.	1894	....
" — " " ..... dol.	4,379,500	5	" "	1894	....
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	....
" —Two Million Loan	1,728,000	6	" "	'73–'83	....
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	89½
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82–'90	....
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	91½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	....
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	....
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	....
" — " of 1863 (free).....	1,002,900	6	" "	'86–'96	....
" — " of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	6	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	....
" — "	5,726,800	6	" "	1873	102½
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	....
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
" — " Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	80½
" — " (new).....	3,059,045	6	" "	'92–'98	55½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	....
" — " (").....	1,600,000	6	" "	1875	101
" — " (").....	4,095,309	6	" "	1881	....
" — " (").....	2,400,000	6	" "	1886	103½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — "		5	" "	.....	....
" — "	1,642,128	5	Jan. & July.	1870	98
" —Coupon Loans.....	4,724,000	5	Various.	'72–'82	93
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
" — " "	7,909,600	6	" "	1877	106
" — " "	9,273,050	6	" "	1882	107½
" —Military Loan.....	910,200	5	" "	'72–'87	....
Rhode Island—War Loan of 1861.....	2,820,750	6	" "	1877	103½
" — " of 1862.....	30,500	6	April & Oct.	1871	99½
" — " of 1863.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	....
" — " of 1864.....	776,000	6	Jan. & July.	1893	....
South Carolina—Fire Loan, 1838	881,000	6	Feb. & Aug.	1894	....
" — " (stg.).....	314,454	6	J. A. J. & O.	1870	....
" —State House Loans.....	484,445	5	" "	1868	....
" —Blue Ridge R. R.....	2,386,000	6	Jan. & July.	'71–'90	....
" —Funding Bonds	1,000,000	6	" "	'75–'79	....
Tennessee—State Bonds	1,282,971	6	" "	'70–'90	....
" — "	1,398,640	5	April & Oct.	Var.	68
"	289,160	5½	" "	"	....
"	1,706,000	6	" "	"	....
"	25,903,000	6	Jan. & July.	long.	....
"	2,172,000	6	" "	Var.	....
"	277,950	6	" "	"	66
"			.....	.....	....
"			Dec.	'71–'78	....
" —Fu...				...	...
" — ...					
" —Guaranteed Bo...					
West Virginia—No Debt.....					
Wisconsin—War Loan Bonds.....					

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext.)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	763,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	90½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	60
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	200,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	82½
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $900,000	338,040	6	" "	" "	1870	98
Loan for $875,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86½
Loan for $2,500,000	887,000	6	May & Nov.	" "	1889	86½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	92
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	496,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	—— & ——	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	—— & ——	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	—— & ——	New York.	1916	90½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	—— & ——	Charleston.	1870	....
2d Mortgage	75,000	7	—— & ——	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	7½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— &	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	96
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	98
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	—— & ——	New York.	1895	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	—— & ——	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	—— & ——	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	—— & ——	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	97½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,480	6	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	86½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	86½
2d Mortgage	816,000	7	" "	" "	18—	80½
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	88½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	94
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	95
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,0[illegible] 0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	91
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	6½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	[illegible]rred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	88
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91½
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	431,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	"	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1860	....
1st Mortgage	1,936,000	7	" "	" "	1870	102
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	104
Huntington and Broad Top Mt.:						100
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	75
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	728,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	98
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						....
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						....
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1867	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
3d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	88
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	68
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,536	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	92½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	104
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	93
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	90
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	45
Tenn. State Loan	1,076,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	97
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,560,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'89–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	6	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	89½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	88½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	106
2d Mortgage	274,500	7	— & —	"	18—	86
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	84½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145.000	8	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	98½
2d Mortgage (B. & O. R. R. Co.)	483,000	6	Jan. & July.	"	1875	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	55

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	6	" "	"	'69–'78	101⅜
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	93⅝
Company Bonds	32,000	5	March & Sept.	"	1884	86⅜
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102⅛
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97⅛
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90½
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94⅝
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97⅜
1st Mortgage (General)	5,000,000	6	" "	"	1881	86
2d Mortgage	4,000,000	7	" "	"	1901	87
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	96½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,500	6	" "	"	1886	94¼
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1863 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	91
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	220,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (65 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	71½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	93½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	84½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1973	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1884	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	82
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	93
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	77½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	85
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	95½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000.	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	L...	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "			
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "			
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & Ju...			
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J...			
2d Loan	5,606,122	6	" ...			
3d Loan	2,000,000	6	" ...			
Gold Loan	5,000,000	6*	Ju...			
Convertible Loan	1,201,850	6				
Monongahela Navigation:						
1st Mortgage	125,000					
2d Mortgage	57,00...					
Morris (and Banking):						
1st Mortgage	4...					
2d Mortgage	...					
Boat Loan	...					
North Branch:						
1st Mortgage	...					
Schuylkill Navigation:						
1st Mortgage	...					
2d Mortgage	...					
Improvement Loan	...					
Susquehanna and Tide Water	...					
Md. State Loan, sterling	...					
Coupon Bonds	...					
Preferred Interest	...					
Union (Pa.):						
1st Mortgage	...					
West Branch	...					
1st Mort...	...					
Wyoming	...					
1st Mor...	...					
Mi...	...					
Amer...	...					
Br...	...					
W...	...					

cluding Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

e cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
t Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

												Abstract of General Balance Sheet.								Operations.			Earnings.		Dividends.	Value of Shares.	
												Property and Assets.				Liabilities.				Railroad Operated.	Trains Moved.	Carried one mile.		Gross.	Net.			
												Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.			Passengers.	Freight.				Par.	Market.
												$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
											New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	.....	161,501	127,162	18,495	lo's3,992	—	100	....
											Florida. .....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289		114.0	.....	.....	.....	338,765	66,865	—	100	....
											nd Susquehanna ¶ ...New York.	5,839,598	547,857			1,861,393	2,802,000	580,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
											eny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
											roscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
											nuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased | to Cheshir | e.)	.....	7,000	—	100	....
											Atlanta and West Point .....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
										3,366	Atlantic and Great West..N.Y. Penn.& O.	58,512,853	.....	53,417	.....	27,798,923	29,999,901	1,049,166	.....	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
										175	Atlantic and Gulf ¶.....Georgia.	4,602,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	.....	285.0	429,555	.....	.....	619,875	252,971	—	100	46
										2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
									45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
									2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
									290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	117
												Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
												Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	24
							95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
												Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
												Belvidere Delaware .....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
												Birkshire .....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	70
												Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
												Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased | to Fall Br | ook Coal | Co.)	.....	7	100	....
												Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	153
												Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
												Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75¼
												Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,329,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	23
												Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	134⅜
												Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	141½
												Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135⅝
												Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
												Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
												Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	189,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
												Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	.....	.....	—	100	....
												Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
												Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
												Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
												Burlington and Missouri River.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
												Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128⅛
												Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14¼
												Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
												Cape Cod .....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	65¼
												Cape Cod Central .....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
												Cape May and Millville.....New Jersey.	701,933	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by West	Jersey.)	100,576	20,019	—	100	....
												Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
												Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	202,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
												Cayugn and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela.,L	and W.)	54,000	.....	9	100	....
												Cedar Falls and Minnesota .....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
												Cedar Rapids and Missouri River...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
												Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
												Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	117¼
												Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	31¼
												Central Pacific ¶ .....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
												Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
												Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,060	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
												Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
												Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
												Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70¼
												Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	6¼
												Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	686,667	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	158⅛
												Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	187⅛
												Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
												Chicago, Iowa and Nebraska .....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	100	....
												Chicago and N. West'n..Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	.....	.....	12,614,846	4,741,200	10⅛	100	92¼
												Chicago, Rock Island & Pacific..Ill. & Iowa.	17,251,433	*	3,999,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	131⅛
												Cincinnati, Dayton and Eastern.....Ohio	920,000	.....	.....	.....	155,000	485,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13⅛	100	....
												Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,384,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7⅛	100	....
												Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	190,000	190,000	10	100	....
												Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
												Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
												Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	.....	54,000	6	100	....
												Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
												Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	396,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....									
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,850	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	71									
—	—	—	—	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	—	—	—	9	100	....									
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	107									
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,655	2,140,151	724,514	—	50	93½								
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,036	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	96½								
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	—	—	—	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	47								
Feb. 12, 1868	588.0	12.0	....	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	2,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....								
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	76								
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....								
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....								
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87								
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,254	189,716	309,612	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	131½								
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....								
Mar. 31, 1867	14.8	—	....	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....								
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	—	—	—	100	....								
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....								
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110								
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,685	400,000	160,000	—	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....								
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....								
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....								
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....								
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	—	—	6	100	....								
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	116½								
Dec. 31	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	1,761,399	768,789	—	100	....								
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	.....	.....	—	100	....								
—	—	—	—	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	—	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	—	—	—	100	....								
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dubuque and Sioux City	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	116								
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....								
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dutchess and Columbia Counties	N. Y.	—	—	—	—	34,660	—	—	—	—	—	—	—	—	—	—	100	....								
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	89,800	168,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....								
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	Eastern	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	110½								
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	—	—	—	100	....								
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	—	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....								
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....								
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Tennessee and Georgia	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....								
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Virginia	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....								
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	Edgefield and Kentucky	Tenn.	1,175,000	—	.....	.....	—	1,162,545	.....	.....	47.0	.....	.....	.....	—	—	—	100	....								
Jun. 30, 1867	47.0	—	....	—	...	...	...	...	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central	.)	25,000	5	100	....								
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central	.)	165,000	5	50	60								
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,488,606	*	5,213,335	15,569,589	46,302,210	23,398,800	6,745,809	822,791	774.0	6,882,970	124,312,884	595,699,225	14,376,872	3,244,583	—	100	....								
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....								
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	European and North American	Maine.	—	—	—	—	—	—	—	—	13.0	.....	.....	.....	—	—	—	100	....								
Dec. 31, 1867	13.0	—	....	97 0	—	—	—	—	European and N. American	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)	—	—	—	—	—	—	108.0	.....	.....	.....	161,136	30,812	—	100	....								
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,243,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....								
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	8.0	—	—	—	—	—	—	100	....								
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Fall River, Warren and Providence	R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....								
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....								
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.6	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	133								
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....								
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Flemington	New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pss 4,648	—	100	....								
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....								
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Pere Marquette	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....								
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	Florida	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	.....	.....	.....	—	—	—	100	....								
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	Florida and Alabama	Florida.	1,300,000	*	.....	.....	—	—	—	—	45.2	.....	.....	.....	—	—	—	100	....								
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	Florida, Atlantic and Gulf Central	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....								
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....								
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	—	—	—	—	—	575,000	—	—	52.0	.....	.....	.....	406,461	.....	—	100	....								
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80								
Dec. 31, 1867	20.0	—	....	330.0	2	...	...	....	Grand Rapids and Indiana	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	887.5	—	....	—	208	219	85	4,041	Grand Trunk	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....								
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....								
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....								
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	Hannibal and St. Joseph	Missouri	14,891,294	744,827	657,570	453,314	6,862,306	7,600,000	206,710	2,077,987	219.0	972,947	12,966,380	19,922,754	1,716,270	516,270	—	100	117½								
—	—	—	—	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	133,284	7	50	110								
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	200								
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	273,152	12,126,637	.....	766,351	.....	—	100	....								
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Housatonic	Connecticut.	2,105,558	*	308,696	50,062	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....								
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Houston and Texas Central	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....								
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	.....	.....	.....	—	—	—	100	....								
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	158								
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,246	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....								
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Illinois Central	Illinois.	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,863,410	7,817,629	2,414,984	10	100	146								
Dec. 31, 1868	560.9	146.5	....	—	170	95	39	3,815	Indianapolis and St. Louis	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	32								
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,450,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	—	—	—	50	....								
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	.....	.....	.....	—	—	—	100	....								
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Jan. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	—	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....								
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	—	400,000	150,000	—	—	11.0	.....	.....	.....	37,144	17,165	—	50	....								
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	Jackson, Lansing and Saginaw	Michigan.	2,148,318	*	—	45,536	495,130	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....								
Oct. 31, 1867	164.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....								
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95								
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central	.)	—	8	100	....								
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	75,263	32,185	—	100	....								
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	—	—	—	—	—	1,208,000	.....	.....	99.0	.....	.....	.....	—	—	—	100	....								
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	.....	.....	.....	—	—	—	100	....								
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	31.0	—	...	94.0	2	3	1	23	Knoxville and Kentucky	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. Jan.1,'68)		—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & oper. by L. C & N.Co.			534,154	193,776	6	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	—	(Operated by Louisv., Cinc. and Lex.)				45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operated in connection with Col. & Xenia.)					8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,324	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	.....	.....	....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	.....	4	50	86
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	46
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operated by Louisv., Cinc. and Lex.)				103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	28	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)				21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)				62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94.046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)				97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)				50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	680	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memp' and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	128½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	107½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	320.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	79
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	8	50	109
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,563,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	91
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶..Tenn. & Ky.	4,000,*55	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Nov. 30, 1867	30.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			18,294	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	126
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,800	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	181½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	148½
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	130
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	60,000	6	100	...
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,960,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)					12,562	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800				279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																							
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447		892,057	377,206	5s	50	70½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3					561,370		—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	98
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	114
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394				252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209		680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)		155,098	22,699	—		
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,898	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145		898,981	301,742	3	100	66½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,653	122,225	340.0					4,459,319	1,063,529	—	100	34
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378				1,509,246	599,882	—	50	72
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737		1,381,065	473,987	6	100	97½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590		706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.									9.0					136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)				111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412		256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,665	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886				3,003,681	973,053	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6							24	100	325
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)					53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.																—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)					26,500	5	100	....
Dec. 31, 1867	—	—	109.0	—	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000											—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9							20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,585	155.0	138,864	1,457,643			295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)					125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		98.3					220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460				149,348	28,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)				2,333,760	677,239	—	50	61
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924			605,590	275,442	10	50	134½
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,689,015	26,801,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135				8,791,937	3,150,837	10	50	96½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3					863,705	254,288	10	100	127
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376				2,432,531	890,730	9	50	110
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340			1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,955	*			1,776,129	1,500,000			71.1	339,804				498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	155½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)						—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0					48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284			579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394				529,325	230,825	6	100	106½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)					24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)				76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600				92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,420	44.4	321,855	10,697,210	8,753,480		702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶.....North Carolina.																—	100	....
Dec. 31, 1867	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3					431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533				175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	98
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9°2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892		639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,596	*	56,304	241,036	847,100	319.000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	....	....	....	....	Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)						—	100	....
Sept. 30, 1867	22.0	—	....	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0							—	100	....
Dec. 31, 1867	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria.....Illinois.									12.0							—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0					1,215,471	449,003	10	100	120
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563				840,855		—	100	32
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.																—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)				2,218,402	608,112	—	100	89
Dec. 31, 1866	80.9	—	....	—	....	....	....	....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)						—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0					106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶....Missouri.																—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0							—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				209,534	87,404	—	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	245,305	226,900	487			(Operated by Boston & L.)					16,533	6	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)				17,500	16,788	—	100	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,016	901,341	2,109,800	21,544		116.3	241,284				410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,666	*			1,269,150	97,000	149,218		54.0	143,124				146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)						5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037				306,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3					312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900		363,634		—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)						5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	3	15	Sheboygan and Fond du Lac...Wisconsin.	457,000	*			250,000				20.0							—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280				294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.0	....	....	....	....	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)						—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased to Portland and Kennebec.)				36,000		—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)						6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871				1,316,000	613,777	—	100	....
Nov. 30, 1867	71.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,199,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	84.0	—	....	21.0	8	17	8	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			84.0							—	100	....
Sept. 30, 1867	123.0	6.5	....	—	15	9	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,366,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	39.5	—	....	42.0	3	2	1	75	Southern Minnesota .....Minnesota.									39.5							—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.				*		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.	.....																
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....								209.0	.....	.....	.....	1,006,953	408,969	9	100	90
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196,000	150,000			68.0							100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....		(Leased	to Cinc., D	ayton and	Eastern.)	.....	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	.....		(Leased	to Housat	onic.)	.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.	.....								13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York. N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.	.....															100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	*255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,128	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western. O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	78
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	46
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	—	—	.....	274,400	—	—	.....		(Leased	to Hudson	n River.)					
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield ¶.....Massachusetts.	2,086,640	—	—	.....	—	680,000	—	.....		(Operat	ed by Vt	& Mass., &	T. & B.)	19,208	7	100	46
Sept. 30 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238	—	—	.....	—	310,000	—	.....		(Owned	by railroa	ds centrin	g in Troy.)	32,000	—	100	....
Oct. 31, 1867	26.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000	—	—	.....	30,000	—	—	.....		(Leased	to Pennsy	lvania.)					
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	—	—	.....	—	—	—	.....							—	100	....
Dec. 31, 1867	160.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	—	—	.....	5,000,000	17,600,000	—	.....							—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	15,000,000	*	.....	.....	1,000,000	3,200,000	—	.....							—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	5,000,000	11,392,000	—	.....							—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	831,300	—	—	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000	—	—	.....	693,712	—	—	.....	12.0				150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,500,000	—	—	.....							—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	2,880,000	550,000	3,172	212,120	77.3	(Leased	to Vermo	nt Central.)			8	100	102½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	5,000,000	5,500,000	—	.....	184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	—	.....	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	53,759	147,308	357,408	1,997,693	882 533	392,872	140.0	(Leased	to Rutlan	d.)			—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	...	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	59,050	.....	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577	—	—	.....	1,547,650	511,400	.....	.....	18.3						—	100	....
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & Georget. D. C. & Va.	—	—	—	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	458,606	155,926	7	100	87½
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.	.....		(In ha	nds of r	eceiver.)				7.0				51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)			—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	18	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	178.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	31.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	—	.....	.....	750,000	1,200,000	—	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	31.0	—	3.5	189.5	...	...	...	...	Western North Carolina..North Carolina.	—	—	—	.....	—	2,318,000	—	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	43.7	—	....	—					Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased	to Pennsy	lvania.)			—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	—	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	61½
Mar. 31, 1868	20.8	—	....	90.0					Whitehall and Plattsburg ¶...New York.	.....		(Und	er const	ruction.)								278,639	119,287	—	100	....
Aug. 31, 1867	134.0	—	....	—					White Mountains.....New Hampshire.	200,000	—	—	.....	200,000	—	—	.....							—	100	....
Sept. 30, 1867	171.0	—	15.0	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford. N.C.	5,572,702	*	554,080	39,260	1,195,600	2,480,982	266,315	223,154	134.0	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,990	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Dec. 31, 1867	38.0	—	....	—					Wilton.....New Hampshire.	233,000	—	—	.....	213,000	—	—	.....		(Leased	to Nashua	and Lowe	ll.)	583,837	118,053	—	100	....
Dec. 31, 1867	32.0	—	....	—	...	...	...	...	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	—	.....	38.0					13,845	6½	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	—	.....		(Leased	to Balt. an	d Ohio.)		27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	127½
									Wrightsville, York and Gettysburg. Penn	293,230	—	—	.....	317,050	52,000	24,180	—		(Leased	to Northe	rn Central	.)			—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	.....	.....	4	50	96
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal. Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	—	—	108.0	—	—	—	.....	.....	16	100	123
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb. R. R.)	65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	—	1,300,985	.....	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,809	12,504,297	1,733,960	1,463,943	108.0	—	—	—	.....	247,603	8	50	64½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162,972	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	—	—	.....	2,751,765	—	—	—	178.0	—	—	—	262,654	46,450	—	50	40
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	.....	6	50	18
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	—	45.0	—	—	—	155,872	42,170	—	50	26
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,860,000	—	117,000	.....	1,100,000	750,000	—	—	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	.....	800,000	600,000	.....	—	64.0	—	—	—	132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equival't in single t'k.	Length. In progress or projected.	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	P. c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	39½
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	60
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	97½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	289,426	200,000	50,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,139	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,635	10	—	68½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,589	79,694	188,085	10,087	—	—	60
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,473	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	7.45	—	55	9	—	Quincy	136,840	71,600	63,424	57,692	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,238	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	30½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	83
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan.'64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec.'62	8.5	—	11	2	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep.'67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep.'67	24.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep.'67	19.70	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep.'67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep.'67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	8,994	—	100	—
30 Sep.'67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep.'67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	23,587	129,267	14,852	—	100	—
30 Sep.'67	9.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	—
30 Sep.'67	24.00	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep.'67	3.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	—
30 Sep.'67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,645	4,786	8½	100	—
30 Sep.'67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep.'67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500.000	141,000	47,727	118,307	226	—	100	—
30 Sep.'67	22.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,632	89,310	5	100	—
30 Sep.'67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep.'67	10.24	—	—	42	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	—
30 Sep.'67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9¼	100	—
30 Sep.'67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep.'67	3.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,900	—	—	—	100	—
30 Sep.'67	10.60	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	69,603	4,578	—	100	—
30 Sep.'67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	—
30 Sep.'67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	134,000	4,000	24,961	4,000	—	100	—
30 Sep.'67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	18,881	—	100	—
30 Sep.'67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep.'67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	—
30 Sep.'67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,600	455,945	9,470	—	100	46½
30 Sep.'67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep.'67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep.'67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep.'67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,598	1,176	5	100	—
30 Sep.'67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,330008	50 000	1,18945	222,222	12	100	180
30 Sep.'67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	14,446	2,140	—	100	—
30 Sep.'67	15.50	—	—	—	—	Utica and Waterville	301,258	121,172	196,500	1,200	75,179	14,797	—	100	—
30 Sep.'67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,264	—	100	—
30 Sep.'67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec.'62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec.'62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec.'62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec.'66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec.'62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct.'67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,098	52,180	24	50	—
31 Oct.'67	1.63	—	10	2	—	Easton & South Easton	92,422	24,500	500	—	4,971	428	2	25	—
31 Oct.'67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct.'67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct.'67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26⅔	50	32
31 Oct.'67	5.40	—	120	25	—	Girard College (Phila.)	179,864	170,000	—	—	112,204	15,978	12½	50	29
31 Oct.'67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	38½
31 Oct.'67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct.'67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct.'67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct.'67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct.'67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	45½
31 Oct.'67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct.'67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	26½
31 Oct.'67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct.'67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct.'67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct.'67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct.'67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	403,156	105,448	16½	50	47
31 Oct.'67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	18½
31 Oct.'67	7.00	—	104	32	3	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct.'67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	18½
31 Oct.'67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	200,000	—	366,348	42,591	7½	50	43
31 Oct.'67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct.'67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,295	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct.'67	1.02	—	10	4	—	Williamsport	20,367	15,800	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec.'62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec.'62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	—	—	—
31 Dec.'62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	.....	.....	.....	.....	—	—	—
Dec.'62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	.....	.....	.....	.....	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	90
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg]:					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J	71-72	91½
Malden and Melrose:					
1st Mortgage gua antied	75,000	6	A. & O.	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,977	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	63½
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J	1870	93
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	—
Pittsb., Allegh'y & Manch.:					
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N	1878	—
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	68½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	72½
Chicago and Alton, pref.	2,425,400	7	10	161½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	103½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	101
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	118
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	21
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	88½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	145
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	76½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	69½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	80
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	66
Schuylkill Navigation, pref.	2,888,997	6	6	36
Union, preferred	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	....	33
Mariposa Mining, pref.	5,774,400	7	7	49

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	41 — @ 45 —
Pig, American, No. 1 (good to best)	40 — @ 42 —
Pig, American, No. 2	38 — @ 40 —
Pig, American, Forge	37 — @ 38 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	— — @ 92 50
Bar, English and American, Common	— — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ¼@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 13½
Sheet, Single D. and T. Common	— 5½@ — 6½
Rails, English (gold) per ton.	— — @ 56 —
Rails, American	— — @ 76 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— — @ — 35
Braziers'	— — @ — 35
Nails	— 40 @ — —
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 24 @ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 35 @ — 35½
Straits (gold)	— 32 @ — 32½
English (gold)	— — @ — 31

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 37½@ 8 62½	11 75 @ 12 25
I. C. Coke	5 75 @ 7 50	9 25 @ 10 75
Coke Terne	6 12½@ 6 25	8 50 @ 9 —
Charcoal Terne	7 62½@ 8 —	11 — @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 16½@ — 17
Crude, 40 @ 47 gravity (in shipping order)	— 22½@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 31
Refined, Standard White (in ship'g order)	— 32½@ — 33
Refined, prime White (in shipping order)	— 34 @ — —
Refined, S. W. (in merchantable order)	— — @ — 31
Naptha, Refined, (60 @ 63 gravity)	— — @ — 10
Residuum per bbl.	6 37½@ 6 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 35@40 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	....	....	....	....	....	....
Central of N. Jersey	111½	112	112	112	113	116½
Chicago & Alton	157	159½	....	....	159½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	97½	....	....	....	....	97½
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	187½	187½
" 8s, 1883	....	....	....	112	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	85½	85	87½	89½	91	....
" pref.	97	96½	100½	102½	103	....
" 1st M.	93	....	93	....	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	97	....	....
" Consol.	96x	....	....	....	....	....
Chic., Rock Isl. & Pac.	132½	....	126	133	132½	131½
Chicago & R. I. 7s, 1870	....	....	....	100	....	99½
Chi., R. I. & Pa. 7s, 1896	97	98	....	....	....	98
Clev., Col., C. and Ind.	....	....	....	....	....	71½
Clev. and Pittsburg	92	....	....	92½	94	93
" 2 M.	....	....	97½	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	77½	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	99½	....	....	....	....
Col., Chi., & Ind. C.	46	....	46½	41	47	....
" 1 M.	....	86	86½	86½	86½	86½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	33	....	....
Del. & Hudson Canal	134	135½	134	....	134	134
Del., Lack. & Western.	115	115	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	93	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	100	....
" 2 M. 7s, 1879	....	....	....	....	91	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	80	....	....	80	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	78	....
Hannibal & St. Joseph	114½	....	....	....	116½	117½
" pref.	114	....	....	116	117	117½
Hudson River	152½	156	....	158	158	....
" 1 M. 7s, 1869	101	102	....	....	....	....
" 2 M. S. F.	....	104	....	....	....	....
" 6 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	147	146	145½	146	....
" bonds	120	....	....	....	....	....
Lake Shore (C., P. & A.)	104½	105	104	107	....	106½
" Div. bonds	90	91½	89½	....	....	89½
Marietta & Cin. 1st pref.	21	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	128	128½
" S.F. 8s, 1882	....	....	....	119½	120	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	105½	105½	106½	106½	107½	107½
" 1 M. S. F.	....	....	....	....	....	98½
" 2 M.	92x	....	92½	....	....	....
Mariposa Mining Co.	....	....	....	21½	24½	....
" pref.	43½	43½	43½	47	....	49½
" Tr. 10s cfts.	....	....	70	72½	76	80
Milw. and St. Paul.	77½	77	76½	77½	78	78½
" pref.	86	....	85	86½	86½	87½
" 1st mort.	91	....	....	....	....	92
" 2d mort.	....	....	....	....	....	....
" 8s	103½	....	103½	104	104	....
" 7 3-10s con.	....	....	....	....	....	93
Missouri 6s	88½	89	89½	89½	89½	....
" H. & St. J. 1s	....	....	....	....	....	91
Morris and Essex	91	91	....	91	....	91
" 1st mort.	96½x	....	97	....	....	97
" 2d mort.	....	....	....	93	....	92½
New York Central	178	179½	....	181	182	181½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	90	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	150	....	149	148½	....	....
" pref.	145	....	....	....	....	....
" 1 M. 7s, 1873	99x	99½	....	....	....	....
N. Carolina 6s	60½	....	....	61	....	60½
" new	55	55	55	55½	55½	55½
Ohio and Miss.	32½	....	....	....	....	34
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	94	....	....
Pacific Mail S. S. Co.	92½	....	91½	92½	....	93½
Panama	....	....	....	....	....	....
Phila. and Reading	95½	96½	....	....	96½	96½
Pitts., Ft. W. & Chicago	146½	150½	148½	154½	....	155½
" 1 M.	103	....	....	....	....	....
" 2 M.	....	97½	....	....	....	98½
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	20	19½	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	69
" 1 M.	....	....	93½	....	....	....
" 2 M. pref.	85	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s	....	67½	68	67½	68½	68½
" new	....	66½	66½	66½	66½	66½
Tol., Wab. & Western	73	72½	72	72½	....	76½
" pref.	....	....	....	....	....	80
" 1 M. ex	....	....	....	....	....	....
" 2 M	....	83x	....	83	....	....
" Equipment	....	77x	....	....	79	....
Virginia 6s, ex-coupon	....	58½	....	....	58	58½
" new	....	62½	....	....	....	62½

New York Stock Exchange.

Actual Sale Prices for the week ending May 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	130½
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	120	....
U. S. 5s, 1874, coup	121½	....	....	....	120	121
U. S. 5s, 10-40s, coup	108⅝	107½	107½	109	108½	108½
U. S. 5s, 10-40s, reg	....	....	107½	108	108	108
U. S. 6s, 1881, reg	119½	....	....	....	....	120
U. S. 6s, 1881, coup	118⅝	118	119½	119½	119½	120
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	113⅜	....	113½	115	113⅝	115½
U. S. 6s, 5-20s, c. 1862	118½x	117½	119⅛	119	119⅛	119⅝
U. S. 6s, 5-20s, reg. '64	113½	....	....	115	115½	....
U. S. 6s, 5-20s, c. 1864	114x	113⅝	113	115½	115½	115⅝
U. S. 6s, 5-20s, reg. '65	113⅜	....	....	....	....	115⅝
U. S. 6s, 5-20s, c. 1865	115⅛x	114⅛	....	116½	116	116⅜
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	116⅛	115½	116	117½	117⅛	117⅛
U. S. 6s, 5-20s, reg. '67	116½	116	....	117⅝	....	....
U. S. 6s, 5-20s, c. 1867	116½	115½	115⅞	117½	117⅝	116⅞
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	117⅛
U. S. 6s, 5-20s, c. '68	116½	115⅝	115⅛	117⅝	....	....
U. S. 6s, Pac.R.R.issue	106½	....	106⅜	106½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa	....	....	....	....	....	....
.. preferred	35	35½	35½	....	35½	33⅜
Camden and Amboy	127½	128	....	129	129	128⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	85	86½
.. 6s, 1889	....	....	....	86½	....	....
.. mort. 6s, '89	92	92	92	92	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	32½	....	32½	32½	32⅝	32
.. 6s, 1884	....	....	....	....	83	82½
.. Gold L	94½	94½	94½	94½	94½	94⅝
.. R. R. L	....	84⅝	84⅝	84½	84⅝	85
Lehigh Valley R. R	55⅞	56	56	56	56	56
.. 6s new coup	94½	....	....	95½	....	....
.. 6s new reg	96½	96½	....	....	....	97
Little Schuylkill R.R	....	43	....	....	43	....
.. 7s	....	....	....	....	....	....
Minehill	54½	54½	54½	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	66	....	....	....	66	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	35½	....
.. 6s, 1880	88½	....	....	....	....	88⅜
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	54⅜x	55	55	55½	56	57
.. 1st M	....	....	99½	....	....	....
.. 2d M	94½	....	....	94½	....	94½
Penn. State, 6s, 1st series	....	....	104½	....	105	....
.. 6s, 2d series	106	....	....	....	106	....
.. 6s, 3d series	107	....	107	107	....	....
.. 6s, W. L	101½	....	....	....	....	103½
Philadelphia City, 6s	98	....	....	....	....	98
.. new	101⅜	101½	101½	101½	101½	101⅝
Philad., Germ. & Nor	67	67	....	....	67	67½
Phila. & Reading	47½	47⅞	48	47⅞	48	47⅞
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	29½	29⅝	30⅛	30⅜	30⅜	....
.. 6s	....	....	....	....	....	....
.. 7s	87½	87⅜	87	87	87	87
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	66⅜
.. 6s, 1876	....	....	64	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	13½	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	46½
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 11.

	W.5.	Th.6.	F. 7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	....	....	93	....	92½
.. 1886	....	....	....	....	....	....
.. 1890	93½	....	93½	93½	93	93½
.. 1893	....	93½	....	....	....	....
Balt and Ohio	116⅛	....	....	....	....	116⅜
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880. 90½	....	....	....	....	....	....
.. .. 1885	....	90½	....	....	....	....
Marietta & Cin. 1st M	87½	88	88	....	....	88
.. 2d M	....	....	68	....	....	68
Northern Central	....	....	....	49	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	84½	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R R	....	....	....	....	18½	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany	....	....	151½	....	151½	153
Boston and Lowell	....	....	134½	....	....	....
Boston and Maine	141½	....	142½	141½	....	141½
Boston and Providence	....	....	....	....	....	135⅛
Boston, Hartford & Erie	23	23⅜	23¼	23½	23	23
.. 7s, new	....	....	61	60⅜	....	60
Cheshire, pref.	....	....	71½	72	....	72½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	116½	116½	....	116	116½
Fitchburg	....	....	133⅛	....	....	133
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	127	....	....	126⅞
Northern, N. H	116	113½x	114	....	114	....
Ogdens. & Lake Champ	....	....	....	....	....	....
.. pref.	103	103	103	....	....	....
Old Colony & Newport	97	97⅛	97⅛	97½	....	97⅛
Ph., Wil. & Baltimore	....	....	54	....	54⅛	55
Portl'd, Saco & Ports	109	109	109½	....	....	....
Vermont & Canada	102	....	....	....	....	102½
Vermont & Mass	60	60	....	....	....	60½
Vt.C. & Vt. & C. Eq. 8s	....	....	101⅛	101⅛	....	....
Broadway (Horse)	....	....	....	....	....	60
Cambridge ..	....	....	....	....	97½	....
Metropolitan ..	68½	....	68½	....	....	68½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	19½	19½	....	....	18½	18⅝
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	11½	11	....	....	11½	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	29½	....	....	....	....	....

London Stock Exchange.

	Closing Prices. April 23.	April 16.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	— — —	— — —
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	28½— 29½	28½— 29½
Detroit and Milwaukee 1st mort. 7s	64 — 66	64 — 66
Do. 2d mort. 8 p. c	65 — 68	65 — 68
Erie shares 100 dol. all paid	23¾— 24½	23¾— 24½
Do. sterlg. 6 p. c. convertible bonds	68 — 70	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	96 — 97	96 — 97
Marietta and Cin. R. R. bonds 7 p. c	75 — 80	75 — 80
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct	94 — 96	94 — 96
Do. General mort. 6 p. c. 1910	87 — 88	87 — 88
Philadelphia and Erie 1st mort. 1881	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, May 15, 1869.

Stock Exchange and Money Market.

Money has been more freely offered, through the past week, both on bank and private account, and rates have been more favorable to the leading borrowers, the range having been from 5@7, generally 6@7 per cent. on call, and 7@10 per cent. per annum on strictly choice to good grades of commercial paper. There has been an active inquiry for accommodation especially from speculative sources, but it has been promptly met at the ruling prices. The U. S. Sub Treasury added $1,281,890 to its cash reserve, during the week, chiefly in the currency form, and for the most part, by the sale of a million of gold, Thursday the 6th inst., for greenbacks, which led to a reduction in the legal tender reserve of the city banks. The banks closed the week with $55,109,573 of lawful money, against $56,495,722 the preceding week, showing a decrease, in this item, of $1,386,149. On the other hand the banks gained $6,813,854 of specie, mainly from the Sub Treasury coin interest disbursements of $4,974,315 and the sale of Treasury gold, to the extent of one million. There were $9,944,572 added to the aggregate of the bank deposits, an important gain. The banks increased their loans, $8,051,212 and their circulation, $14,102. The Philadelphia banks also augmented their deposits $976,721; their specie reserve, $68,767; their legal tender hoard, and $403,432; while they enlarged their loans $425,548, and their circulation $619. On Wednesday, the local money market closed decidedly easy, on a very full offering of capital. The main call for aid was from Stock and Gold operations, and for speculative purposes. Private lenders were more liberal of accommodation than even the banks, and on better terms for the borrowing interest.

The specie reserve of the city banks is now $16,081,489, against $21,286,910 same time last year. The city bank deposits are now $193,893,187, against $199,276,568 week ending May 9, 1868 The legal tender reserve amounts to $55,109,573, against $57,541,837 same time last year. The circulation now stands at $33,986,160, against $24,205,409 same time last year. The loans are now $268,486,372, against $265,755,883 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $150,195,763 a day, against a daily average of $127,294,725 the preceding week, and $125,484,300 the week ending with April 21, 1869. The current week's exchanges average about $143,000,000 a day. The city banks, last week, reported a gain of $6,813,854 of specie, and $9,944,572 of deposits, with a decrease of $1,386,149 of legal tender notes. They increased their loans, $8,051,212; and increased their circulation, $14,102.

National Bank notes to the amount of $129,320 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $314,641,041, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $14,834,576, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,806,465. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,749,800; and for the public deposits, $30,155,850—making a total of $372,905,150. The Treasury Department last week redeemed and destroyed $656,500 of worn and mutilated fractional currency, and issued $396,800 of new. The outstanding amount of fractional currency on the 1st of May, was $35,330,323, against $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with May 8, were $21,115,463, including $2,525,718 from customs duties; payments, $19,833,572, including $4,974,315 of coin interest; balance at the close of the week, $83,267,280, against $81,985,389, at the close of the preceding week, showing an increase of $1,281,890. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,600,384, including $441,000 from customs; payments, $1,159 002, including $388,393 of coin interest. On Tuesday, receipts $1,147,090, including $537,000 from customs and payments $1,828,964, including $539,761 of coin interest. The balance at the close of business on Tuesday

stood at $83,526,788, against $81,056,651 a week previous; and $87,215,358 on April 28, 1869. The aggregate receipts of the office in April were $32,771,148, including $10,936,268 from customs, aggregate payments, $36,711,819, including $4,655,460 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $4,649,000, and retired $2,411,718 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during April, reached $1,625,580.

Government revenues have been on a somewhat more liberal scale, since our last, both in forms of customs and excises. The excises, last week, yielded about four millions; customs at the port of New York, $2,525,718 and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $3,642,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 129 millions, according to the latest Washington advices.

Gold has been very actively dealt in, most of the week, at a further notable rise in the ruling prices. Early in the week, the speculative operations for an advance were aided by financial reports from London, unfavorable to our credit and interest in that market, through a sudden marking up of the Bank of England rate, and an equally sudden and unexplained increase in the pressure for monetary accommodation at that point, which circumstance checked the dealings in American securities, and seriously depressed prices. The Government sale of Gold here on the first day of the week under review made little impression on the market, which was unusually brisk and excited, up to the close of business on Saturday last, on which day, the Gold Exchange Bank reported clearances of $253,782,000 and resulting balances of $3,556,447 in coin, and $5,762,895 in currency. During the last half of the week, under review, the dealings have been somewhat less extensive, yet on a generally strong and confident basis. The range of the price during the week was from 135⅞@139⅛; and the closing quotation on Wednesday was 137⅞. Secretary Boutwell at the close of last week, formally authorized the U. S. Assistant Treaserer at this port, to publicly invite proposals for the sale to the Government of one million of dollars of six per cent. Five-twenty bonds, which was accordingly done. This was regarded as the formal beginning of the enforcement of the sinking fund law of Feb. 25, 1862, which provided that the customs revenues of the Government (always in coin) should be set apart, and applied as follows: *First*—To the payment of the interest on the bonds and notes of the United States. *Second*—To the purchase or payment of one per centum of the entire debt of the United States, to be made within each fiscal year, after the first day of July, 1862, which is to be set apart as a sinking fund, and the interest on which shall in like manner be applied to the purchase or payment of the public debt, as the Secretary shall from time to time direct. Under this law, it has been calculated that the arrearages in coin, due to the sinking fund, to the 30th June, 1869, sum up thus:

Customs during the war		$265,304,054
Gold interest, 1863-'65	$125,000,000	
Demand notes paid off	60,000,000	
Loan of 1842 paid off	2,800,000	
Texas Indemnity paid off	3,200,000	
Total	$191,000,000	
Due sink'g fund 1863-'65	55,219,765	
		246,219,765
Excess, after sinking fund		$19,084,289
Customs since close of war		$699,928,500
Gold interest, 1866-'69	$381,714,651	
Loans 1847-'8 paid off	18,500,000	
Due sink'g fund 1866-'69	101,628,000	
		501,842,651
Leaving after sinking fund		$198,085,849
Add war surplus		19,084,289
For general use of Treasury		$217,170,138

The business public seemed to regard the action of Secretary Boutwell, in this instance, as advantage to the business interests of the country, and to the credit and uprightness of the Government. The customs call for coin keeps up to a full average. The export drain last week did not exceed $425,890. The exports of specie on Tuesday were $112,000 to Hamburg; 765,000 francs in specie were received by the *Westphalia* from Brest on the same day.

On Wednesday, the U. S. Sub-Treasury disbursed $522,387 of coin interest.

The Gold Exchange Bank clearances on Wednesday, were $98,843,000, and the resulting balances $2,095,077 in coin, and $2,759,867 in currency.

The customs demand for Gold last week, averaged $420,953 a day; thus far, this week, it has averaged $489,000 a day, or equal to a weekly aggregate of $2,934,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $148,803, and since Jan. 1, $8,463,145, against $2,817,142 same time in 1868. The receipts from California, last week, were $359,322. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $108,790,376, against $98,314,621 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to April, 25th 1869, $2,449,365, against $2,664,238 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $18,380,699, against $29,667,077 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of $11,286,378. The exports of specie, from this port, last week, were $425,890, against $3,686,394 same week last year; total, since July 1, 1868, $33,117,744, against $53,063,761 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $4,974,315; since July 1, 1868, $79,607,551, against $65,603,261 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to April 25, 1869, were $12,264,553, against $12,226,116 same time in 1868.

Foreign Exchange has been in fair demand, most of the week, but the offerings have been liberal, and rates shown less firmness, in most instances. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109⅜, and on Paris to 5.21¼@5.16¼; sight bills on London to 109⅞@110⅛, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been quite heavy this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,622,424, against $3,434,538 same week last year; total, since July 1, 1868, $142,925,432, against $157,403,172 same time in preceding fiscal year of 1867-'68.

The dealings in the public funds have been on an extensive scale, opening at reduced and irregular prices; but rallying promptly, under a brisk call from buyers of round lots, partly on speculative account. On the announcement that Government was about to begin the purchase of bonds, under the Sinking Fund Law, of Feb. 1862, as already noticed, the demand for the coin-bearing bonds increased perceptibly leading to a further improvement in values, and adding much to the confidence of the public in the stability and buoyancy of prices. The accepted offers were:—$600,000 coupon 64's at 115.50, $200,000 registered 62's at 115.52, $25,000 registered 64's at 115.53, $100,000 registered 62's at 115.50 and $75,000 coupon 64's at 115.53.

U. S. sixes of 1881 closed here on Wednesday at 119⅞@120; U. S. Five-twenties of 1862, ex-coupon, 119⅜@119½; U.S. Five-twenties of 1864 at 115⅜@115½; U. S. Five-twenties of 1865 at 116⅛@116⅜; U. S. Five-twenties of 1865, consolidated, 117⅛@117⅜; U. S. Five-twenties of 1867, 117⅜@117½; U. S. Five-twenties of 1868, 117⅜@117½; U. S. Ten-forties at 108½@108⅝; U. S. Six per cent. currency bonds, 106⅜@106½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 28.	May 5.	May 12.
Consols	93⅝@¾	93⅜	92⅝@⅞
U.S. 5-20's of 1862	80⅝	80⅛	79
Erie	21¾	19⅛	20½
Ill. Central	98½	98⅛	96
Atl. and Gt. Western.	24	24½	....

After protracted negotiations, the consolidation of the old New York Stock Exchange Board, dating nearly sixty years back, and the Open Board of Brokers, (established in 1863,) has been consummated. The consolidated New York Stock Exchange has elected Mr. W. H. Neilson President, and Messrs. M. A. Wheelock and B. O. White, first and second Vice-Presidents, for the ensuing year.

Business in Stocks has been on an extensive scale all through the week at much firmer prices, as a whole, though there have been frequent fluctuations.

With the completion of the great Pacific Railroad enterprise, the inauguration of the policy of buying in Government securities on the part and for the benefit of the National Treasury, and the consolidation of the Stock Exchanges, business people have regarded the week as a very memorable one.

There has been a fair inquiry most of the week, for the leading kinds of domestic produce, but at generally less satisfactory prices. Cotton, corn, oats, pork, and petroleum closed heavily. Middling upland cotton closed weak on Wednesday at 28½@28¾ cts. per lb. The stock of cotton

now here is estimated at about 82,500 bales. The receipts at the port this week, have averaged about 1,850 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,087,000 bales, against 2,121,000 bales same time in 1867–'8; exports, same time 1,228,000 bales, against 1,524,000 bales same time in 1867–'8; stock on hand at latest dates, 270,000 bales, against 201,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 8,848 pkgs., against 9,169 pkgs., same time last year. From Boston, 3,574 pkgs., against 5,059 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in fair demand but closed dull, ranging from 10@16½c., per lb.; week's receipts, 7,918. Milch cows, in less request at $40@$110 each, receipts, 67. Veal calves, inactive at from 5@10½c. per lb.; receipts, 1,109. Sheep and lambs have been in good demand at from 5½@8½c., per lb.,; receipts, 16,806. Swine, more active at 9½@10c. per lb., all live weight; receipts, 22,227.

Foreign merchandise has been moderately inquired for at less buoyant prices as rule. The total imports of foreign dry goods, last week, were $1,485,736, and the total amount marketed $1,612,249. The value of foreign merchandise imported last week, was $6,187,113—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,672,849, against $4,216,906 same week last year; total since July 1, 1868, $246,268,493, against $205,272,742 in 1867–'8. Ocean freights have shown more activity and firmness, but closed weaker, on a better supply of room. For Liverpool we quote flour at 9d. by sail, and 1s. by steamer, per bbl.; grain at 2½d. by sail, and 3d.@3¼d. by steamer, per bushel; cotton at ⅛d. by sail, and $\frac{5}{32}$@$\frac{3}{16}$d. by steamer, per lb.; and heavy goods 10s.@25s. by sail, and 10s.@25s. by steamer, per ton. Total number of vessels in port on Wednesday, 569.

The imports for the week ending May 8, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,125,659	$1,485,736
Gen. merchandise	3,091,247	6,187,113
Total for the week	$4,216,906	$7,672,849
Previously reported	81,463,497	108,497,526
Since January 1	$85,680,403	$116,170,375

The New York exports, exclusive of specie, for the week ending May 11, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,434,538	$4,622,424
Prev. reported	61,677,926	55,570,842
Since January 1	$65,112,464	$60,193,266

The balance in the Sub-Treasury on Wednesday was $84,088,480 73.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, Levee bonds, 70; do., 8s, Levee bonds, 89½; Georgia 6s, 83; do., 7s, 96; Alabama 8s, 102; California 7s, 128¼; New York State 7s Bounty Loan coupon, 110¼; do., 6s, 1873, 102½; Brooklyn 6s, Water Loan, 95½; Milwaukee and St. Paul 1st mort., Iowa Div., 90; Col., Chi. and Ind. Central 2d mort. 80¾; N. Y. and N. H., 130; do., 6s, 94; Am. Dock and Imp. 7s 97½; Toledo, Wabash and Western con. conv. bonds, 82; Peninsular 1st mort., 90¾; New Jersey Central new bonds, 93½; Chicago and Milwaukee 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., E. D., 85; Galena and Chicago 2d mort., 97; Hannibal and St. Joseph bonds, guar. by Mo., 90; Dubuque and Sioux City R. R., 116; Norwich and Worcester R. R., 105; Boston Water Power Co., 17; Manhattan Gas, 230; Western Union Telegraph, 44⅜; Adams' Exp. Co., 62; Wells-Fargo Exp., 35; Am. Mer. Union Exp., 41; U. S. Exp., 66¼; Mer. Union Exp., 15¼; Buchanan Farm oil, 0.58; Bates and Baxter, 0.50; Brevoort, 0.35; Consolidated Gregory gold, 2.95; Corydon, 0.12; Central petroleum, 0.75; Grass Valley gold, 0.54; Montana gold, 0.19; New York and Eldorado gald, 0.26; National Oil, 2.50; Northern Light, 0.40; Quartz Hill Gold, 1.45; Smith and Parmalee Gold, 2.30; United States petroleum, 1.25.

Philadelphia.—Philadelphia and Reading 6s, 1843–'80, 89; do., 1871, 96; Steubenville and Indiana 6s, 75; Belvidere Delaware 2d mort., 81¼; West Chester 7s, 97¼; Connecting R. R. bonds, 87½; Oil Creek and Allegheny River R. R., 36; West Jersey R. R., 61½; Germantown Passenger R. R., 32; Union Passenger R. R., 43; Schuylkill Nav. 7s, Boat Loan, 71; Delaware Division Canal, 48; Pennsylvania Canal, 20; Allegheny County 5s, 75; St. Louis War Loan, 103¼; Big Mt. Coal, 5⅞; Shamokin Coal, 5¼; Ocean Oil, ⅝; Corn Planter ¾; Feeder Dam ⅜; New Creek, ⅝. The latest quotations are: City 6s, 98@98; do., free of tax, 101⅝@101⅞; State 5s, reg., 97@100; do., coupon, 92½@93⅛; do., 6s, W.L., 103@—; do., 1st series, 104@105; do., 2d series, 106@106; do., 3d series, 107@107½; Reading, 48¾@47½; do., 7s, 1893, 104@104½; do., 6s, 1880, 88@89; Camden and Amboy, 128½@128¾; do., mort. 6s, 1889, 91@93; do., 1883, 86@86¾; Penn. R. R., 57¼@57¾; do., 1st mort., 99¾@100; do., 2d mort., 94¾@94¾; Little Schuylkill R. R., 43¼@44; Morris Canal, 30@40; do., pref., 66@68; do., bonds, 85@85¼; Susquehanna Canal, 13@14; do., 6s, 57@—; Sch. Nav., 9@10; do., pref., 17½@18; do., 6s, 1882, 66@67; Delaware Div. Canal, 47@48; do., bonds, 80@84; Elmira and Williamsport, 30@30; do., pref., 40@40¼; do., 7s, 1873, 90½@91¼; do., 5s, 56@60; Lehigh Coal and Navigation, 32@32¼; do., 6s, 1884, 82⅜@82½; do., R. R., Loan, 84½@85; do., Gold Loan, 95@95¼; North Pennsylvania, 35@35½; do., 6s, 88½@88¾; do., Chattle 10s, 108@110; Philadelphia and Erie, 30½@30¾; do., 6s, 85¾@86; Minehill, 54¼@55; Catawissa, 10@12½; do., pref., 33⅞@34; Lehigh Valley, 55⅞@56; do., 6s, new, 95@95¼; Fifth and Sixth streets, (horse,) 35@38; Second and Third, 46¼@—; West Philadelphia, 61@61; Spruce and Pine, 27@28; Green and Coates, 38@39¼; Chestnut and Walnut, 46@46¼; Thirteenth and Fifteenth, 18@19; Girard College, 27@29¼; Tenth and Eleventh, 70@71½; Union, 42½@43; Hestonville, 13⅛@13¼.

Boston.—Eastern R. R. 6s, 1885, reg., 95; Union Pacific 6s, 93; Old Colony and Newport 6s, 1877, 93½; Central Pacific 7s, 1884, 111¼; Burlington and Missouri River R. R. 8s, 1879, conv., 98¼; Cheshire R. R. 6s, 1880, 91½; Connecticut and Passumpsic Rivers R. R. pref., 90; Eastern (N. H.) R. R., 114; Indianapolis and Cincinnati R. R., 16; Boston, Concord and Montreal R. R., 75½; do., 6s, 1870, 90; do., 1889, 92¾; Cambridge Horse R. R. 6s, 1881, 90; Boston Water Power Co., 16; Waverly Land, 1⅞; Boston Gas, 822½; Cary Imp., 8⅜; Essex Land, 140¼; Short Mt. Coal, 12¼; Massachusetts 6s, 5-20s, currency, 101; Maine 6s, 1889, 99¾; New Hampshire 6s, 1872, 98¾; Rhode Island 6s, 1882, 99¼; Chicago 7s, 97@97½; Hartford 6s, 1876, R. R. Loan, 94; Cincinnati 7 3-10s, 1878, 104; St. Louis 6s, 1886, 83½; Cook Co., Ills., 7s, 96¼; Bath 6s, 1891, 91¼; Portland 6s, 1877, R. R. Loan, 97; Albany 6s, 1896, R. R. Loan, 95; Allouez Mining Co., 5½; Concord, 1¾; Hancock, 4¼.

Baltimore.—Maryland Defense Loan, 99⅞; Virginia 6s, old, reg., 50¾; do., 1866, 55; Memphis City 6s, 53; Balt. City 5s, 75; Central Ohio 1st mort., 83; Orange, Alex. and Manassas bonds, 75⅛; South Side (Va.) R. R. bonds, guar., 65¼; Richmond and Danville bonds, 71¼; Bare Hill Mining Co., 0.20; Balt. Copper, 46. The latest quotations are: Balt. and Ohio, 117@117; do., 6s, 1875, 91@92; do., 1880, 91@91½; do., 1885, 90@91; Northern Central, 49@49¼; do., bonds, 1885, 85½@85½; do., 1900, 84¼@85; Parkersburg Branch, 24@24¼; N. W. Va. 1st mort., 93⅛@94; do., 2d mort., 89@90; do., 3d mort., 1885, 84@85¼; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 68@69; Central Ohio, 31½@32; do., 1st mort., 83@83; Western Md. 6s, 1890, 69@72; do., guar., 87@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 71⅛@71¼; Baltimore 6s, 1875, 92¼@92½; do., 1886, 90@91¾; do., 1890, 92½@93; do., 1893, 92@93; do., 5s, 1838–'70, 71@74; City Passenger R. R., 18½@19; George's Creek Coal, 67@67½; Santa Clara, 1.75@2.00; Atlantic Coal, 3.00@3.25.

Completion of the Pacific Railroad.

The last rail connecting the Central and Union Pacific Railroads was laid with imposing ceremonies at Promontory Point, Utah, on Monday, the 10th inst., making, with the existing roads, a continuous line of railway from the Atlantic to the Pacific. The event was celebrated by jubilant demonstrations in various cities of the Union. All things considered, this enterprise may justly be regarded as the great accomplishment of the age—magnificent in its conception, wonderful in its rapid progress, and destined in its benificent influences, to be one of the great civilizing and commercial levers of the world.

☞ Our attention has been called to the "Patent Forged Crucible Cast Steel Reversible Frog," as manufactured by Messrs. Armstrong & Co., of Rotherham, England. The Frog complete is one solid forging drawn from the ingot under the hammer, it is reversible, the material of which it is composed renders its durability almost indefinite, and for climates subjected to severe frosts it is essentially suitable. In Russia, England, and many parts of the European continent it is laid down in large numbers, and four years of constant use shows no perceptible wear. Mr. W. C. Oastler, 43 Exchange Place, N. Y., is the agent in this country for Messrs. Armstrong's Railway equipment.

Financial and Commercial.

Under this broad and comprehensive heading the condition of the country requires that we should do something else than quote the prices of gold, public securities, bonds, stocks and bank assets, prices current, or exchanges. It behooves us to look at the supply, through production, that gives the financial capacity and commercial elements that may or may not enable us to carry on the Governments and business of the country with success.

The products of the United States, resulting from all our industries, are estimated at about $4,000,430,000 in currency. These products are obliged to pay—first, the cost of production, second, the expenses of supporting the industrial masses through whose labor they are derived.

Third—the amount of indebtedness of the General Government, the 36 State Governments, municipal Governments, county and town indebtedness amount in the aggregate to about three thousand and two hundred millions, the annual interest on which, in currency, is not far from $256,000,000.

Fourth—the annual expenses and appropriations for the General, State, territorial and municipal Governments, including county and town may be approximately estimated at $275,000,000, making the aggregate of the yearly exactions for interest and expenses about $531,000,000. This sum, be it more or less, is paid from the net profit of *producing capital and labor.*

In addition to the above exactions there is a large amount of income over and above the interest on the public securities held by Banks, Insurance Companies, and others, and which is in excess of the ordinary interest on their capital, variously estimated at from one to two hundred millions of dollars. This again, whatever it may be, is drawn from the net profit on production. We shall get a better idea of this, as well as of the general state of things when we contemplate the vast army of non-producers connected with non-producing employment, and contriving in some way to live off of the fruits of industrial capital and labor.

The picture would not be complete without the important item of *Railway fiction*, whereby the industries of the country are compelled to pay income on false capitalization, or inflation of cost, amounting in the aggregate to something over $600,000,000. In a late number of the *North American Review*, by Charles Francis Adams, of Mass., the amount of false capitalization, treated under the head of "inflation of railway capital," in the railways between Boston and Chicago, was set down, from *data* collected, at over $45,000,000, which, were the statement correct, would be sufficient, if put in cash, to construct a cheap-freight railway for the whole distance.

Congressional Legislation on the subject of railways, thus far, has seemed to proceed in the beaten track of enomities that have always been perpetrated against the producing industries. The Pacific Railway enterprise in its inception was characterized by an item of account brought in by one of the Vice Presidents, allowed, as it is said, by the company, and placed to construction account. It was expressed thus—"*Five Hundred Thousand Dollars expended in Washington in a confidential way to secure the passage of the Bill.*" This is, however, but a small amount, and hardly worth mentioning except as an illustration of the influences resorted to in the debauchment of legislation.

Somewhat analogous to this was the late Broadway Railroad bill where the charter was so arranged in its provisions that the franchise for a few miles of city road was worth, in case of passage, $2,000,000 in money, its commercial value being estimated upon the ability of the machine to rob the people of that amount. Such has grown to be the general character of railway legislation in this country; but, were it a consolation to know that American folly had companionship, it would be found in the stupidity of the British Parliament. It is now maintained in England that the railways of the realm could be duplicated at 50 *per cent.* of their nominal cost with 100 per cent. added to their inefficiency as aids to invigorate production. Whether, owing to the comparatively limited resources of the British Islands, this may, or may not be true in England; it is easily demonstrated that such results are attainable in this country.

Our financial and commercial questions, when traced to the foundation of what lies at the bottom of all, are mere questions of production, its diminution or increase. The management of Banks like the management of the railway may be made to assist the producing industries or become their worst enemy. Our Banking capital is composed of the Government securities drawing an average of eight *per cent.* in currency on the investment. Their currency is oftentimes employed to add to their stock of Government securities the interest on which is preferred to the usual interest on loans and discounts. Preference is given in Bank accommodations to borrowers who can put up Stocks, Bonds, or Government securities, by reason of which, most of the accommodations from the actual resources of the Bank are drawn into the business of stock jobbing, while the classes connected with the vocations of industry, trade and commerce are accommodated but little beyond the average line of their deposits: in other words, are permitted to borrow their own money, paying the Banks interest on deposits in addition to the two-fold income on their capital and currency before mentioned.

Had the ingenuity of man been taxed to the uttermost to devise a Banking system more utterly at war with the whole industrial avocations of the country, it could not have better succeeded. Of all the contrivances to make exactions on producing capital and labor, the Banks, *as now managed*, are the worst. The great point of justice in the business relations of the country has been overlooked, while Savings Banks, Life Insurance Companies, and other institutions whose capital is based on Government securities are also managing to make enormous income on their capital, treble and quadruple the rates of the average income on producing capital, or that which is engaged in the business of production. The Government virtually said to the bondholding class—"take the bonds which will yield eight *per cent.* in currency, and the processes shall be provided by law by which you shall be enabled to double or treble the income." What is all this but a tax on production, multiplied in amount by the contrivances created to aggravate the burden?

Take the aggregate of our industries for a run of thirty years from 1830 to 1860, including agriculture, manufactures, mining, the mechanic arts, and embrace with them trade and commerce, and the net income on the capital invested would fall short of an average of four *per cent.* No instance can be pointed out where the wealth of any Nation, from production alone, has increased beyond this ratio. While production is obliged to bear its own expenses and burdens, every other expense, burden and exaction that society is heir to are also heaped upon it. The most deplorable part in the contemplation of the subject is, that most of the disparagements are inflicted by fraud, and unwise and false ideas of public or political economy.

Cuba, under the dominion of Spain, though bled to gratify the insatiate avarice of the home Government, never visited production with such degree of exactions, as are now being made on the industries of the United States. The Government of Spain lacked the ingenuity to contrive them. Spain's exactions on Cuba merely came in a more odious form. They were direct and wanton, could be seen, appreciated and felt, but still the industries of Cuba could thrive somewhat and stand up. Ours, under the present regime cannot. The processes are too exhaustive.

In getting at the condition of the country there is an item of much magnitude which it may be proper to state. The war expenses of the Union Government were five thousand millions. Those of the Confederate, including devastations on property, were something over three thousand millions, not including slave property. The property of the whole United States in 1860 was estimated on a gold basis at sixteen thousand millions. Of these eight thousand millions, war expenses, two thousand and five hundred millions remain in the form of bonds drawing interest, while five thousand and five hundred millions of the people's substance have been wiped out.

The question comes up not only financially and commercially, but also industrially, how are we to meet the emergencies under this condition of the country? We are obliged to face the question. There is no security in trying to dodge it, and much less in giving way to gloom or despair, or committing those foolish extravagances that people sometimes do in a storm at sea, or when the house is on fire. Although the last season was fruitful, yet trade and commerce, real estate in the cities, manufacturing, mechanical enterprises and other industries begin to feel in reality the growing depression. Notwithstanding the condition of the country and the depressions on business, there is yet an available remedy, a quick remedy, and a permanent remedy against panics, convulsions, suspensions, and possible repudiation that might follow in the wake of the others.

WHAT IS THAT REMEDY?

In general terms it is embraced in few words, *Cheap Freights by rail, and low rates of interest on money.* Without these no effective panacea will be found. It will not be found in a return to specie payments, nor in the conflicting doctrines of "high tariff," or "free trade," for nothing short of a general policy, certain to effect the cheapening of production and distribution on a wide and general scale, can accomplish the results that must be attained in order to avert the

impending calamity. The Banks and Railways of the United States have it in their power to change the whole complexion of affairs, not only from gloom to animated hope, but from anticipated trouble to assured prosperity in less than six months. We not only see clearly that it is in their power to do this, but maintain that it can be done on principles that will be as certain to promote their true and substantial interests, as it will be to promote their common welfare.

Banks are now drawing an interest in currency of eight *per cent.* on their capital composed of Government securities. They can well afford to loan their currency and deposits at interest of three per cent., and after defraying all reasonable expenses of banking, would be enabled to obtain rates of income twice as high as the net profit on producing capital. In connection with the arrangement for lower interest, by throwing their accommodations in the right direction, by careful loans on long time, they could bring the monetary system of the country to the aid of producing enterprises, and effectually turn non-producing into producing capital. Could this arrangement be effected, and the rates of interest brought down to the European standard, or below, the effect on production in the United States would outrun the most sanguine calculations. It is not our public debt or the interest on it that makes the main burden on industry. Give to the industries a monetary system that will facilitate production and increase their ability to pay, and the people will meet it with animated cheerfulness, and our bonds will rise to premiums in proportion to the content of the industrial population. There is a basis of fair reciprocity that must be inaugurated and maintained. In case the initiative is taken voluntarily by the classes that have it in their power to do so, the change from a false to a sound system of political economy may be immediate and effective, otherwise, we may be compelled to build up anew on the ruins of a system that cannot endure, and amidst the distractions of a more disordered state of society.

Our views on the subject of reform in railway management are too well known to require repetition. We are the unqualified advocate of the plan or scheme recommended by the "National Cheap Freight Railway League." We have assumed that under the system recommended by the League, from 25 to 50 per cent. can be added to the financial value of railway property on the average, while the advantages to the country would be trebled. While others, connected with railway management, are advocating the substantial features of the scheme, we take it as a whole, embracing as it does in our judgment, the most carefully considered combination of economies, and all blended in symmetrical proportions to make the proposed system complete. One of the favorable features of the plan is, that any of our double track roads can be put on its plan of management immediately. It would require no new fashion road bed or rolling stock. It would change at once the whole of our present railway policy from high charges on meagre commerce to low charges on multiplied patronage. We need not discuss the effect which such a change in railway policy would produce on the development of our resources, the stimulations on industry, or the new creation of taxable property that would result from it. We close our paragraphs by saying, it will need every interest of the country in combination, carefully directed in its aims to assist the whole on principles of just reciprocity, to carry us through our emergencies without convulsions. We have stated the plan and policy, which it seems to us might be made effective. It is based wholly on the idea of bringing every influence and power possible to the aid of production. If there be any other effective remedy to repair the damages of war, to meet the public debt, and at the same time to make the country prosper, we do not know it, and would be slow to comprehend it.

Illinois Central Railroad.

The statement of this Company for the month ending April 30, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	6,922.11 for	$66,425 06
Acres Int. Fund Lands sold	361.60 for	3,800 44
Acres Free Lands sold	1,163.54 for	17,280 26
Total sales during month of April, 1869	8,447.25 for	$87,505 76
To which add Town Lot Sales		295 00
Total of all	8,447.25 for	$87,800 76
Cash collected in April		$186,521 38

TRAFFIC DEPARTMENT.

Receipts from Freight		$272,983 00
do.	Passengers	135,069 70
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	90,000 00
Total Receipts in April, 1869		$508,411 03
Total Receipts in April, 1868		$444,814 62
Estimated earnings in the month of April, on the D. & S. C. R. R., not included above		$86,944 40
Corresponding month of 1868		$70,822 68

New York Railroad Consolidation Act.

Section 1. It shall and may be lawful for any railroad company or other corporation organized under the laws of this State, or of this State and any other State, and operating a railroad or bridge, either wholly within or partly within and partly without this State, to merge and consolidate its capital stock, franchises, and property of any other railroad company or companies organized under the laws of this State, or under the laws of this State and any other State, or under the laws of any other State or States, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a continuous line of railroad with each other, or by the means of an intervening bridge or ferry.

Sec. 2. Said consolidation shall be made under the conditions, provisions, and restrictions, and with the powers hereinafter in this act mentioned and contained, that is to say:

1. The directors of the railroad companies proposing to consolidate may enter into a joint agreement, under the corporation seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of the said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroads.

2. Said agreement shall be submitted to the stockholders of each of the said companies or corporations at a meeting thereof called separately for the purpose of taking the same into consideration; due notice of the time and place of holding said meeting, and the object thereof, shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively or sent to them by mail, when their post office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town or county where such company has its principal office or place of business; and at the said meeting of stockholders the agreement of the said directors shall be considered, and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballots shall be cast in person or by proxy, and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seal thereof, and the agreement so adopted, or a certified copy thereof, shall be filed in the office of the Secretary of State, and shall from thence be deemed and taken to be the agreement and act of consolidation of the said companies; and a copy of the said agreement and act of consolidation, duly certified by the Secretary of State under his official seal, shall be evidence in all Courts and places of existence of said new corporation, and that the foregoing provisions of this act have been fully observed and complied with.

Sec. 3. Upon making and perfecting such agreement and act of consolidation as herein before provided, and filing the same or a copy thereof in the office of the Secretary of State as aforesaid, the said corporation parties thereto shall be deemed and taken to be one corporation by the name provided in said agreement and act; but such act of consolidation shall not release such new corporation from any of the restrictions, disabilities or duties of the several corporations so consolidated, but nothing in this act contained shall allow any rate of fare for way passengers greater than two cents per mile to be charged or taken over the track or tracks of that railroad now known as the New York Central Railroad Company, and the rate of fare for way passengers over the track or tracks now operated by the said New York Central Railroad Company shall continue to be two cents per mile, and no more, wherever it is now restricted to that rate of fare, but nothing herein contained shall apply to street railroads.

Sec. 4. Upon the consummation of said act of consolidation, as aforesaid, all and singular the rights, privileges, exemptions and franchises of each of said corporations parties to the same, and all the property, real, personal and mixed, and all debts due on whatever account to either of said corporations, as well as all stock subscriptions and other things in action belonging to either of said corporations, shall be taken and deemed to be transferred to and vested in such new corporation, without further act or deed; and all claims, demand, property, rights of way, and every other interest, shall be as effectually the property of the new corporation as they were of the former corporations, parties to the said agreement and act; and the title to all real estate, taken by deed or otherwise, under the laws of this State, vested in either of such corporations, parties to said agreement and act, shall not be deemed to revert or be in any way impaired by reason of this act, or anything done by virtue thereof, but shall be vested in the new corporation by virtue of such act of consolidation.

Sec. 5. The rights of all creditors of and all liens upon the property of either of said corpor-

ations parties to said agreement and act shall be preserved unimpaired, and the respective corporations shall be deemed to continue in existence to preserve the same, and all debts and liabilities incurred by either of said corporations except mortgages, and duties of either of said corporations shall thenceforth attach to such new corporation, and be enforced against it and its property to the same extent as if said debts, liabilities and duties had been incurred or contracted by it. No suit, action or other proceeding now pending before any court or tribunal, in which either of said railroad companies is a party, shall be deemed to have been abated or been discontinued by the agreement and act of consolidation as aforesaid, but the same may be conducted in the name of the existing corporations to final judgment, or such new corporation may be, by order of the Court, on motion, substituted as a party. Suits may be brought and maintained against such new corporation in the Courts of this State, for all causes of action, in the same manner as against other railroad corporations therein.

SEC. 6. The real estate of such new corporation, situate within this State, shall be assessed and taxed in the several towns and cities where the same shall be situated in like manner as the real estate of other railroad corporations is, or may be taxed and assessed, and such proportion of the capital stock and personal property of such new corporation shall in like manner be assessed and taxed in this State, as the number of miles of its railroad situate in this State bears to the number of miles of its railroad situate in the other State or States.

SEC. 7. Nothing in this act contained shall be so construed as to allow such consolidated company to charge a higher rate of fare per passenger per mile for any part or portion of such consolidated line than is now allowed by law to be charged by each existing company respectively; nor shall this act apply to street railroads, and nothing in this act contained shall be so construed as to effect and impair in any way the validity of any contract now existing between the Buffalo and State Line Railroad Company and the New York Railway Company.

SEC. 8. All the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and of the several acts amendatory thereof or in addition thereto, shall be applicable to the new corporation so to be formed as aforesaid so far as the same are now applicable to the railroad companies of this State, which may be consolidated with any other companies by virtue of this act.

SEC. 9. No companies or corporations of this State, whose railroad run on parallel or competing lines, shall be authorized by this act to merge or consolidate.

SEC. 10. This act shall take effect immediately.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JANUARY 31, 1869.

The receipts on capital account remained unchanged, the total amount received being £5,260,829, as in last report. The aggregate expenditure to January 31, 1869, amounted to £5,388,103, leaving a balance of £127,274 at the debit of capital account. The outlay on capital account during the half-year, after deducting sales of surplus lands, has been £5,509. This expenditure is specified in the engineer's report, and includes the proportion of the cost of forming an embankment behind the abutments of St. George's bridge, near Paris, the cost of building four wooden bulverts under the railway enbankment near Prairie siding to provide increased waterway, the final proportion of the cost of building in stone the bridge over the 20 mile creek at Jordan, cost of extending sidings at Suspension bridge, London, Copetown, and Lynden, and laying down a third rail in sidings at Beamsville, Komoka, and London, the balance of the payment on account of the new freight house at Detroit, and the building of a windmill pump, and water tank at Belle River. The receipts and expenditures on revenue account were as follows:

Gross receipts		£423,312
Working expenses, including renewals		209,752
		£213,559
From which there has to be deducted—		
Interest on bonds, loan, &c.	£52,536	
Loss on conversion of American funds	70,362	
Loss on working Erie & Niagara Railway	1,453	
Detroit fire claims	1,158	
Amount set aside for renewal of ferry steamers	3,000	
		128,509
		85,051
Add surplus from last half-year		1,129
Proportion of half-year's dividend on Detroit and Milwaukee preference shares		5,311
Profit on working Galt and Guelph railway		211
Available for dividend		£91,702

From this amount the Directors recommend a dividend at the rate of 5 per cent. per annum, payable in London on May 12, free of income-tax, which will absorb £89,124, and leave a surplus of £2,578 to be carried to the credit of next half-year. The renewal fund for the ferry steamers now amounts, with interest, to £10,303. The amount charged for Detroit fire claims is caused by writing off as a bad debt entire claims in suit against certain insurance companies, although a portion may hereafter be collected. The loss on conversion of American currency for the half-year amounts to £70,362, as compared with £66,612 for the corresponding half-year in 1868. The average rate of conversions made during the half-year was 138½, the average price of gold for the same period having been 140½. The unconverted American funds in hand and outstanding traffic payable in that currency at January 31, 1869, show a decrease of $18,838 20, compared with the amount at the end of last half-year. The following table exhibits the receipts and expenses for seven corresponding half-years:

RECEIPTS.

Half-year ending.	Passengers mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
Jan. 31, 1863	122,627	186,099	579	309,305
" 1864	129,684	171,329	621	301,634
" 1865	154,125	157,874	730	312,730
" 1866	205,131	181,071	837	387,039
" 1867	168,986	161,254	1,273	331,513
" 1868	186,537	213,476	800	400,813
" 1869	183,703	238,764	846	423,312

EXPENSES.

	Including renewals. £	Per cent. of gross. receipts.
Jan. 31, 1863	172,568	55.79
" 1864	171,336	56.80
" 1865	168,577	53.91
" 1866	170,003	43.93
" 1867	166,632	50.26
" 1868	193,667	48.31
" 1869	209,752	49.55

The total traffic receipts show an increase of £22,453, as compared with the corresponding half-year. This increase arises as follows:

Increase in local passenger traffic		£6,455
" through freight and live stock		26,659
		£33,114
Decrease in through pass. traffic	£570	
" emigrant	997	
" express freight & sundries	7,722	
" local freight & live stock	1,371	
		10,661
Total increase		£22,453

The low tariff of rates and and fares referred to in the last half-yearly report, arising from the competition of other lines, has continued, hence the per centage of working expenses is somewhat higher than at the corresponding period of 1868; but, notwithstanding this, the percentage of working expenses compares favorably with the average of the six preceding corresponding half-years, as will be seen by the above table. The cost of ordinary working expenses per train mile in the last and four previous corresponding half-years was:

Jan. 31, 1865	5s. 1½d.	sterling.
" 1866	4s. 6¼d.	"
" 1867	4s. 7½d.	"
" 1868	4s. 5½d.	"
" 1869	4s. 3¼d.	"

The usual detailed reports of the engineer and mechanical superintendent are appended, and there is also a special certificate from each of these officers, in the form prescribed for English railways. The mechanical superintendent's report mentions that a new passenger engine has been completed during the past half-year, and set to work, the cost being defrayed out of revenue. On the 22d of January last a special meeting of shareholders was held in London, to consider a definite communication from the Government of the Dominion of Canada, for the settlement of the Provincial advance and arrears of interest on the following basis, viz.: that the principal sum of £573,688 should be repaid by four equal annual instalments commencing from 1st January, 1870, and that for the arrears of interest, a sum should be fixed equivalent to placing the Government, as regards interest, on about an equal footing with the shareholders of the company, since the company ceased in 1860 to make the half-yearly interest payments to the government. The proprietors concurred with the directors that such a settlement would be desirable. In consequence thereof the honorable William McMaster, chairman of the Executive Committee, with the officers of the company in Canada, after several conferences at Ottawa, with the Minister of Finance and the Auditor General, came to a final adjustment of figures, and agreed that the principal sum (representing the government advance), with the accrued interest up to the 1st of January, 1869, less money due from government for mail and military transport services, should be commuted for a total sum of £668,815, payable by annual instalments, the unliquidated balance, year by year, to bear interest at the rate of 4 per cent. per annum, instead of 6 per cent., as at present. The remission of interest which has been already charged against revenue, together with the further advantage resulting from the diminished rate of interest on the unpaid balance, amount in the aggregate to upwards of £180,000. The first stipulation of the government was the payment in Canada of £100,000 on 10th February, and this has been complied with. It is expected that the government will bring the terms of this settlement under the notice of the legislature, which meets on 15th April, by message from the Governor General, on which resolutions of the House of Commons will have to be passed, and a bill introduced to carry them into effect. It is hoped that intelligence of the Parliamentary confirmation of these terms will be received previous to the general meeting, in which event the meeting will be made special, to ratify the same, and to submit a plan for raising the necessary funds. The proprietors are aware that in 1864, and again in 1868, a deputation from the English board visited Canada, and upon both occasions rendered most essential services to the company. To the mission in 1868 must be mainly attributed the settlement now happily arrived at with the Canadian Government. The actual expenses incurred on these occasions have been paid by the company. The board, however, trust that the proprietors will readily acquiesce with them in thinking that important services of this nature call for some special recognition, and they ask permission to appropriate for this purpose the sum of 1,500

guineas, which will provide an acknowledgement for the two gentlemen who formed the deputation. The directors are glad to announce that a Canadian Company are about to construct an extension of the Galt and Guelph branch northwards, across the fertile agricultural country beyond Guelph, a district hitherto without railway communication. This line is called the Wellington Grey and Bruce railway, and it is intended ultimately to be extended to the shores of Lake Huron. The Great Western Railway Company have agreed to supply rolling stock, and work the first section of 16 miles, when completed as far as the town of Fergus, at 70 per cent. of the gross earnings. Further, it is agreed that an account shall be kept of the railway traffic exchanged between the Great Western railway and the new line, and that 20 per cent. of this traffic shall be set aside annually and appropriated to redeem the capital cost of the line, so that in the course of years the branch will gradually become a part of the Great Western system. The directors have the satisfaction of stating that the net revenue of the Detroit and Milwaukee Company for the half-year ended 31st December, 1868, has, as was anticipated in the last report, permitted of a payment on accounnt of arrears of dividend on the $2,095,000 preference shares of that company (being the securities representing the loan of £250,000 with accrued interest) at the rate of 7 per cent. per annum, amounting to $73,325, which, after deducting United States internal revenue tax and cost of conversion, has produced in gold £10,622. The directors, as will be seen by the net revenue account No. 3, have placed one-half of this amount to the credit of revenue, and the remaining portion has been applied in part liquidation of the old Detroit and Milwaukee interest account standing in the balance sheet, which latter is now reduced to £9,957. The receipts and expenditure of the Detroit and Milwaukee railroad for the year ending 31st December, 1868, have been satisfactory, and show the following results:—Gross earnings, £353,033; working expenses, £208,281; net, £144,752. The Detroit and Milwaukee Company is progressing very satisfactorily, and the receipts show an increase over the corresponding period up to March 25th of £8,204, or upwards of 15 per cent.

On behalf of the board of Directors,
THOMAS DAKIN, President.
London, April, 14, 1869.

☞ During the past year the debt of the State of Connecticut has been reduced $349,244, leaving it April 1, $6,974,992. There are war claims still outstanding against the General Government amounting to $200,000. The school fund is $2,046,108. The total receipts for school purposes during the year were $1,043,086, showing a deficiency of $60,000 to be provided by future taxation.

☞ The contract for building the link of the Nashville and Montgomery Railroad between Decatur and Montgomery, Alabama, has been awarded to Samuel Tate and others. They agree to finish the link for five million and fourteen thousand dollars.

A FOREIGN YOUNG MAN, HAVING A THOROUGH knowledge of Civil and Mechanical Engineering, acquired in France, Germany and Holland, desires an appointment. Salary no object. Apply to A. R., Room 46, No. 176 Bleecker st., New York. 2t20

To Contractors and Railroad Companies.
FOR SALE.
10 PLATFORM CARS—4 feet 8½ in. gauge, in good order, of extra heavy build.—Specially adapted for heavy freighting or construction purposes. Apply to
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Joseph Armstrong & Co., Rotherham, England,
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Armstrong's Patent Cast Steel Frog, with Forged V drawn from the Ingot without a weld.
☞ Drawings, Prices, and full information, on application.

EAST RIVER SCREW BOLT WORKS.
RYLANCE & CASKELL,
Manufacturers of Screw Bolts,
No. 433 EAST 25th ST., N. Y.

To Railway Contractors.
THE Graduation and Masonry of the FREDERICK AND PENNSYLVANIA LINE RAILWAY, embracing twenty-eight sections of more than one mile each, are advertised for contract, and PROPOSALS for the same will be received at the Company's office in the city of Frederick, Md., up to the 25TH DAY OF MAY, inclusive. Specifications, plans and profiles of the work will be ready for inspection at the office of the Company in Frederick, and at the office of the Western Maryland Railroad, in Baltimore, from the 15th day of May, where contractors will obtain all necessary information to enable them to examine the line. The Company reserves the right to reject all or a part of each bid.
4t18 JOHN LOATS, President.

Blue Ridge Railroad.
THE attention of Contractors is invited to the work of completing the Blue Ridge Railroad, in South Carolina, from Anderson, South Carolina, to Knoxville, Tennessee—a distance of one hundred and fifty-two miles to build.
The Executive Committee of the Board of Directors is prepared to enter into negotiations with responsible persons, who may desire to undertake the work.
Payments will be made in first mortgage (7) per cent. currency bonds of the company, secured by the guarantee of the State of South Carolina, for the punctual payment of both principal and interest. The mortgage covers unencumbered property of the company, which cost three and a quarter millions of dollars in gold, and embraces fifty miles of road complete and in running order.
Detailed Estimates, Plans, Profiles and Specifications, will be ready for inspection by JUNE 1, 1869. Meanwhile, approximate quantities and other information concerning the work may be obtained by application to Col. James P. Low, the Chief Engineer of the Company, or to the undersigned, at Columbia, South Carolina.
R. K. SCOTT,
5t18 Chairman of Executive Committee.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY. NEW-YORK, April 28, 1869.
THE ANNUAL MEETING OF THE STOCKholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDENSDAY, the 26th day of May, proximo, at 3 o'clock P. M.
The transfer books of the Company will be closed at the close of business on the 15th proximo, and re-opened on the 1st day of June, following.
L. A. CATLIN, Secretary.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

WM. KUMBELS
Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address
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SAFETY,
Steel and Iron Rail,
Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. *Opening a new era in Railway economy hitherto unprecedented.* All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.
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Car Manufacturing Co.,
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MANUFACTURE
Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of
RAILROAD CARS,
RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,
AND
RAILROAD FORGINGS.
W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

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BEST HACKLED HEMP PACKING,
For Sale by
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ALL THE APPROVED BRANDS OF
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In Yard, on Dock and to Arrive,
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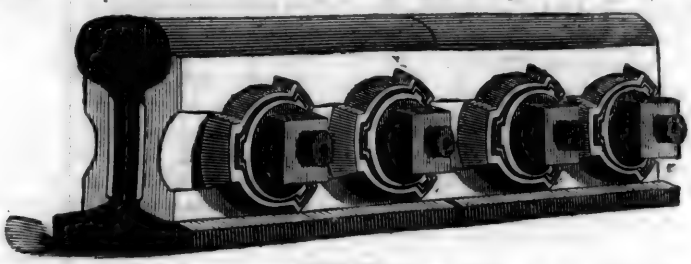
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PRATT'S
PATENT COMPENSATING FISH-JOINT,



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VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

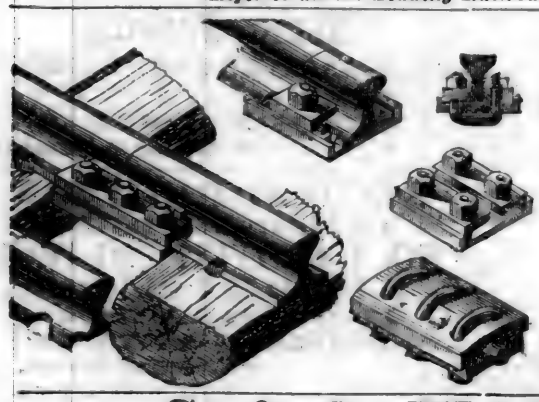
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 21.] SATURDAY, MAY 22, 1869. [WHOLE No. 1,727, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 22, 1869.

Lehigh Coal and Navigation Co.

The annual meeting of the stockholders of this company was held in Philadelphia on the 4th inst. Caleb Cope, Esq., was called to the chair, and E. Mitchell, Esq., acted as secretary. The minutes of the last meeting were read and approved. The secretary then read the report of the managers for the year 1868, which we publish entire in this week's issue.

After the reading of the regular report, the following supplementary report was presented and read by the secretary:

The fiscal year of the company closes with the current year, and during the four months intervening between the end of the year and the annual meeting of the company events of interest often transpire which are of sufficient importance to the stockholders to form part of the report to be submitted. Several such matters seem to require this year a short supplementary report. The experiment tried the past winter of mining coal and sending it to market was a success to the extent of realizing from the sales nearly enough to pay for all the dead work done at the mines during the winter, enabling us to start in the spring with but a small balance against coal account. Heretofore there has been a large balance at that date to be worked out during the year. The mines appear to be in equally as good a condition as last year, and the full difference in accounts to be a gain to the company.

	Tons.
The product from January 1 to April 30, inclusive, has been in 1869.....	99,944 17
Product for same time in 1868.....	30,901 12
Increase from company's mines...	69,043 05
The first shipment on the canal was on 26th March, and the total shipments to April 30, inclusive	124,067 01
Against same date last year	68,032 04
Increased tonnage on canal.....	56,034 17
Coal tonnage on railroad, exclusive of amount to Canal, Lehigh Valley Railroad and Lackawanna & Bloomsburg Railroad, from January 1 to April 30, inclusive....	272,149 16
Do., as above, for 1868....	88,030 00
Increased coal tonnage on railroad....	184,119 16

There has been also, a steady and satisfactory growth in miscellaneous freight, and the proportion of local to through business is increasing The profits realized by the company between January 1 and May 1 this year cannot fall very far short of the interest charge due to that portion of the year, against no profit whatever during the same period last year, The company has disposed of 2,266 shares Nesquehoning Valley Rail road stock since 1st January, leaving 3,613 shares still held. The Sinking Fund of the five-year loan has retired $10,000 of the loan, and sales of real estate have been made to the extent of about $50,-000 since the opening of the year, and the company is about closing sales to the aggregate amount of $50,000 additional, and all the proceeds must go into the five-year loan, the price of which has been advanced to 93½ and interest. The work of rebuilding the Wilkesbarre planes has progressed very satisfactorily, and they will probably be completed by 1st August. The coal trade has been so brisk since the opening of navigation that all of our rolling stock has been kept occupied, and we are already feeling the want of more coal cars. The stockholders can do nothing better in the furthering of their interests than in subscribing and procuring subscriptions to the Car Trust stock. In addition to the equipments reported as on the road on 1st January belonging to the Car Trust, there have been received 1,044 coal cars and 5 locomotives since that date.

Work on the Nesquehoning Valley Railroad has been let and rapid progress will be made during the summer. We shall probably not be disappointed in our expectation of its completion to a connection with the Catawissa Railroad before the end of the year, Great interest is felt among both producers and transporters of coal in the rumors of an approaching strike of the miners and laborers. Notice has been served at many colleries that work will be suspended at the close of this week. When work is resumed we look for an active market and remunerative rates of transportation, and good prices for our coal, to continue for the remainder of the year. We desire a regular and steady market and not the excessive prices of last November. The companies who are best supplied with equipment will profit most largely by the activity of trade.

A resolution to approve the foregoing report was carried.

On motion, Mr. Rockwell—a gentleman who had made a survey of the company's land—read a report, and then maps prepared from his survey were distributed to the stockholders.

After the adoption of resolutions of thanks to the old officers of the company, an election was held with the following result:

President.—E. W. Clark.

Managers.—S. M. Felton, Francis B. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Phillip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring.

Great Western Railway of Canada.

The Canadian Parliament has confirmed the arrangement between the Government and the Company for the settlement of the Government Loan.

In reference to this important measure the following resolution was passed at the meeting on Wednesday last—

"That the settlement of the Government Loan and interest made with the Canadian Parliament be confirmed; and that to provide means for its completion and for other purposes the proposed issue of £1,018,200 sterling of five per cent. preference stock, with the option of conversion into ordinary shares until 1st January, 1880, be authorized."

The new preference stock is to be allotted amongst the shareholders, giving them £6 of that stock for each ordinary share. At 80 the preference stock would pay 6¼ per cent. per annum, and therefore no doubt all the shareholders will take up their allotments.—*Herapath, May* 1.

☞ The Board of Railroad Commissioners of the State of Arkansas have awarded the aid of the State to the Little Rock and Fort Smith Railroad to the extent of 150 miles, at the rate of $10,000 per mile.

Marietta and Cincinnati Railroad.

The earnings of this road for the year ending December 31, 1868, were as follows:

From passengers		$369,373 46
" freight		844,529 25
" mail		23,737 44
" express		42,718 49
" telegraph		7,728 48
		$1,288,087 12

Expenditures, viz:

Repairs of road	$328,847 98	
" bridges	79,119 25	
" locomotives.	92,191 15	
" cars	89,102 65	
Fuel	86,303 10	
Engine and firemen	92,950 43	
Oil and waste	12,840 26	
Station rents & repairs.	8,424 41	
Conductors and men	65,971 83	
Station agents, etc.	84,737 01	
Parkersburg transfer	16,464 73	
Cincinnati transfer.	1,340 23	
Running expenses of trains	21,227 89	
Watch and switchmen	7,165 86	
Foreign agencies	9,760 46	
Station expenses	4,658 19	
Printing, etc	16,506 79	
Telegraphic expenses	12,985 27	
Management and general office expenses	40,591 83	
Joint use of track	15,253 25	
Mileage	12,499 42	
Loss and damage	7,971 75	
Miscellaneous	15,703 61	
		1,117,617 35
Net earnings		$170,469 77

Compared with the previous year the gross earnings show an increase of $7,572 45; with an increase in expenses of $135,911 76—making a decrease in net earnings of $128,339 31. The report says:

During the year the Baltimore and Ohio Company has placed upon the through route 150 and the Indianapolis, Cincinnati and Lafayette Company has contributed 100 new first class house cars arranged to run through from all Western points to Baltimore, without breaking bulk. Large quantities of produce, particularly grain in bulk, which heretofore found other outlets, have been secured by these facilities. The advantage of sending the property directly through without change at transfer points, thus saving time and handling, is appreciated by shippers, and has placed the line in a position which compares most favorably with the best organized fast freight lines in the country.

It is the intention of those companies to extend these facilities to meet the demands of the trade.

In view of its financial condition, no portion of this equipment has yet been furnished by this company, but it is hoped that it will be able to meet this requirement during 1869.

The Baltimore and Ohio Company has also furnished, at times, broad-tread flat cars for the transportation of iron and similar freight, from Baltimore to Cincinnati and Indianapolis, without unloading at the Ohio River. Similar arrangements for through traffic could be made to St. Louis if the Ohio and Mississippi Company prosecute their design heretofore announced of changing their line from a broad to a narrow guage.

The route from St. Louis *via* the Ohio and Mississippi and Marietta and Cincinnati and Baltimore and Ohio roads *is the shortest to the seaboard*, and the only obstacle to a large and remunerative traffic is the break of bulk now required at Cincinnati.

It was decided, until the road could be placed in better condition and the tunnels on the Parkersburg Branch of the Baltimore and Ohio road arched, to discontinue the heavy expenditures heretofore incurred to obtain through passengers, and the increase of through travel under these circumstances is particularly interesting and gratifying.

The Baltimore and Ohio Company, after expending $1,250,000 in arching the 23 tunnels on the Branch from Grafton to Parkersburg, has completed that most important work. First class, wide cars, precisely similar to those run upon the main stem of that road, as soon as the tunnels were widened, were placed upon that portion of the line, and the through passengers furnished with the same facilities as by the Benwood route. The difference in distance to the southwest, in favor of the Marietta and Cincinnati line over all competitors, will command a large passenger traffic, and the Board has concluded to incur increased expenditure in presenting these advantages to the public, which, it is believed, will produce profitable results.

BRIDGE AT PARKERSBURG.

This important structure is progressing under the management of the Baltimore and Ohio Company as rapidly, in view of the difficulties encountered, as could reasonably be expected. That company has expended about $250,000, and, in addition to a large amount of shore work, partially built three piers in the Ohio River. The cost of the bridge under a contract between the Baltimore and Ohio and Marietta and Cincinnati Companies, was to be assumed two-thirds by the former and one-third by the latter company. This company has been unable to furnish *any* portion of the capital, and the Baltimore and Ohio Company has therefore advanced the necessary means, with the understanding that the Marietta and Cincinnati would, whenever able, fulfill its engagements.

It is confidently anticipated this bridge will be completed in 1870, and the value of the property of this company will, from this cause, greatly improve, as large additions to its traffic may then be expected. Its importance to Cincinnati cannot be overestimated, as completing the most direct and certainly the most economical route from that city to the seaboard.

GALLIPOLIS AND POMEROY BRANCH.

On the 3d of September, 1867, the Board resolved upon the construction of the Gallipolis and Pomeroy Branch, and to enable the company to construct this road, authorized the issue of $1,000,000 of the company's bonds, bearing interest at 7 per cent., and secured by a mortgage on this branch; and also authorized the Vice President of the company to contract in the name of the company for the building of the whole or any part of said branch road, but no contract for such construction should be made "until at least the sum of $700,000 of the bonds aforesaid should be subscribed for, sold, or otherwise negotiated."

Upon this authority, the Vice President proceeded in the survey and location of the line, and obtained the right of way for nearly its entire length, solicited subscriptions and obtained them to an amount between $300,000 and $400,000.

The Vice President then, on the 25th of December, 1867, made a contract with Messrs. Dodge, Lord & Co., which was in substance as follows:

The contractors were to furnish the necessary materials and to purchase the iron rails for tracks and sidings. The work and material were to be paid for by the company monthly, and for iron the company was to pay one half cash and to give its notes at not less than 12, 16 and 20 months for the other half. Dodge, Lord & Co., were to receive the bonds at sixty per cent., and one-half of the receipts of the road, as it was completed, as collateral security for their advances and obligations; and as compensation for their services in building the road and for purchasing materials, including the iron rails, fourteen per cent. upon the cost of such work, materials and iron rails. The requirements of the Board that $700,000 of the Gallipolis and Pomeroy Branch bonds should be subscribed, sold or otherwise negotiated, not having been conformed to, it was necessary to submit the contract with Dodge, Lord & Co. to the Board for ratification. It was well ascertained that nearly all the subscriptions had been secured which it was possible to obtain.

It was evident the expenditures for building the road would be very heavy, after paying the contractors a profit of fourteen per cent., and the result of such an expenditure was not sufficiently assured, in the judgment of the Board, to justify an additional burthen of probably $500,000 to the heavy floating debt under which the company was then struggling.

The second mortgage bonds were selling at over seventy per cent., and it was feared if the Gallipolis and Pomeroy bonds were placed upon the market, a depressing effect upon the securities of this company would occur.

The Board therefore determined to abandon the enterprise, and make a settlement with Dodge, Lord & Co., for material furnished and labor performed, and $2,600 additional for damages.

It is to be hoped that the people of Gallia, Meigs and Jackson Counties, can, at some period not remote, obtain sufficient means to build this road, from their own resources, in which case, doubtless, a mutually satisfactory contract could be made to operate the line, with the equipments of this company.

THE CINCINNATI AND BALTIMORE RAILWAY CO.

The "Cincinnati Extension," commenced in 1864, with the view of dispensing with the use of the track of the Little Miami Company from Loveland, and involving an annual rental of $60,000, was not finished, and the company was obliged, after completing eighteen miles of road, and reaching a point seven miles from the city, to make a contract with the Cincinnati, Hamilton and Dayton, and Indianapolis and Cincinnati Companies, differing only in the reduction of one-half the rental, and securing a greatly improved location for the transaction of its business in the western, instead of the eastern part of the city of Cincinnati. In February, 1871, the contract with the Cincinnati, Hamilton and Dayton Railroad Company, at $25,000 per annum, will expire by limitation. The contract with the Indianapolis and Cincinnati Company is perpetual, at $5,000 per annum for the use of tracks and a proportion settled by contract for the joint use of the passenger depot.

The fact that the entire traffic, local and through of the Marietta and Cincinnati road and branches, depended for its entrance to Cincinnati upon another, and, in many respects, a company with different interests, was a subject of great embarrassment, and presented the gravest questions to the Board for its consideration.

It was not deemed judicious for the Marietta and Cincinnati Company to undertake this improvement, as it would involve the issue of third mortgage bonds, which could not be expected at present to command satisfactory rates. The plan which promised the most successful result, required the organization of a separate company which might in itself present such advantages as would enlist the aid and encouragement of the friends of the company and capitalists generally.

The Cincinnati and Baltimore Railway Company was therefore organized, with an authorized capital of $500,000.

A proposition to aid that company by a subscription to its capital stock by the Marietta and Cincinnati Company, and securing to the latter an entrance into the city over the road of the former, on most favorable terms, has been submitted to, and adopted by the directors of the two companies, and only awaits the ratification of the stockholders, to become binding in law. [This contract was ratified by unanimous vote of the stockholders, at the annual meeting, February 17th, 1869.] It is confidently expected that the Marietta and Cincinnati Company can readily realize a sufficient sum to pay its proposed subscription, by the sale of real estate secured by it some years ago, and which may now be sold at a large advance on its cost. The Baltimore and Ohio Railroad Company, to aid the enterprise, has subscribed $50,000 to the stock of the new company, and indi-

cated a willingness to subscribe $50,000 more if it should become necessary; and it is believed that the advantages presented to capitalists, and particularly to the friends of the Marietta and Cincinnati road, will secure the means to complete the work prior to the expiration of the contract with the Cincinnati, Hamilton and Dayton Railroad Company. The letting of the masonry and grading have already been advertised.

The present surveyed route runs mainly along the banks of Millcreek, over ground subject to overflow from the Ohio River. This line, if adopted, will necessarily be very expensive, embracing over 1,000,000 yards of embankment and 7,000 yards of masonry, and will cost probably over $700,000.

It is to be hoped that a cheaper route can be located, and with that view the necessary surveys are in progress.

GENERAL REMARKS.

The difficulties caused by the embarrassed financial condition which has to a greater or less extent attended the company during its history, have to a considerable degree been overcome. The machinery and equipment are in excellent condition, and will probably compare favorably with those of any road in Ohio. The increase in rolling power, by rebuilding the four engines, heretofore referred to, will enable the company to transport promptly any amount of traffic which can be reasonably expected at present.

One hundred flat, and fifty stock cars are needed to meet the demand for freight transportation which occurs during the autumn months, when the movements of iron, coal and live stock are most pressing. If the same amount of new and re-rolled rails (2,168 tons) be placed in the track in 1869, as was laid in 1868, the road in this respect will be in safe and good condition.

A great amount of work in surfacing and ditching has been done, and a relatively small expense will maintain the road in this regard at its present excellent standard; additional ballasting which can only be done advantageously after the road bed is prepared for it, remains to be completed.

To move the trains with promptness and economy, it will be requisite to lengthen some of the sidings, and build others, making in all an aggregate of two and a half miles.

If the line is permanently maintained upon the existing route, very heavy expenditures must be incurred in filling the trestles east of Athens. The local resources of the road are great and increasing; the through business is steadily improving, and it is hoped that with good crops, the receipts of 1869 will exceed any former year. The condition of the company requires the most rigidly economical and careful management, which the Board will endeavor to practice.

PROFIT AND LOSS ACCOUNT, 1868.

	Dr.
Balance from previous year	$435,685 38
Coupons on bonds	415,480 20
Taxes, State and Federal	54,727 46
Interest and discounts	64,343 06
Rents of depot, real estate, etc	39,402 32
New York office expenses	2,000 00
Interest on Baltimore City Loan	600 00
Rent of tracks C., H. & D. and L., C. & L. Railroads	30,000 00
Personal injuries	2,027 23
Individual accounts	18,985 42
Total	$1,063,251 07
	Cr.
Net earnings year 1868	$170,469 77
Rents of real estate	18,407 65
Balance	874,373 65
Total	$1,063,251 07

The company have 52 locomotives, 30 of which are coal burners. Total mileage of locomotives, 1,190,600. Total number of tons transported, 328,877, an increase of 26,489. Number of passengers carried, 297,793.

GENERAL BALANCE SHEET, December 31, 1868.

Railroad and equipment		$11,585,896 19
Union Railroad purchase:		
In cash	$126,944 59	
In bonds	50,971 91	
		177,916 50
Hillsboro' and Cin. R. R. purchase:		
In cash	$19,294 12	
In shares	1,869,502 81	
		1,888,796 93
Portsmouth Branch purchase (S. & H. V. R. R.)		800,000 00
Construction—Main line		2,740,312 55
" Cincinnati extens'n.		1,251,110 30
" discount on bonds		1,134,861 20
Suspense account		155,000 00
Real estate		550,256 77
Stocks and bonds		52,965 92
Fuel and materials on hand		105,529 89
Bills receivable		7,999 34
Uncollected revenue		49,950 56
Col. and Hocking Valley R.R. subscription		50,000 00
Profit and loss		874,373 65
		$21,424,969 80
First preference shares and scrip		$8,130,719 44
Second " " "		4,460,368 23
Common shares and scrip		3,029,778 25
		$14,620,865 92
First mort. (sterling) bonds issued		1,050,000 00
" (currency) "		2,449,500 00
" " scrip		4,842 51
Second mortgage bonds		2,500,000 00
S. & H. V. R. R. bonds		300,000 00
Baltimore loan to Union R. R.		20,000 00
Pay roll	$131,408 87	
Bills payable and cash borrowed	241,263 13	
Dividends due on preference shares	7,468 50	
Individual accounts	99,620 87	
		479,761 37
		$21,424,969 80

The Fuel Question.

One of the most important questions to the people of the United States, present and future, is connected with the production, distribution and cheapening of coal. With coal fields in the United States, almost unlimited, we are mining but about 28 million tons, as against 104 million tons in Great Britain. The necessity of cheapening coal is apparent to all consumers. In the amount coming from the anthracite region alone, more than $40,000,000 annually, could be saved to consumers were the owners of coal lands placed in a condition to give the supply unembarrassed by the arrangements that now exist amounting to a monopoly of transport. We are rejoiced to see our cotemporary of the *Stockholder* coming to the aid of our oft-repeated suggestions and fortifying our views on this most important subject. While we hail it as an ally in the benificent work of cheapening fuel, we commend the following sensible and tersely written article from its columns to the notice of the public:

OCEAN STEAM TRANSPORTATION.

In the late report of the President of the Baltimore and Ohio Railroad Co., Mr. Garrett has made allusion to a very important item of expense appertaining to ocean steamers. It is well known that the European line of steamers from Baltimore is mainly owned by the Baltimore and Ohio Railroad Company. The success of this line, traversing as it does a greater distance than the New York steamers, has been almost a riddle, and probably the wise men of New York and Boston would have been slow to find it out, but for a few words dropped by Mr. Garrett. He says: "The progress of our steamship enterprise has continued very satisfactory. The economy in the price of coal at $2 50 per ton, as compared with New York, adds largely in the success of this enterprise."

Let it be remembered that this very coal is transported from the Cumberland mines to Baltimore, the distance being 200 miles, yet it can be laid down at less than one-half what the steamships purchase it for in New York. In allusion to the coal supply of London, Mr. John Galt, one of the leading public economists of England, says:

"We can buy coal at the pit's mouth and transport it to the metropolis for seven or eight shillings ($2) per ton; but, as a general rule we pay four times that price in London. The price the poor pay for small quantities they are able to purchase at a time during a severe winter, the extent to which they are cheated, and the sufferings they in consequence endure are matters every one are well acquainted with. Monopoly charges them three or four hundred per cent. in ordinary times, and in extraordinary, as much as it can lay on."

It has been maintained by Mr. Sherwood, author of the plan for a cheap-freight railway system, that coal can be laid down on the Jersey shore or dumped into vessels in the rough at $2 75 per ton. We entertain no question but that this result could be easily accomplished on his plan, and which is embraced in the bill now pending in Congress for the establishment of a coal thoroughfare from the mines of Pennsylvania to the Jersey shore.

Were we to compute the fuel requirements of the navy, the ocean steam marine, steamboats and railroads, mechanical industries operated by steam machinery, and add to all this the household wants of some five or six millions of people in New York, New Jersey and the New England States, the subject swells into a degree of importance much greater than that of all the net profits on foreign merchandise brought to New York. When fuel costs the people far more than their bread, and the expense of it half paralyzes the business and commerce of the whole country, the question cannot be much longer deferred. Instead of going to Congress for steamship subsidies it will be far better to take the more effective method for permanent competition on the ocean, at the same time to carry out the principle of public economy on an enlarged and sensible scale.

Memphis and Little Rock Railroad.

The Arkansas *Gazette* says that the bridge across the St. Francis river on the line of this road has been completed, tested, and accepted by Chief Engineer Meigs. Track laying is rapidly progressing west of Madison. One mile of the ties and rails have been laid, and sufficient have already been placed on the road to finish it to L'Anguille. The cars will be running to that point by the 1st of July, leaving but 30 miles of staging. By the 1st of September it will be completed to the military road, and pushed beyond that point as rapidly as possible.

☞ The Wheeling *Intelligencer* says that at a meeting of the stockholders of the Central Ohio Railroad, the lease of the Sandusky, Mansfield and Newark Railroad was confirmed by a vote of over two millions of Central Ohio stock, also a modification of the lease to the Baltimore and Ohio Railroad was sustained. This vote fixes the period of both leases to twenty years, less the time elapsed.

☞ The Houston, Texas, *Telegraph* says that freight trains are now running to Hearne's Station, 20 miles above Bryan, as that the remaining 10 miles to Calvert will soon be completed. Steps are soon to be taken to extend the Hearne Station and Belton Branch Railroad to Port Sullivan

Lehigh Coal and Navigation Company.

ANNUAL REPORT OF THE DIRECTORS.

The Board of Managers, in the discharge of its duty to the stockholders, respectfully submits the following report for the year 1868:

The water was let into the canals by the 1st of April; regular shipments of coal commenced at Mauch Chunk on the 6th, at Coal Port on the 7th, and at east Mauch Chunk on the 9th of April, and closed on the 7th of December.

The only interruption to navigation on the Lehigh Canal was owing to the giving way of an aqueduct at Lehigh Gap from the effects of a freshet in June, thus causing a delay of about two weeks. In the month of May navigation on the Delaware Division for boats passing through the outlet at New Hope, and destined for the Delaware and Raritan Canal, was suspended for eight days by high water in the Delaware river preventing ferriage, and in June an aqueduct at Yardleyville gave way, stopping operations below New Hope for about a week.

Shipments of coal mined by the company were stopped from the 9th of July till the 5th of August by a strike of the miners for increased wages and diminished hours of labor.

The total amount of freight carried both ways on the Lehigh Canal during the year was 1,202,698 tons, against 1,257,946 tons in 1867, being a decrease 55,248 tons, and on the Delaware Division the total was 901,623 tons, against 901,584 in 1867, showing a decrease of 321 tons.

The following statements show in a condensed form the results of the business of the year, and attention is called to the tables at the end of this report giving more detailed information.

The profits of the year from all sources were:

Net profit on railroad, including car service	$485,032 21
Net profits on Lehigh Canal	312,493 52
Net profit on coal	325,702 31
Net profit on real estate sold	57,687 23
Net profit on rents	25,168 63
	$1,156,083 90
Less,	
General expenses and taxes	$141,981 86
Balance of interest account for 1868	987,373 88
Loss on Delaware Division Canal	19,735 61
	$1,149,091 35
Surplus to credit of profit and loss account	$6,992 55

Included in the above expenses are credits to the following accounts to cover depreciation:

Coal improvements	$23,939 30
Lehigh and Susquehanna Railroad equipment	23,600 00
Canal boats	16,045 81
	$63,585 11

The amounts for construction and equipment purposes expended during the year were:

Lehigh and Susquehanna Railroad construction	$803,376 03
Lehigh and Susquehanna Railroad equipment	1,075,119 85
Lehigh and Lackawanna Railroad construction	29,289 58
Shipping improvements	26,855 69
	$1,934,641 15

The coal tonnage on the railroad, compared with 1867, was as follows:

	1868. Tons. cwt.	1867. Tons. cwt.
From Wyoming Region	519,279 19	387,409 17
" Upper Lehigh "	141,499 06	80,152 06
" Hazleton "	532,817 06	337,394 07
" Lehigh Coal and Navigation Co.'s mines.	49,086 15	.....
Total	1,042,683 06	804,956 10

	1868. Tons. cwt.	1867. Tons. cwt.
Distribut'd to the Lehigh Valley Railroad	62,804 05	266,140 10
Distributed to the Lehigh Canal	480,467 68	516,010 08
Distributed to the connecting railroads	386,889 02	19,274 11
Consum'd along the line	112,522 11	3,531 01
Total	1,042,683 06	804,956 10

The coal tonnage on the canal, as compared with that of 1867, was derived as follows:

	1868. Tons. cwt.	1867. Tons. cwt.
Lehigh & Susquehanna Railroad—		
Wyoming Region	189,581 11	167,474 09
Upper Lehigh "	19,740 15	16,252 17
Hazleton "	277,156 01	332,396 19
Lehigh Valley R. R.—		
Beaver Meadow Region.	117,086 16	96,892 18
Mahanoy	4,711 13	18,269 18
Lehigh Coal and Navigation Co.'s mines	377,930 09	363,022 04
From sundry shippers	3,740 00	12,295 12
Total	989,947 05	1,006,604 17

	1868. Tons. cwt.	1867. Tons. cwt.
Which was consumed on the line of the Lehigh Navigation	66,581 06	67,339 15
Passed into the Morris Canal	161,828 00	171,266 14
Consumed on the line of the Delaware Division Canal	85,286 12	43,764 08
Passed into the Delaware and Raritan Feeder	433,005 11	472,751 00
Passed through to Bristol	293,245 16	251,483 00
Total	989,947 05	1,006,604 17

The production of the company's mines was as follows:

	1868. Tons. cwt.	1867. Tons. cwt.
Panther Creek mines	375,395 06	370,556 18
Room Run "	56,140 10	1,313 02
Mined by Greenw'd Coal Company, under lease.	22,285 16	17,538 02
Total	453,821 12	389,408 02

The results of the business of the past year give good grounds to hope for an early resumption of dividends on the stock, as the profits were realized almost entirely after the 1st of August, and the revenue of five months paid the interest charge of twelve months.

The canal business was very unsatisfactory during the first half of the boating season, owing to the lateness of the spring, dullness of trade, the break and the strike. For the same reasons we realized no profit on coal until after the 1st of August, and until that date the business on our railroad was confined principally to local tonnage. The connection with the Morris and Essex Railroad was not made until March 14th, and with the Central Railroad of New Jersey until 1st of May, while with the Belvidere Delaware Railroad and Morris Canal we had no connection until after July 1st, when the strike interrupted business until after 1st August. It was impossible, during a period of severe competition, when other coal carrying companies were deriving little or no advantage from the transportation of a large tonnage, to make more than the running expenses on the road, whilst still unfinished, with connections imperfect and trade undeveloped. A charge to construction account of interest during the first seven months of the year on the several millions expended on the road from Mauch Chunk to Philipsburg would have been entirely justifiable, but no such charge was made. All disbursements for interest, whether on funded or floating debt, were charged to interest account, and appear in the balance of that account, charged against the revenue of the year. Looking at the reported profit of $485,032 21, derived from operating the road and use of cars, as the result of five months' business, the stockholders cannot fail to be encouraged for the future, when trade shall be more regular and better organized. This result was achieved, notwithstanding the violation of a contract entered into with the Hazleton Railroad Company, from which the managers had every reason to anticipate large advantages to our company. The contract was made for the purpose of increasing the trade on our railroad, and if it had been faithfully performed, the increase would have amounted to about 10,000 tons per week after the 1st of August, without reducing the trade of the canal. But almost immediately after the contract was made, the merger of the Hazleton Company with the Lehigh Valley Railroad Company was agreed upon. The latter company failed to perform the contract of the Hazleton Company with us, by withdrawing from our road the promised trade, and this failure resulted in serious damages to the business of our company, for which a claim is now pending before referees.

About the 1st of July an arrangement was made with the Fidelity Insurance, Trust and Safe Deposit Company to secure an increase of our railroad equipment. That company organized the "Railroad Car Trust of Philadelphia," under which they act as trustees, subject to the direction of a board of three managers, Messrs. H. C. Wood, John Welsh and Charles L. Borie. The capital stock amounts to $750,000, divided into shares of one thousand dollars each, and the only business of the association is to contract for the construction of cars and locomotives, and to lease them to the Lehigh Coal and Navigation Company on terms that will pay expenses, taxes, ten per cent. dividend to the stockholders of the Car Trust, and repay the purchase money in about eleven years, when the cars and engines will become the property of the Lehigh Coal and Navigation Company. A very considerable portion of the stock has been sold, and there are now on the road 1 locomotive, 50 flat cars, 501 coal cars, and under contract 7 locomotives and 1,274 coal cars. The security to the stockholders of the Car Trust is ample, and will increase from year to year as the stock is retired by the sinking fund, and the liberal rate of dividend ought to secure a ready sale for the unissued portion of the stock. Contracts with connecting roads were made toward the close of the year which have given us the use of a considerable number of coal cars, and we are likely to have a tolerably full equipment during the first half of the coming year. We shall need from one to two thousand coal cars after the first of September to meet the requirements of our customers, and stockholders are earnestly urged to subscribe to the Car Trust stock.

WILKESBARRE PLANES.

The old road from Wilkesbarre to White Haven, constructed over 35 years ago, left the Wyoming Valley by a series of inclined planes, reaching the summit three miles from the point at which the ascent commenced, surmounting an elevation of one thousand and six feet. In 1865 and 1866 a graded road or back track of thirteen miles was constructed from the foot of the planes to the summit. In 1867 the rebuilding of the middle plane was commenced, and it was completed in June 1868. The new machinery has proved entirely satisfactory, and the company has offers to raise coal to the summit and return the empty cars by the back track, and keep the planes, machinery and back track in repair at one-quarter the present cost of taking it up the back track by locomotives, provided we will rebuild the two planes with a capacity equal to the middle plane. With the almost certainty of saving in less than two years the entire outlay, we have felt justified in contracting for the rebuilding of the two remaining planes, and expect to have them in operation early in August next.

NESQUEHONING VALLEY RAILROAD.

The contract and agreement and the lease of

the Nesquehoning Valley Railroad, authorized at the stockholders' meeting, on the 20th day of October last, were executed on the 4th of November following.

The amount of stock at present is $500,000, in 10,000 shares of $50 each, and under the provisions of the lease the Lehigh Coal and Navigation Company will pay a rental which will secure the payment of dividends of five per cent. semi-annually, with the right to purchase the stock at par at the end of ten years. Of the 10,000 shares of stock this company owned 5010 shares previous to the lease, and subscribed on November 4th for the 3431 shares remaining at that time unissued, making in all 8441 shares. This stock was offered on November 7th to the stockholders by circular, but very few of them at that time availed of the right to subscribe. Sales to a considerable extent have since been made to stockholders and others, and there now remains 5879, shares, of which sales are made from time to time on application at our office. This stock has not as yet been offered publicly, and if it should be necessary to offer it for sale there will probably be no difficulty in finding purchasers at par. It is probable that besides giving a greatly improved outlet from our coal property and being a valuable feeder to our canals and main line of railroad, this road will earn on its own line more than all its cost in expenses and dividends. The road will no doubt be completed to a connection with the Catawissa Railroad during this year, and the tunnel to Panther creek valley will probably be finished during next year. Parties desiring to purchase stock can pay at the rate of $5 a month or in full and receive a dividend at the rate of ten per cent. from the time of payment.

CANAL.

The results of the business of the past year on the canals have been satisfactory, considering the dull state of the coal market early in the season, and the break and strike later. The line of boats referred to in the last report was run by an energetic firm, who did not allow losses in the early part of the year to prevent their continuing to the end of the season. Their success during the fall induced two other parties to start lines, and it is expected that all of them will commence work at the opening of navigation in 1869. We look for a reduced cost of transportation and increased tonnage from their efforts. This plan is considered an improvement on the old system, but there ought to be a very considerable further saving in freight charges, and the attention of the Board has been directed to the means to be used to effect this saving. Their efforts will probably result in the introduction of a greatly improved system, but whether it will be found best to use steam as a motive power or to effect a more perfect organization and control of animal power, is at present uncertain.

The Lehigh Canal is large enough throughout its length to pass boats carrying 175 to 200 tons. The Delaware and Raritan Canal has even greater capacity, but the Delaware Division Canal will pass no larger boats than those carrying 100 tons, and the enlargement of the portion of that work, say 84 miles, which forms the connecting link between the Lehigh Canal and Delaware and Raritan feeder, is deemed very desirable. An expenditure of $500,000 on this work would largely increase the capacity of the canal and reduce freight charges. The gain to the company would, in two or three years, entirely repay the whole cost of the work. With the Wilkesbarre planes rebuilt, and the Delaware Division Canal enlarged, this company could deliver coal in New York harbor and at points on and near Long Island sound, from any point in Wyoming Valley within five miles of the foot of the planes, at a less cost than it could be transported between the same points by any other company.

COAL.

At the commencement of the season arrangements were made with prominent coal houses in this city and New York for the sale to them, at monthly prices, of all the company's production of coal beyond the amount sold directly to consumers. The arrangement proved a good one, and perhaps the best attainable at the time, and our mines were fully worked during the season, with a certainty of a market for their product. The Managers desire in the future to sell our coal through the company's own agents, instead of through commission houses, and to accomplish this, arrangements have been made to secure an office in New York early the coming season, and Mr. W. H. Tillinghast, Treasurer of the Wilkesbarre Coal and Iron Company, has been appointed selling agent in that market. It is our desire and expectation to take shortly the prominent position among coal companies that the quantity and quality of our coal entitles us to. Our own product, added to that of the Wilkesbarre Coal and Iron Company, amounted during the year to 865,502.11 tons, and an increase of 25 per cent. is expected in 1869. For the portion of our coal that goes to the New York market by rail favorable transportation arrangements have been made with the three New Jersey Companies. A contract was entered into with the Morris and Essex Railroad Company in September last, by which that company granted us satisfactory terms for transportation, and agreed to give us the exclusive use of a new pier, then in the course of construction at Hoboken, and also to put into the trade 1,000 coal cars. We have since taken possession of the wharf, and many of the coal cars are now running between Wilkesbarre and Hoboken. The nearness to market of our own coal, and its superior quality, will enable us at all times to compete on favorable terms, on the line and in New York, with the product of other regions, and this contract enables us to put the Wilkesbarre Coal and Iron Company's coal in the New York market on terms as favorable as those secured by the three large northern coal companies, and, as already stated, there will be a further saving in the cost of transportation after August next, when the planes are rebuilt.

No accurate survey or geological examination having theretofore been made of the company's coal property in Panther Creek Valley, the managers engaged in April last, the services of Mr. R. P. Rothwell, a mining engineer of high reputation, to make a critical examination, survey, map and report. The report is submitted herewith, and the map is now ready for distribution to the stockholders.

FINANCES.

It will be noticed that the aggregate of the balance sheet is reduced $361,537 56 from that rendered last year. A reduction on the credit side appears in several of the items. The funded debt shows a diminution of $229,563 42 in the 1870 loan, which has been purchased at par, and securities held by the Trustees sold to a corresponding amount. The convertible loan has been increased $25,200, and the amount of five-year loan is shown to be $87,750. The aggregate reduction in funded debt is $116,613 42. The items of floating liability, which were $1,634,712 23 last year, are now $1,501,911 38, showing a reduction of $132,800 85, and profit and loss is less by the amount of $130,416 44, due principally to a charge of $120,000 estimated loss in 1867 and previously on suspended debt, which was referred to in the supplementary report submitted in May last. The other side of the account shows an increase of $1,878,495 88 in Lehigh and Susquehanna Railroad and equipment, with some charges in other items; the cash resources, consisting of bank balances, amounts due on loans sold at the close of the year, &c., have been reduced about $2,100,000. The expenditures for construction account were principally in closing up contracts of 1867, and the equipment purchases were reported at the last annual meeting and consummated during the year. The funds to meet the payments were derived principally from sales of gold and convertible loans made at the close of 1867. At the commencement of the year it was estimated that about $750,000 would be needed to meet the company's engagements beyond the proceeds of the gold and convertible loans. For the purpose of meeting these engagements authority was asked and granted at the meeting in May to pledge real and personal property to secure a loan of $1,500,000. Under this authority the five year loan, interest 6 per cent. in gold, free from United States and State taxes, was issued and offered to the stockholders at 92½ and interest. But a small amount was applied for, and no considerable effort has since then been made to sell. It has proved, however, an acceptable collateral security with the notes of the company, and is thus used when funds are needed. The security is real and personal property valued at $2,350,623 33, deposited with and mortgaged to the Fidelity Insurance, Trust and Safe Deposit Company. The loan was made payable in five years because it was thought that within that time large sales of the securities and property pledged would be made. About $150,000 will be realized next year from proceeds of sales already made, and loan to a corresponding amount will be retired. Other offers are under consideration, in many cases at prices considerably above the appraisement. It is not deemed desirable to sell largely of the loan, as the Managers hope to realize funds enough from other negotiations to provide for the wants of the company, but stockholders can procure a moderate amount at a price equivalent to that at which it was offered in August, on application to the Treasurer.

After deducting the available resources from the $1,501,911 38 floating liabilities that appear in the balance sheet, there will remain about $900,000 due, and to meet this the company holds $300,000 Union Coal Company bonds, for which 85 is bid, and $1,412,250 five year loan. In conclusion, the Board takes pleasure in stating that steady progress has been made in organizing the company's business, that its relations with connecting lines are improving, and the promise of gain in all departments has not for a long time been so flattering as now. Besides endeavoring to secure a regular increase of coal and general freight business on the canal and railroad, they have directed their efforts to an increased production of coal, at a reduced cost, by the introduction of improved machinery and a careful organization and oversight of labor; also, to a saving in transportation expenses on gravity roads, planes, canal, Lehigh and Susquehanna Railroad, and on connecting roads, and in handling at terminal points. The vast resources of the company are being carefully studied and gradually developed, and but little more time should be required to bring all departments to that degree of efficient working and harmonious co-operation which cannot fail to give great productive value to the property represented in the company's assets.

By order of the Board of Managers.

E. W. CLARK, President.

☞ The following gentlemen have been elected officers of the Hanover Branch Railroad Company for the ensuing year: President, Captain A. W. Eichelberger, (for many years the energetic president of the company); directors, David M. Myers, Henry C. Schriver, Joseph Dellone, Reuben Young, David Wortz, and Henry Wirt.

☞ The Decatur and East St. Louis Railroad Company has been reorganized by the election of Warren Colburn of New York as President, Charles H. Pearce Treasurer and Transfer Agent, and W. B. Corneall Secretary and Assistant Treasurer. Wm. S. Lincoln is Chief Engineer.

☞ The Des Moines Valley Road is pushing toward Fort Dodge, and will have, by the 1st of July, 250 miles in working order.

☞ Messrs. Reynolds, Saulpaugh & Co., have taken the contract for building the Fort Madison branch of the Chicago, Burlington and Quincy Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
Allegheny Valley ---- ---- 50	2,000,000	---- ----	---- ----
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,925	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	15,151,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '69 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire* 100	600,000	J.A J&O	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea.....100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do, do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....100	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & Newt'n..100	399,800	---- ----	---- ----
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Best'n)100	747,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	---- ----
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville...100	447,000	J. & D.	Dec.'68 3
Catawissa..... 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	---- ----	Jan.'69 4
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J	Jan. '69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan.'69 7½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*..... 100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'69 5
" " pref...100	2,425,400	M. & S.	M. '69 15
Chicago, Burl. & Quincy .. 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	---- ----	Jan.'69 5
Chicago and Milwaukee*.100	2,277,000	---- ----	---- ----
Chicago & N. Western....100	14,566,676	J. & D.	Dec.'68 5
" " pref.100	16,355,287	J. & D.	Dec.'68 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin , Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5
Cincinnati City Passenger....	---- ----	J'n &J'ly	Jan.'68½
" Street	---- ----	J. & J.	Jan.'68½
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,058,400	M. & N	M'y '69 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'69 4½
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passump. Rivers 100	139,000	---- ----	---- ----
Do. pref 100	1,824,100	J. & J.	Jan.'69 3
Connecticut River..... 100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,392,361	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	---- ----	---- ----
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do. do. pref 100	1,987,351	J. & J.	J'ly '69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania..... 50	654,600	---- ----	---- ----
East Tenn. and Georgia....100	2,369,730	---- ----	---- ----
East Tenn. and Virginia...100	657,800	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	400,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 2½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,533,910	Annual.	Jan. '69 7
Erie & Pittsburg 50	6 4,300	---- ----	---- ----
Evansville & Crawfordav.100	1,143,445	---- ----	---- ----
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	---- ----	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '69 5
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do. pref.100	5,253,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000	---- ----	---- ----
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Apl.'69 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep.'67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 335,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	---- ----	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,030	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200,000	A. & O.	Apl. '69 3
Macon and Western.....100	1,500,000	May.	M'69 3½
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	---- ----	---- ----
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	588,806	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	2,956,081	---- ----	---- ----
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	5,496,883	J. & J	Jn'69 14s
" " " pref.....100	8,050,892	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '69 4
Mobile and Ohio	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	---- ----	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sep'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates....100	22,829,600	---- ----	---- ----
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	---- ----	---- ----
North Carolina.....100	4,000,000	---- ----	---- ----
Northern Central 50	4,648,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.100	155,000	---- ----	May '67 4
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl.'69 4
Ohio and Mississippi..... 100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	J'ne'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	---- ----	---- ----
Panama.....100	7,000,000	J.A J&O.	Apl. '69 6
Paterson and Ramapo....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'69 3½
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor'n 50	1,635,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	679,500	B. & A	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	---- ----	---- ----	Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g.100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred.....100	---- ----	F. & A.	Feb'69 2½
St. L., Alt. and T. Haute..100	2,300 000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,241	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,269,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	---- ----	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. '68 3
South Western, Georgia....100	3.203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	257,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	443,700	---- ----	---- ---3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ..100	596,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.)....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.).. 50	---- ----	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	---- ----	---- ----
" " (E. D.) pref.100	1,700,000	---- ----	---- ----
" " (W. D. pref.100	1,500,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,478	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'68 4
Vermont Central.....100	6,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 3
Vicksburgand Meridian ...100	357,408	---- ----	---- ----
Virginia Central 100	2,353,679	---- ----	---- ----
Virginia and Tennessee...100	5,497,791	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 100	804,150	---- ----	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	---- ----	---- ---3½
Worcester and Nashua ... 75	1 522,600	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,596	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 3
" " (pref.) 50	2.888,805	F. & A.	Feb.'67 3
Susq. and Tide Water..... 50	2,003,746	---- ----	---- ----
Union..... 50	2,907,350	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	J'ne.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jan.'69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'68 4
Fulton Coal	---- ----	J. & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	---- ----	Dec'68 2½
Short Mt. Coal..... 50	800,000	---- ----	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	FMA&N	M'y '69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,643	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,389	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,274	1,063,236	1,448,942	1,541,057	1,211,530	879,960	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,324	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,120	236,637	181,084	191,4.8	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,030
1869	681,656	558,783	711,559	595,355	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	352,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,243	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,805
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	465,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	609,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1869	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,128
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,317	176,950	171,868	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	70,735	95,843	132,896	123,967	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,362
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	228,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,490	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
1869	284,192	265,137	242,705	311,833	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	89,862	75,677	92,715	61,770	37,830	699,383
1866	45,102	36,005	39,301	43,332	86,913	92,918	85,276	60,698	84,402	100,312	75,243	54,463	814,086
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	64,719	774,967
1868	46,415	40,703	39,198	49,231	70,168	77,280	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, May 1, 1869.					
Loan of June 14, 1858 .....registered }	20,000,000	5	Jan. & July.	1874	123
.. .. coupon }		5	" "	1874	121½
Loan of June 22, 1860 .....registered }	7,022,000	5	" "	1871	133½
.. .. coupon }		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	282,732,400	6	" "	1881	120½
and March 3, 1863 ..... } coupon		6	" "	1881	123
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered }	514,771,600	6	May & Nov.	1882	117½
.. .. .. (5-20s).....coupon }		6	" "	1882	122½
Loan of March 3, 1864 (5-20s)...registered }	3,882,500	6	" "	1884	117½
.. .. .. (5-20s).....coupon }		6	" "	1884	117½
Loan of June 30, 1864 (5-20s)...registered }	125,561,300	6	" "	1884	117½
.. .. .. (5-20s).....coupon }		6	" "	1884	117½
Loan of March 3, 1865 (5-20s)...registered }	203,327,250	6	" "	1885	115½
.. .. .. (5-20s).....coupon }		6	" "	1885	119
.. .. 2d series (5-20s)...registered }	332,998,950	6	Jan. & July.	1886	114½
.. .. .. (5-20s).....coupon }		6	" "	1886	120½
.. .. 3d series (5-20s)...registered }	379,531,050	6	" "	1887	119½
.. .. .. (5-20s).....coupon }		6	" "	1887	120½
.. .. 4th series (5-20s)...registered }	42,539,350	6	" "	1888	....
.. .. .. (5-20s).....coupon }		6	" "	1888	120
Loan of March 3, 1864, (10-40s)..registered }	194,567,300	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s)....coupon }		5	" "	1904	110
Union Pacific R. R. Bonds .....(currency)	56,852,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	53,240,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	147,900	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	252,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	.....	Due.	....
Treasury Notes (7-30s).....	36,700	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	3,097,000	6	.....	Due.	....
Temporary Loan of June 30, 1864	188,510	var	.....	Due.	....
U. S. Notes (greenbacks)..... }	391,414,168	nil.	.....	Dem.	....
Fractional Currency ..... }		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	67½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	....
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr) }	7,513,692	6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr) }		6	" "	'72-'82	....
.. — .. Nov., 1863 ..... }		6	" "	1883	....
.. — .. My',64,(10 or 20yr) }		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free) }		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds ..... }	500,000	8	Jan. & July.	Var.	....
.. .. }		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	96
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	82
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'60-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100½
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1883	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
.. —	339,000	6	May & Nov.	1870	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	73½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	69½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1903	89½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. ..	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	....
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1833	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	289,000	3	" "	1890	....
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	99½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. .. dollar	1,166,500	5	" "	'90-'94	109
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	60,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	....
.. —	720,000	6	" "	'74-'75	120½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	109
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	89
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	101½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,300	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	102½
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
.. — .. Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	60½
.. — .. (new).....	3,069,045	6	" "	'92-'98	55
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	....
.. — .. (").....	1,800,000	6	" "	1875	101
.. — .. (").....	4,095,309	6	" "	1881	....
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks ..... }	2,797,910	6	Various.	Due.	....
.. — .. .. }		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	93
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	93
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	108½
.. —	9,273,050	6	" "	1882	103
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	....
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	....
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1839	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	434,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	68
.. —	289,160	6½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	....
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	65½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	....
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	....
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,280	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,300	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	90½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90
3d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	58
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88¾
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	86½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	92½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	96
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83¼
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111¼
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'90	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	97½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	102½
Chicago, Burlington and Quincy:						92¼
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage, convertible	150,000	8	" "	" "	1883	112
2d *Mortgage*	941,000	8½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						....
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						....
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						....
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						....
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						....
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext.	184.000	7	" "	" "	1885	88¼
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	100
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029.000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	98¼
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						....
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						....
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						....
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						....
1st Mortgage	2,000,000	7	— & —	New York.	1895	75
Cincinnati and Indianapolis Junc.:						....
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						....
1st Mortgage	560,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						....
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						....
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						....
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	97½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1883	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	99
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	86
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	86
2d Mortgage	816,000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	94
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						....
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	94
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1893	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						....
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91
Plain Bonds	570,000	5	April & Oct.	"	1872	90
European and North American:						
1st *Mortgage*, S. F., £411,0[illegible] 0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	91
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	79½
5th Mortgage	926,500	7	June & Dec.	" "	1888	85½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'75–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	91
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	120
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						....
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						....
Texas State Loan, sinking fund	432,000	6	Apr. & Oct.	New York.	67 '90	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	102
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,600	7	April & Oct.	Philadelphia.	1870	76½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1886	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						....
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						....
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96½
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	95½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	68½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	93
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1865	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	104½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	94
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	91
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,900	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	35
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	206,900	6	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1891	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,568,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,170	6	Jan. & July.	New York.	'83–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1867	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for R. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,008,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	93½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	103
2d Mortgage	274,500	7	— & —	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	84½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187.	98½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1905	85

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	93½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,500	7	Jan. & July.	New York.	1877	74
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	493,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	92
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	95½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97½
1st Mortgage (General)	5,000,000	6	" "	"	1881	86
2d Mortgage	4,000,000	7	" "	"	1901	90
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	96½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	600,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	200,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	600,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,900	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	71½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'60–'70	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,899	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	149,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	87
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	84½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	92½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	78
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	650,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	$5, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	95½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	70
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97½
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	66
Improvement Loan	1,601,670	6	May & Nov.	"	1876	72
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	.....	.....	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)			.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,863	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,575	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	118
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	*	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	1	8	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	966,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	.....	.....	.....	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)			.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	153½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	23
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119.4	803,661	42,096,255	12,886,085	1,565,462	435,780	10	100	141½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	133½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,206,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	•	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,350	846,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,643	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,844	.....	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	64½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	—	—	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,600	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	20
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	—	—	.....	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*.....Iowa.	9,777,000	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	5,432,000	3,590,000	.....	.....	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	4,666,800	786,000	65,913	863,808	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	119½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	13,768,600	1,500,000	663,554	986,409	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	131½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	—	—	.....	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,206	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	159
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	195½
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)			.....	.....	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	91½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	127½
Jun. 30, 1867	4	Less	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Kentucky.)			.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction...O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,054	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,508	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....				
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	71½				
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....				
Dec. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	106⅔				
Oct. 31, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	94				
Nov. 30, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	96⅔				
May 31, 1867	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	—	—	—	11,420,000	13,900,000	1,350,000	—	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	43⅜				
Feb. 12, 1868	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....				
Nov. 30, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	77				
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....				
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87				
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,166	169,164	8	100	131½				
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	—	—	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....				
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	.....	.....	.....	40,291	18,088	—	100	....				
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	—	—	1,000,000	500,000	—	—	53.0	(Op	ened Dec.	1867.	—	—	—	100	....				
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	—	—	1,500,000	698,000	—	—	37.0	252,679	.....	.....	479,937	114,627	—	50	....				
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110				
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,623	24.0	64,670	.....	.....	156,756	11,292	—	100	....				
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,161	508,266	36,000	210,847	2,382,361	3,423,500	682,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....				
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	60,152	.....	.....	123,006	23,412	—	100	....				
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,067,779	*	.....	.....	308,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....				
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	—	—	586,260	812,250	—	—	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....				
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	8,308,000	706,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	118½				
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	—	—	1,820,200	2,982,000	795,004	—	102.0	.....	.....	.....	735,587	310,402	—	100	....				
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....				
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipiseogee	New Hamp.	625,199	—	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....				
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	980,000	653,956	153,126	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	116				
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....				
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia	N. Y.	.....	—	—	—	34,660	—	—	—	—	—	—	—	—	—	—	50	....				
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	250,800	—	—	—	59,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....				
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Massachusetts.	4,616,276	622,334	1,234,602	243,767	8,883,300	1,770,400	813,870	240,429	122.6	663,222	44,927,169	7,072,736	1,447,047	521,415	8	100	116½				
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Delawa	re.)	.....	.....	—	100	....				
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....				
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	30.0	221,129	.....	.....	538,531	259,992	—	50	....				
Jun. 30, 1867	110.6	30.0	....	—	18	11	3	209	East Tennessee and Georgia	Tenn. & G.	3,466,211	*	273,910	138,244	2,399,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....				
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia	Tenn.	3,262,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....				
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky	Tenn.	1,175,000	—	—	—	—	1,162,545	—	—	47.0	.....	.....	.....	.....	.....	—	100	....				
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	340,000	—	—	—	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....				
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	252,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central	l.)	165,000	5	50	60				
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	5,213,335	15,569	58 46,302,210	23,398,800	6,745,809	922,701	774.0	6,882,970	124,312,884	505,699,225	14,376,872	3,244,583	—	100	....				
Dec. 31, 1867	61.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,440	29,276	87,517	688,300	1,270,200	644,551	288,271	100.7	388,004	3,851,201	22,906,110	667,883	227,124	—	50	....				
Dec. 31, 1867	13.0	—	....	97.0	.....	.....	.....	.....	European and North American	Maine.	.....	—	—	—	—	—	—	—	13.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	108.0	—	....	69.0	12	18	8	168	European and N. American	N. Brunsw.	4,742,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....				
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordeville	Indiana.	2,356,705	346,266	61,337	66,644	1,143,445	1,240,000	36,416	380,770	132.0	272,310	.....	.....	507,792	148,108	—	100	....				
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	—	—	—	—	—	—	—	8.0	.....	.....	.....	.....	.....	—	100	....				
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,758	.....	150,000	200,000	27,450	—	5.8	10,881	422,264	.....	30,898	5,828	—	100	....				
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	8,162	7½	50	....				
Nov. 30, 1867	51.0	42.5	76.9	—	81	83	10	632	Fitchburg	Massachusetts.	3,540,000	*	86,788	508,567	3,540,000	—	109,076	510,261	93.5	606,332	10,829,919	14,268,518	1,101,444	354,744	9	100	132½				
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,283,659	40,200	.....	.....	246,600	2,000	25,422	39,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....				
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,011	100,000	125,449	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....				
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	409,095	*	7,190	50,001	500,000	—	5,004	20,721	17.0	58,378	.....	.....	176,751	.....	—	100	....				
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,288	*	85,548	96,962	593,752	615,500	851,062	179,864	65.5	96,328	.....	.....	236,958	132,317	—	100	....				
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	—	—	—	—	—	—	—	60.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	11.5	—	....	—	2	3	....	26	Freehold & Jamesburg Agricultural	N.J.	200,258	*	.....	.....	200,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....				
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	—	—	—	—	575,000	—	—	52.0	.....	.....	.....	406,461	.....	—	100	....				
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	6,156,000	*	1,318,249	396,388	4,156,000	349,500	198,687	1,139,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80				
Dec. 31, 1867	20.0	—	....	230.0	2	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	—	—	—	—	—	—	—	—	—	100	....				
Dec. 31, 1867	—	—	—	83.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....				
Dec. 31, 1867	687.5	—	....	208	219	854	4,041	Grand Trunk	Canada.	66,198,225	*	2,853,100	3,033,216	13,998,803	14,476,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,307	1,358,628	—	100	....				
July 31, 1867	229.0	95.5	....	64	123	20	1,368	Great Western	Canada.	28,434,553	*	1,200,000	1,865,835	16,088,830	8,601,221	1,208,680	857,157	259.0	2,109,377	.....	.....	3,346,673	1,609,549	7½	100	....				
Dec. 31, 1867	143.3	21.0	....	23	14	2	58	Greenville and Columbia	S. Carolina.	2,692,554	263,680	123,200	25,825	1,510,374	1,550,000	107,168	37,746	197.3	116,446	.....	.....	251,931	137,245	—	100	116				
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	834	*Hannibal and St. Joseph*	Missouri.	16,801,284	744,827	657,570	443,314	6,863,300	7,600,000	206,710	2,077,887	219.0	972,947	12,985,380	19,922,754	1,716,270	516,270	—	100	116				
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,682,550	—	—	18,000	1,182,550	700,000	—	16,000	—	(Leased	to Pennsy	lvania.)	—	133,284	7	50	110				
Aug. 31, 1868	61.6	14.1	70.3	—	30	43	14	401	Hartford and New Haven	Connecticut.	3,407,285	254,000	956,949	859,500	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,324	539,117	12	100	210				
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,040	2,055,000	.....	.....	122.4	273,152	12,126,637	.....	766,361	.....	—	100	....				
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,092	2,000,000	287,000	137,525	30,701	119.8	268,608	.....	.....	534,545	65,272	—	100	....				
Sept. 30, 1867	100.0	—	....	....	11	7	1	140	Houston and Texas Central	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....				
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	—	—	—	—	—	—	—	50.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	144.0	—	156.6	—	82	142	82	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,287,023	5,111,800	1,815,851	8	100	158				
Sept. 30, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,102,414	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....				
Dec. 31, 1868	560.9	146.5	....	—	170	95	39	3,815	*Illinois Central*	Illinois.	31,000,487	*	10,195,465	2,012,927	25,200,880	9,377,500	9,436,500	—	707.7	4,593,446	47,227,621	225,853,410	7,817,629	2,414,984	10	100	148				
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	32				
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,495	166,746	6,185,807	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	—	—	—	—	—	—	—	75.0	.....	.....	.....	.....	.....	—	50	....				
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....				
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	—	7,064	132,411	36,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....				
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	—	400,000	150,000	—	—	11.0	.....	.....	.....	37,144	17,165	—	50	....				
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	—	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	(10 mos.)	189,439	94,904	—	100	....				
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	.....	914,725	219,245	—	100	....				
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95				
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,109,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	....				
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	75,263	32,185	—	100	....				
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	—	—	—	—	1,208,000	—	—	99.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston	Tennessee.	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....				
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky	Tennessee.	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,626	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	114
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	87½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	46
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	.....	23.250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893.327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	—
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	.....	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksev. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	127
Feb. 29, 1868	408.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	107½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	.....	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	77½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	109
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	91
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	.....	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	367,920	30,270	1,520,459	2,366,801	678,154	110,232	132.5	.....	.....	.....	374,039	110,232	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	86.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	127
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382.944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	186½
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,141,018	8	100	148½
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	134
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62.264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)				12,500	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	60,586	196,668	67.3	343,023	12,198,701	13,691,447	892,057	377,206	5s	50	71
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	.....
Dec. 31, 1867	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,810,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	96½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	112
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	.....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0			(9 mos.)	155,098	22,699	—	—	—
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	68
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	36½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	72½
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	99
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	.....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	.....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	.....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,586	.....	.....	3,003,681	973,055	—	100	.....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	320
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	.....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	.....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	115½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	.....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,804	1,497,543	.....	295,606	157,371	—	100	.....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	.....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	.....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	.....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	61
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	134
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135	.....	.....	8,791,937	3,150,837	10	50	98½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	127
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,508	102.1	892,376	.....	.....	2,432,531	890,730	9	50	109½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	.....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	.....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	154½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*	.....	.....	1,600,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	.....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,093	—	100	.....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	.....	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	114
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway .N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	.....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	.....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	.....	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	.....
Dec. 31, 1867	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay.....New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	.....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	.....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	.....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	.....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,140,910	778,267	136,457	39,544	—	100	.....
Sept. 30, 1867	38.3	—	....	—	....	....	....	....	Richmond and York River ¶....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	.....
Sept. 30, 1867	22.0	—	....	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	120
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	32
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*..Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute..Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	40
Dec. 31, 1866	80.9	—	....	—	....	....	....	....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)					—	100	.....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	(Re-organized by 1st Mortgage bondholders.)								54.0	.....	.....	.....	106,184	42,071	—	100	.....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
May 31, 1868	80.0	—	....	160.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	.....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,583	6	100	.....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	.....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,998,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	.....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269 150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	.....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	.....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	306,827	235,776	—	100	.....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	.....
May 31, 1867	135 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,000	363,684	.....	—	100	.....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)					5	50	.....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,643	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	.....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	.....	294,678	59,864	6	100	.....
Dec. 31, 1867	71.0	—	....	2.0	....	....	....	....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	.....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				36,000	—	100	.....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)					6	100	.....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	.....	1,316,006	613,777	—	100	.....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462.057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,068	1,861,845	5,329,232	330,090	67,921	—	100	.....
Dec. 31, 1867	30.5	—	...	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	(½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	.....	(Leased	to Cinc., D	ayton and	Eastern.)	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased	to Housat	onic.)	.....	31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14.118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	61.0	—	8.0	—	12	10	3	148	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	.....	1,604,010	151,172	6,700,000	15,494.000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,085	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	77½
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass.,&	T. & B.)	.....	19,208	7	100	46
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy	.)	32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	.....	—	.....	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,880,000	550,000	3,172	212,120	77.3	(Leased	to Vermo	nt Centra	l.)	.....	8	100	103
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	140.0	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	205.4	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353.679	1,919,550	372,297	618,143	213.5	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497.791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,092,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	.....	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	61.0	—	3.5	189.5	...	...	...	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	(Leased	to Pennsy	lvania.)	—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under	const	ruction.)	.....	.....	.....	.....	.....	.....	.....	278,639	119,287	—	100	61½
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	ll.)	.....	.....	.....	13,845	6¼	100	....
Dec. 31, 1867	32.0	—	....	—	...	...	...	....	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....	.....	(Leased	to Balt. an	d Ohio.)	.....	27,000	—	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased	to Northe	rn Central	.)	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	346,196	246,271	3	100	41
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	.....	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	(Leas	ed to Le	high Nav.	Co.)	.....	4	50	95
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49.067	8,739,800	12.504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	68½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	.....	.....	—	50	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	40
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	18
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	26
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipments.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,860	7,396	6.8	—	39⅝
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	67½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,300	150,000	94	—	—	9.0	—	99¾
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,655	10	—	68⅛
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,985	10,087	—	—	60
30 Nov.'67	3.25	—	23	7	—	Northampton & Will'msb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.18	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	64,424	57,592	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	38,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	—	39¼
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	38,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13 015	6	—	83
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,309	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	96,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.6	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	24.00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	—
30 Sep. '67	19.70	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	16.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70 00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	23,587	129,267	14,852	—	100	—
30 Sep. '67	5.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,086	6,852	—	100	—
30 Sep. '67	24.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	5.15	—	—	—	—	Buffalo Street	181,357	50,000	50,000	109,500	76,683	21,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	8½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14 82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	102	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	900,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9¼	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,600	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	69,603	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	184,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	197,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	280,061	133,400	100,000	13,000	48,259	1.501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	40½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,200000	50 000	1,18945	222,222	12	100	150
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 238	12,446	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,179	14.707	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,490	166,000	56,300	7,700	144,006	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	38
31 Oct. '67	34.25	—	367	59	—	Germantown	642,270	112,245	350,000	20,000	284,574	63,582	26⅔	50	32
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	29
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	39
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	80,200	7,900	66 529	13,048	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	45½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	26½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,550	11½	50	—
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,468	50,000	—	—	—	—	—	50	—
21 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	437,936	339,007	114,200	68,088	408.156	105,448	18½	50	50½
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	18½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	18½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	200,000	—	366,348	42,591	7½	50	43
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	5,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	—	—	—	—	—	—	—
Dec. '62	8.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p c
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway: 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City. 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	10
Central Park, East & North River: 1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E, B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue. 1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark 1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia 1st Mortgage	50,000	7	—	—	—
Germantown: 1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm 1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount: 1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	J. & J.	'71–'72	91½
Malden and Melrose: 1st Mortgage guaranteed	75,000	6	A. & O.	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue: 1st Mortgage	112,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	—	1869	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	83½
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy. Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue. 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt. st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	...	44
Catawissa,* pref. and guar....	2,200,000	7	7	67½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	72½
Chicago and Alton, pref....	2,425,400	7	10	160
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	104
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	89⅞
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	101
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred....	8,536,910	7	7	....
Hannibal and St. Joseph, pref....	5,253,836	...	...	116⅜
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	22
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	87½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	145
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref....	3,500,000	7	7	79½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	76
St. Louis, Alton and T. H., pref....	2,040,000	7	7	72
Sandusky and Cincinnati, pref....	445,596	6	6	34
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Potteville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	66
Schuylkill Navigation, pref....	2,888,997	6	6	36
Union, preferred....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	33
Mariposa Mining, pref....	5,774,400	7	7	49½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	41 — @ 45 —
Pig, American, No. 1 (good to best)		40 — @ 42 —
Pig, American, No. 2		38 — @ 40 —
Pig, American, Forge		37 — @ 38 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		— — @ 92 50
Bar, English and American, Common		— — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅛@3-16 inch		97 50 @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13½
Sheet, Single D. and T. Common		— 5½@ — 6½
Rails, English	(gold) per ton.	— — @ 56 —
Rails, American		— — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— 40 @ — —
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 24 @ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35 @ — —
Straits	(gold).	— 31½@ — 32
English	(gold).	— — @ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 37½@ 8 62½	11 75 @ 12 25
I. C. Coke	5 75 @ 7 50	9 25 @ 10 75
Coke Terne	6 12½@ 6 25	8 50 @ 9 —
Charcoal Terne	7 62½@ 8 —	11 — @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— — @ — 16
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 22
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 31
Refined, Standard White (in ship'g order)		— 32 @ — —
Refined, prime White (in shipping order)		— 33 @ — —
Refined, S. W. (in merchantable order)		— — @ — 31½
Naptha, Refined, (60 @ 63 gravity)		— — @ — 10
Residuum	per bbl.	6 37½@ 6 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.		
(Single Thick.)	(New List, March 11th.)	
6 by 8 to 8 by 10	per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15		9 — @ 6 75
11 by 14 to 12 by 18		10 — @ 7 50
13 by 18 to 16 by 24		11 — @ 8 —
18 by 22 to 18 by 30		13 50 @ 9 —
20 by 30 to 24 by 30		16 50 @10 —
24 by 32 to 24 by 36		18 — @12 —
25 by 36 to 26 by 40	(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48	(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56	(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60	(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co.	62½	62½	....	62½	....	....
Central of N. Jersey	120	118½	118	118	119½	119½
Chicago & Alton	158½	158	158½	.....	157	157
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	92	....	92
Chicago, Burl. & Q.	190	....	....	....	....	....
" 8s, 1883	112	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	91½	91½	91½	91½	91½	91½
" pref.	103½	103½	103½	102	102½	103½
" 1st M.	....	....	....	95	95	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	100	....	....	100
Chic., Rock Isl. & Pac.	129½	128½	129½	125½	127½	12 ⅞
Chicago & R. I. 7s, 1870	....	100	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	98	97½	98½	98½	98½
Clev., Col., C. and Ind.	71½	....	71½	....	....	....
Clev. and Pittsburg	93	93½	93	93½	93⅝	93
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	77	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	46½	....	....	45	45	45
" 1 M.	86½	86½	86½	86½	86½	86
" 2 M.	81	....	....	81	81	81
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	132	....	132	....	133	133½
Del., Lack. & Western	116½	118	119½	118	118½	118½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	93	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	100	....	....	....
" 2 M. 7s, 1879	....	91	....	....	....	....
" 3 M. 7s, 1883	....	....	88	....	....	....
" 4 M. 7s, 1880	....	80	80	80	....	80
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	79	79½	....	....	79½	....
Hannibal & St. Joseph	117½	118	....	117	116	117
" pref.	118	117½	117½	116	116	116½
Hudson River	157½	156½	157½	155½	156½	156
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	104	....	....	103½	104
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	145½	146½	146	146½	146½	....
" bonds	120	....	....	....	....	....
Lake Shore (C., P. & A.)	107	106½	105½	105½	106½	....
" Div. bonds	88½	89	89	88½	89	89½
Marietta & Cin. 1st pref.	....	22	....	....	....	....
" 2d pref.	....	8	....	....	....	....
Michigan Central	....	129	....	....	128	127
" S. F. 8s, 1882	....	120	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	107½	106½	106	105½	106½	106½
" 1 M. S. F.	....	....	....	99	....	99
" 2 M.	....	94	94	....	93½	....
Mariposa Mining Co.	....	....	....	....	....	23½
" pref.	....	48	48½	49	48½	49½
" Tr. 10s ctfs.	79½	81	....	....	80	80
Milw. and St. Paul	....	78½	78½	77½	77½	77½
" pref.	....	88	87½	....	86½	87
" 1st mort.	....	....	....	....	94	94
" 2d mort.	....	....	....	....	....	....
" 8s	104	....	....	....	....	104½
" 7 3-10s con.	....	93	93	93½	....	94
Missouri 6s	89½	89	89½	89½	89	88½
" H. & St. J. iss.	91½	....	....	....	91	....
Morris and Essex	90½	90½	90½	90⅞	....	....
" 1st mort.	....	97	98	98½	98½	99
" 2d mort.	....	....	93½	94	94½	....
New York Central	181½	181½	182½	181½	182½	183½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92	90	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	148	146½	147	147½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	99
N. Carolina 6s	60½	60	....	60	59½	....
" new	55½	55½	55½	55½	55½	55
Ohio and Miss.	34	33½	33½	33	33⅝	34½
" pref.	....	....	....	....	....	79½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	93½	94½	95½	95	94½	94½
Panama	....	322	322	....	322	320
Phila. and Reading	96½	96½	96½	95½	96½	97⅝
Pitts., Ft. W. & Chicago	155½	155½	155½	153½	153	154
" 1 M.	....	105½	....	105	....	105½
" 2 M.	99½	99½	....	100	....	....
" 3 M.	....	94	94½	94½	94½	95
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	19½	19⅝	....	....	19½	19⅝
St. L., Alton & T. H.	38½	....	....	....	40	....
" pref.	69	72	72	72	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	85
" Income bds	75	....	....	....	75	....
Tennessee 6s	68	68⅜	68½	68⅜	....	....
" new	65⅞	65½	....	65½	65½	65½
Tol., Wab. & Western	77½	78½	75½	75	75	76⅜
" pref.	....	82	82	....	82	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	83	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	....	....	57½	57⅜	....
" new	....	....	....	62	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	133¼	....	....	
U. S. 5s, 1871, coup	....	....	....	....	....	
U. S. 5s, 1874, reg	....	....	....	123	....	
U. S. 5s, 1874, coup	....	....	122	....	121½	
U. S. 5s, 10-40s, coup	108⅜	109¼	109¼	109⅜	109⅜	109⅜
U. S. 5s, 10-40s, reg	108	108¼	....	....	....	....
U. S. 6s, 1881, reg	....	120⅜	....	....	....	....
U. S. 6s, 1881, coup	121	....	122	123	123¼	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	116¼	....	116¼	116⅜	117⅜	
U. S. 6s, 5-20s, c. 1862	119⅜	120¼	120½	121⅛	122	122⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	117⅛
U. S. 6s, 5-20s, c. 1864	116	117⅛	116	116¼	117	117⅛
U. S. 6s, 5-20s, reg. '65	115⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116¼	116⅜	116⅜	117⅛	118	119
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	118⅛	118⅛	118⅜	119	120	120⅛
U. S. 6s, 5-20s, reg. '67	117⅛	....	118⅛	119⅛	119½	....
U. S. 6s, 5-20s, c. 1867	118⅛	118⅜	118⅛	119½	120	120
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	119	....	....	119	119½	120⅛
U. S. 6s, Pac.R.R.issue	106⅛	106⅛	....	107⅛	107⅜	108

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa	....	....	....	....	....	....
.. preferred	33½	34	33½	....	34	33⅜
Camden and Amboy	128⅜	....	128	128	128	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	90	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	91⅜	....	92	92½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	91	91	91	....	....
Lehigh Navigation	32½	32½	32½	33⅛	33⅜	34
.. 6s, 1884	82⅛	....	83	83	83½	83⅛
.. Gold L	96	95½	96⅜	95⅛	97	97½
.. R. R. L	85	....	85½	85⅛	....	86⅛
Lehigh Valley R. R	56	55⅞	56	56	56½	56⅜
.. 6s new coup	95½	95½	....	....	....	....
.. 6s new reg	....	97	97	....	....	97
Little Schuylkill R.R	....	43½	....	....	....	43⅛
.. 7s	....	....	....	....	....	....
Minehill	....	54½	....	....	....	54⅛
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	35½	....	....	35½	....	....
.. 6s, 1880	....	....	....	89	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	48½	....
Pennsylvania R. R	57½	57½	57⅞	57	56⅛	57½
.. 1st M	....	....	....	....	....	....
.. 2d M	....	95½	....	....	95⅜	95½
Penn. State, 6s, 1st series	105	....	104½	....	....	....
.. 6s, 2d series	106	106	....	....	....	106⅛
.. 6s, 3d series	107½	....	....	....	108	....
.. 6s, W. L	....	101¾	....	....	102	....
Philadelphia City, 6s	....	....	....	....	97⅜	97⅜
.. new	101¾	101¾	101⅜	101½	101⅞	101¾
Philad., Germ. & Nor	67½	....	....	....	67	....
Phila. & Reading	48½	48¼	48⅛	48	47⅛	48
.. 7s, 1893	105	105	....	....	....	....
Philadelphia and Erie	30½	30⅜	30⅛	30⅛	30⅛	30⅛
.. 6s	86	....	....	....	....	....
.. 7s	87	87	87½	87⅛	88⅜	90
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	66	....	66
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	80½	....	....	80½
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	13½	....	....	....	13⅜	13
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	39	....
2d and 3d streets	47	48½	....	50⅜	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts.	18½	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 18.

	W.12	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	....	92½	92½	....	....	92⅜
.. 1886	....	....	93	....	....	....
.. 1890	93	93	93½	....	93½	....
.. 1893	....	....	....	....	....	....
Bal. and Ohio	117	117⅛	117½	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	87½	....	....	....	....	....
.. 2d M	....	68½	....	....	....	68½
Northern Central	....	....	....	48	48	48
.. bonds, 1885	....	....	....	....	....	85⅞
.. .. 1900	....	84½	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	18½	18½	....	....	18½	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	152½	....	153	....	153½	....
Boston and Lowell	....	....	135	....	....	....
Boston and Maine	142	141½	142	142	142	141⅞
Boston and Providence	....	135½	....	....	....	133½
Boston, Hartford & Erie	22½	23	22½	23½	22⅞	23
.. 7s, new	....	60	....	60½	61	61
Cheshire, pref	....	....	....	....	....	....
Concord	77	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	116½	....	....	116½
Fitchburg	133	133	....	133	132½	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	128	....	126¾	127	127	128
Northern, N. H	....	....	113	113	....	112
Ogdens. & Lake Champ	....	68½	....	....	68	....
.. pref	103½	....	103½	....	....	....
Old Colony & Newport	97½	97	97½	....	98¾	99
Ph., Wil. & Baltimore	....	54¾	54¾	....	54½	54¾
Portl'd, Saco & Ports	....	....	114	....	....	....
Vermont & Canada	....	....	....	....	....	103
Vermont & Mass	....	60	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s	....	....	101½	....	....	101½
Broadway (Horse)	....	....	56½	....	....	57½
Cambridge ..	....	....	99½	99¾	99¾	....
Metropolitan ..	....	....	68½	....	....	68⅝
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	8½	....	....	....
Franklin ..	....	....	20	19½	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. April 23.	April 30.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	— — —	— — —
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	24½— 25½	23½— 24½
Detroit and Milwaukee 1st mort. 7s	64 — 66	62 — 64
Do. 2d mort. 8 p. c	65 — 68	62 — 65
Erie shares 100 dol. all paid	22½— 23	20½— 20⅝
Do. sterig. 6 p. c. convertible bonds	68 — 70	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	98 — 99	98 — 99
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	93 — 95
Do. General mort. 6 p. c. 1910	87 — 88	87 — 88
Philadelphia and Erie 1st mort. 1881	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, May 22, 1869.

Stock Exchange and Money Market.

A very full offering of Money has been reported, since our last, chiefly on private account, though the city banks, with a further gain of strength, have evinced more disposition to make advances to the leading borrowers both on call, and for mercantile purposes. The activity in Gold, Government securities and stocks has stimulated the speculative demand for aid, but it has been promptly met at from 6@7, generally at 6@7 per cent. on call. Choice to good commercial paper has found a readier market within a range of from 7@10 per cent. per annum. The failure of a prominent Exchange Place firm, on Monday, resulting mainly from adverse speculations in gold and Government securities, seriously distributed confidence for awhile, and checked business negotiations. The liabilities of the firm have been estimated at from $600,000 to a million dollars. The failure seriously embarrassed a number of other houses, but all of them struggled against their difficulties, and made satisfactory arrangements as far as was made known to the public. The city banks gained nearly 5½ millions of deposits, and over 1⅜ millions of legal tender notes, while they reported a loss of about three-fourths of a million of specie, as the result of the past week's business. They added a million to their loan averages, while they slightly reduced their circulation. The U. S. Sub-Treasury added nearly $1,300,000 to its cash balances, last week. Its business was on a less extensive scale, the receipts from all sources having been a little over nine millions, while its disbursements on all accounts were less than eight millions. The latest dealings in money on Wednesday showed rather more activity, with 7 per cent. as the more general rate on call.

The specie reserve of the city banks is now $15,374,769, against $20,939,142 same time last year The city bank deposits are now $199,392,449, against $201,313,305 week ending May 16, 1868 The legal tender reserve amounts to $56,501,856, against $57,613,095 same time last year. The circulation now stands at $33,977,794, against $34,193,249 same time last year. The loans are now $269,498,897, against $267,724,783 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $143,453,480 a day, against a daily average of $150,195,763 the preceding week, and $127,294,725 the week ending with April 28, 1869. The current week's exchanges average about $135,500,000 a day. The city banks, last week, reported a loss of $706,720 of specie, with a gain of $5,499,312 of deposits, and of $1,391,783 of legal tender notes. They increased their loans, $1,012,525; and reduced their circulation, $8,366.

The city bank exchanges on Wednesday were $131,941,395, and the resulting balances, $3,151,000.

National Bank notes to the amount of $177,020 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $314,808,061, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $14,998,876, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,810,185. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,749,496; and for the public deposits, $30,055,350—making a total of $372,804,846. The Treasury Department last week redeemed and destroyed $354,200 of worn and mutilated fractional currency, and issued $634,496 of new. The outstanding amount of fractional currency on the 1st of May, was $35,330,323, against $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with May 15, were $9,145,255, including $2,541,536 from customs duties; payments, $7,849,953, including $2,618,676 of coin interest; balance at the close of the week, $84,562,582, against $83,267,280 at the close of the preceding week, showing an increase of $1,295,302. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,069,813, including $329,000 from customs; payments, $769,958, including $211,240 of coin interest. On Tuesday, receipts, $1,482,231,

including $402,000 from customs and payments $1,458,432, including $180,360 of coin interest. The balance at the close of business on Tuesday stood at $84,886,237, against $83,583,788 a week previous; and $81,056,651 on May 5, 1869. The aggregate receipts of the office in April were $32,771,148, including $10,936,268 from customs, aggregate payments, $36,711,819, including $4,655,460 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,500, April 1, $28,775,560; March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week; coin certificates to the amount of $1,623,000, and retired $2,440,535 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during April, reached $1,625,580.

Government revenues yielded comparatively liberally, last week. The annual income tax is now generally payable throughout the country, and will soon add largely to the weekly receipts from excises. The excises, last week, yielded about 4¼ millions; customs at the port of New York, $2,541,536 and at the outports about $865,000 (in coin) more, making the grand total income for the week equal to about $9,020,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 133 millions, according to the latest Washington advices.

The Gold speculation has been very brisk, since our last, and on a decidedly more confident basis. The range of the week has been from 137⅞@144⅛, and the closing quotation 144. The heavy failure in Exchange Place, announced on Monday, stimulated purchases for a rise, and a prompt and sharp advance was the consequence. There have been frequent fluctuations in the price, since Monday, but the general tendency has been toward higher figures. The customs demand was fairly active, all through the week. The export drain was a little more extensive.

On Wednesday, the U. S. Sub-Treasury disbursed $188,974 of coin interest.

The following shows the average business at the Gold Exchange Bank, during the past week, average amount of loans and discounts, $1,555,063 93; average amount of specie, $688,357 37; average amount of deposits, $1,662,541 70.

The customs demand for Gold last week, averaged $423,589 a day; thus far, this week, it has averaged $365,500 a day, or equal to a weekly aggregate of $2,193,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $147,196, and since Jan. 1, $8,610,341, against $2,826,330 same time in 1868. The receipts from California, last week, were none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $111,379,973, against $100,781,621 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to May 8th, 1869, $2,604,267, against $2,877,866 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $18,380,699, against $30,837,348 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $12,456,649. The exports of specie, from this port, last week, were $622,236, against $3,150,457 same week last year; total, since July 1, 1868, $33,739,980, against $56,214,218 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $2,618,676; since July 1, 1868, $82,226,227, against $68,013,261 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to May 8, 1869, were $14,594,386, against $13,742,698 same time in 1868.

Foreign Exchange has been held with more firmness, on a very moderate offering, though the demand has not been active. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109⅝, and on Paris to 5.20@5.16¼; sight bills on London to 110@110⅜, and on Paris to 5.16⅝c.@5.13⅛. The offering of produce bills has been this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,871,328, against $4,035,781 same week last year; total, since July 1, 1868, $146,796,760, against $161,438,953 same time in preceding fiscal year of 1867–'68.

Government securities have further advanced in price materially, on a very light offering, and a brisk demand, largely for investment purposes. The export purchases of the coin bearing bonds have been on an extensive scale even at the advanced figures, which have been the highest ever made on all the issues. Official notice was given on Saturday, May 15, for further proposals, to be received on Wednesday, May 19, and each successive Wednesday till further notice, at the Sub-Treasury, for the sale of a million of 5-20 bonds to the Government, specifically for the sinking fund, the price to be named in each proposal, to be for the principal of the bond, the accrued coin interest on which, from the last interest day, will be separately paid off by the Sub-Treasury on the accepted bonds in coin. On Wednesday morning the Assistant Treasurer received offers for the sale of $1,000,000 Five-twenty bonds under the new proposals. The total amount of bonds offered was $4,146,000, at figures ranging from 116.74 @117.55, the prices being exclusive of the accrued interest, which the Government pays to the sellers in coin. The accepted offers were as follows: Fisk & Hatch, $704,000 '67s, coup., 116.83; $150,000 '65s, reg., 116.78; $50,000 '64s, reg., 116.75. F. W. Clark & Co., $46,000 '62s, reg., 116.74. Turner Bros. $50,000 '64s, reg., 116⅞.

The latest dealings on Wednesday showed a partial decline of ⅜@⅝ per cent. from the highest figures of that day, which were the very highest ever made.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 5.	May 12.	May 19.
Consols	93⅜	92⅝@⅞	92⅝
U. S. 5-20's of 1862	80⅛	79	78⅛
Erie	19⅛	20½	19½
Ill. Central	98½	96	96
Atl. and Gt. Western	24½	....	....

U. S. sixes of 1881 closed here on Wednesday at 122¾@123; U. S. Five-twenties of 1862, ex-coupon, 122⅛@122¼; U.S. Five twenties of 1864 at 117¼@117⅜; U. S. Five-twenties of 1865 at 118⅝@118⅞; U. S. Five-twenties of 1865, consolidated, 119⅞@120; U. S. Five-twenties of 1867, 119⅞@120; U. S. Five-twenties of 1868, 119⅞@120; U. S. Ten-forties at 109⅝@109⅞; U. S. Six per cent. currency bonds, 107⅜@107⅝.

Railway and miscellaneous stocks have been very freely dealt in at much higher though irregular figures, the fluctuations through the week having been frequent and marked, closing generally quite buoyantly.

General business has been moderately active, but prices of the leading kinds of produce have been unsettled. Flour, Wheat, Pork, and Lard closed in favor of sellers. Corn, Oats, Petroleum and Cotton left off languidly. Middling upland cotton closed heavily on Wednesday at 28½@28¾ cts. per lb. The stock of cotton now here is estimated at about 67,500 bales. The receipts at the port this week, have averaged about 1,450 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,141,000 bales, against 2,191,000 bales same time in 1867–8; exports, same time 1,281,000 bales, against 1,573,000 bales same time in 1867–'8; stock on hand at latest dates, 248,000 bales, against 191,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 9,875 pkgs., against 9,719 pkgs., same time last year. From Boston, 3,624 pkgs., against 5,250 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand ranging from 10@16½c., per lb.; week's receipts, 6,273. Milch cows, in limited request at $40@$110 each, receipts, 58. Veal calves, heavy at from 4@10½c. per lb.; receipts, 3,251. Sheep and lambs have been in slack demand at from 5½@8½c., per lb.,; receipts, 20,081. Swine, fairly active at 10@10½c. per lb., all live weight; receipts, 20,603.

The imports for the week ending May 15, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,332,005	$1,402,998
Gen. merchandise	4,441,246	4,185,326
Total for the week	$5,773,251	$5,588,324
Previously reported	85,680,403	116,170,375
Since January 1	$91,453,654	$121,758,699

The New York exports, exclusive of specie, for the week ending May 18, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$4,035,781	$3,871,328
Prev. reported	65,112,464	60,193,266
Since January 1	$69,148,245	$64,064,594

The balance in the Sub-Treasury on Wednesday was $84,967,659 72.

Foreign merchandise has been less active, and notwithstanding the rise in gold, values have been irregular. The total imports of foreign dry goods, last week, were $1,402,998, and the total amount marketed $1,178,766. The value of foreign merchandise imported last week, was $4,185,326—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,588,324, against $5,773,251 same week last year; total since July 1, 1868, $251,856,817, against $211,046,193 in 1867–'8. Freights have been fairly active, but lower and irregular. For

Liverpool we quote flour at 9d. by sail, and 1s. by steamer, per bbl.; grain at 2d.@2½ by sail, and 3d. by steamer, per bushel; cotton at ⅛d. by sail, and 5/32@3/16d. by steamer, per lb.; and heavy goods 10s.@25s. by sail, and 10s.@25s. by steamer, per ton. Total number of vessels in port on Wednesday, 561.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Mississippi consol. bonds, 86; New Jersey Central new bonds, 99; St. Louis and Iron Mt. 1st mort., 85; Hannibal and St. Joseph conv. bonds, 120; Great Western 1st mort. 1888, 89; Milwaukee and St. Paul 1st mort., Iowa Div., 91; Galena and Chicago 1st mort., 98; Toledo, Wabash and Western consol. bonds, 82½; Peninsular 1st mort., 92; Chicago and Milwaukee 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., W. D., 84¾; do., E. D., 87; Dubuque and Sioux City R. R., 116; do., 1st mort., 91½; N. Y. and N. Haven R. R., 134; New Jersey R. R., 127; Norwich and Worcester R. R., 105; Hartford and New Haven R. R., 210; Georgia 7s, 96; do., 6s, 82; Alabama 5s, 67¾; do., 8s, 102; Louisiana 6s, 73⅞; do., 6s, Levee bonds, 69¼; New York State 7s, Bounty Loan coupon, 110⅛; do., 6s, 1872-'73-'75, 102½; Rhode Island 6s, 101½; Brooklyn 6s, Water Loan, 95½; Western Union Telegraph, 44⅛; do., 7s, 89; Adams' Exp. Co., 61⅛; Wells-Fargo Exp., 34¼; Am. Mer. Union Exp., 40¼; U. S. Exp., 65½; Mer. Union Exp., 15; Am. Dock and Imp. 7s, 96½; Blood Farm, petroleum, 1.00; Consolidated Gregory gold, 3.00; Central petroleum, 0.70; Grass Valley gold, 0.50; Home oil, 9.50; La Crosse gold, 0.17; Montana gold, 0.20; Quartz Hill Gold, 1.30; Smith and Parmalee Gold, 3.20; United States petroleum, 1.25; Wallkill Lead, 0.20.

Philadelphia.—Oil Creek and Allegheny River R. R., 36⅜; West Jersey R. R., 61¾; do., 6s, 91; Ph., Wil. and Balt. R. R., 54; Belvidere Delaware 1st mort., 89½; do., 2d mort., 81; do., 3d mort., 80; Warren and Franklin 7s, 82; Junction R.R. 2d mort., 91; Huntingdon and Broad Top 1st mort., 76½; Philadelphia and Reading 6s, 1844-'80, 89; Union Passenger R. R., 43; Lehigh Nav. Conv. Loan, 80; Union Canal bonds, 10; Delaware Division Canal, 47½; do., bonds, 82; Schuylkill Nav. Imp. 6s, 72; Allegheny City 4s, 65; New Jersey State 6s, free, 101¼; Shamokin Coal, 4½; New Creek, ½; Big Mt. Coal, 6; N. Y. and Middle Coal Fields, 4¾; St. Nicholas Coal, 1¼; Niagara Oil, 2¼. The latest quotations are: City 6s, 97¾@98; do., free of tax, 101⅝@101⅞; State 5s, reg., 96½@—; do., coupon, 93⅛@93⅜; do., 6s, W. L., 102@—; do., 1st series, 104½@105; do., 2d series, 106½@107; do., 3d series, 107½@107½; Reading, 48⅞@49; do., 7s, 1893, 105@105¼; do., 6s, 1880, 88½@89; Camden and Amboy, 128¾@129; do., mort. 6s, 1889, 92@92½; do., 1883, 87@87; Penn. R. R., 57⅞@58; do., 1st mort., 99¾@100; do., 2d mort., 95@95½; Little Schuylkill R. R., 43¾@44; Morris Canal, 30@40; do., pref., 65@65½; do., bonds, 85@88; Susquehanna Canal, 13@14; do., 6s, 56½@—; Sch. Nav., 8½@10; do., pref., 16¾@17⅛; do., 6s, 1882, 66@67; Delaware Div. Canal, 47½@48; do., bonds, 81@83; Elmira and Williamsport, 30@30½; do., pref., 40@40¼; do., 7s, 1873, 90½@91; do., 5s, 59@60; Lehigh Coal and Navigation, 34⅝@34⅞; do., 6s, 1884, 83⅛@83½; do., R. R., Loan, 86@86½; do., Gold Loan, 97¼@97¼; North Pennsylvania, 35¼@35¾; do., 6s, 89@90; do., Chattle 10s, 108@110; Philadelphia and Erie, 30@30¾; do., 6s, 87@88; Minehill, 54⅜@54⅝; Catawissa, 11@13; do., pref., 33⅞@34¼; Lehigh Valley, 57@57; do., 6s, new, 95@96; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 50@50½; West Philadelphia, 60@61; Spruce and Pine, 27@29; Green and Coates, 38@39¾; Chestnut and Walnut, 46¼@46¼; Thirteenth and Fifteenth, 18@18½; Girard College, 28@29¼; Tenth and Eleventh, 70@71⅛; Union, 43@43; Hestonville, 12¾@13.

Boston.—Eastern R. R. 6s, 1874, 95¼; do., 1885, 94; do., 1889, 96; Ogdensburg and Lake Champlain Equipment 8s, 101¾. Conn. and Pass. Rivers R. R. 6s, 1876, 87½; Burlington and Missouri River R. R. 8s, 98; Cincinnati and Indiana R. R., 7s, guar., 75; Missouri River, Fort Scott and Gulf R. R. 6s, 104⅛; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 94½; Cheshire R. R. 6s, 1875@1880, 92; Keokuk and St. Paul R. R., 8s, 96¾; Vermont Central 1st mort., 78; do., 2d mort., 38; Cedar Rapid and Missouri 7s, 1916, 92; Androscoggin and Kennebec 6s, 1891, 90; Eastern (N. H.) R. R., 113¾; Cape Cod R. R., 64⅞; Chicago, Burlington and Quincy R. R., 195¼; Summit Branch R. R., 22½; Worcester and Nashua R. R., 124¼; Conn. and Pass. Rivers pref., 89⅞; Boston Water Power Co., 17½; Cary Imp., 8¾; Waverly Land, 1⅞; Boston and Roxbury Mill, 35; Boston Gas Light, 820; Vermont 6s, 1871@1876, 100; Connecticut 6s, 99½; Massachusetts 6s, 5 20s, currency, 101; do., 5s, 1894, gold, 109; New Hampshire 6s, 1872@1878, 99¼; Maine 6s, 1889, 99½; Rhode Island 6s, 1882, 99¾; Chicago 7s, 97⅝@98½; Portland 6s, Building Loan, 99; Cincinnati 6s, 1881, 88½. Brooklyn 7s, 101; Salem 6s, 1877, 97⅞; St. Louis 6s, 1887, 83; Allouez Mining Co., 5¼; Manhattan, 30c.; Phœnix, 9; Ridge, 5.

Baltimore.—Central Ohio 1st mort., 83½; Orange, Alex. and Manassas bonds, 75½; Western Maryland 2d mort. pref., 55; Parkersburg R. R., 23¼; Maryland 6s, 1870, 95; do., Defense Loan, 99⅞; Virginia 6s, old, reg., 50½; do., 1866, reg., 55¼; do., 1867, 52; Memphis City 6s, 53¼; Santa Clara, 1.75; Bare Hill, 0.20. The latest quotations are: Balt. and Ohio, 117¼@118; do., 6s, 1875, 91@92; do., 1880, 91@92; do., 1885, 90½@91; Northern Central, 47¾@48; do., bonds, 1885, 85½@85¾; do., 1900, 84¼@85; Parkersburg Branch, 23¾@24; N. W. Va. 1st mort., 93@95; do., 2d mort., 89@90; do., 3d mort., 1885, 84@85¼; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87@87¾; do., 2d mort., 68½@69; Central Ohio, 31½@31¾; do., 1st mort., 83@83⅞; Western Md. 6s, 1890, 65@72; do., guar., 88@88; do., 2d mort., guar., 87@90; Richmond and Danville bonds, 71¼@71½; Baltimore 6s, 1875, 92½@92½; do., 1886, 90@91¾; do., 1890, 92½@93; do., 1893, 92@93; do., 5s, 1838-'70, 71@74; City Passenger R. R., 18½@19; George's Creek Coal, 67@67½; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

☞ The Dutchess and Columbia Railroad has been leased for ninety-nine years by the Boston, Hartford and Erie Railroad Company.

Pacific Railroad.

Messrs. Paine, Tuttle and Sherman, Pacific Railroad Commissioners in California, have made a report to the Secretary of the Interior, in accordance with law, of the completion and equipment of one hundred miles of the Central Pacific Railroad from the 570th to the 670 mile post, and recommend the acceptance of the road, and that the bonds and land patents be issued.

The same board make a similar report upon the second twenty miles of the Western Pacific Railroad with the same recommendation.

☞ The Pittsburg *Chronicle* says that at a recent meeting of the directors of the Monongahela Valley Railroad, the Engineer, Mr. Loew, reported having surveyed from the Pan Handle Railroad bridge to Williamsburg, a distance of a little more than two and a half miles, and also of having surveyed a proposed lateral road from Williamsburg up Beck's Run into the coal region of about the same distance. A resolution was passed by the Board, instructing the engineer to proceed at once to locate the remainder of the road up to Brownsville, following the river.

☞ Articles of association have been filed in the office of the Secretary of State of the State of Indiana, of the Raccoon Valley Railroad Company, with a capital of $200,000. The road is to run from a point on the Louisville, New Albany and Chicago Railroad, at or near Ladoga, to Valley City on the Indianapolis, Crawfordsville and Danville Railroad. The officers are: O. B. Wilson, president; D. C. Stone, secretary, and O. H. Fuller, treasurer.

☞ The location of the Belfast and Moosehead Lake Railroad has been changed from Newport to Kendall's Mills, and the narrow gauge adopted. A lease has been effected with the Portland and Kennebec Railroad for fifty years at five per cent. for the first five years, and thereafter at six per cent. on the cost of $1,000,000.

☞ Cars on the fast railway line between Liverpool and London can now be driven at the rate of fifty miles an hour, and the whole distance (200 miles) accomplished in four hours. There is no stopping for water, this being scooped up from troughs between the tracks while the train is running at full speed.

☞ The Monongahela Valley *Republican* says that the surveying party of Sigismund Leow, Civil Engineer of the Monongahela Valley Railroad Company, has reached that borough on their way up the river: and that the directors intend to have specifications prepared, and will put ten miles under contract immediately.

☞ Mr. L. D. Rucker has been appointed General Superintendent of the Erie Railway in place of Mr. Riddle, resigned. Mr. J. W. Guppy has been appointed Assistant General Superintendent, and Mr. George S. Redington has been appointed Superintendent of the Delaware Division.

☞ The Washington (Pa.) *Examiner* says that the engineers of the Chartiers Valley Railroad, having finished the survey and location of the road to Cannonsburg, in Washington ounty, have been drawn off with the intention of preparing for immediately putting the road under contract to that point.

Commerce of New York.

The foreign imports at New York for the month of April, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$9,652,649	$13,836,593
Do. for warehousing	10,780,668	16,497,691
Free goods	964,488	1,202,080
Specie and bullion	871,079	4,818,287
Total entered at port	$22,268,884	$36,354,651
Withdrawn fr. wareh'use	10,140,834	8,954,512

The foreign imports at New York for the four months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$39,894,052	$57,630,879
Do. for warehousing	39,118,127	47,854,038
Free goods	3,283,243	5,338,845
Specie and bullion	2,723,304	8,693,988
Total entered at port	$85,018,726	$119,517,750
Withdrawn fr. wareh'se.	36,217,921	37,002,977

The foreign imports at New York for the ten months ending April 30, were:

	1868.	1869.
Six months	$116,072,182	$123,552,971
January	15,418,571	22,542,529
February	20,818,337	25,827,280
March	26,512,934	34,793,290
April	22,268,884	36,354,651
Total for 10 months	$201,090,908	$243,070,721
Deduct specie	4,472,947	11,740,477
Total mdse	$196,617,961	$231,330,244

The duties received at New York for ten months ending with April, were:

	1868.	1869.
Six mos.	$54,731,301 44	$57,845,963 97
Jan.	7,133,428 42	9,615,894 48
Feb	9,696,752 39	11,996,628 46
March	11,195,861 33	13,027,672 02
April	10,023,029 37	10,727,099 86
Total 10 months.	$92,780,372 95	$103,213,258 74

The exports from New York to foreign ports in the month of April, were:

	1868.	1869.
Domestic produce	$13,976,761	$14,671,026
Foreign free goods	113,489	4,600
Do. dutiable	648,960	733,461
Specie and bullion	6,095,179	1,767,601
Total exports	$20,834,389	$17,176,688
Do. exclusive of specie.	14,739,210	15,409,087

The exports from New York to foreign ports for four months from January 1, were:

	1868.	1869.
Domestic produce	$54,169,739	$49,793 563
Foreign free goods	187,317	48,608
Do. dutiable	2,415,520	2,133,640
Specie and bullion.	21,343,741	10,604,032
Total exports	$78,116,317	$62,579,843
Do. exclusive of specie	56,772,576	51,975,811

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April 30, were:

	1868.	1869.
Six months	$91,143,385	$80,651,068
January	14,448,327	13,153 017
February	14,021,589	10,824,812
March	13,563,450	12,588,895
April	14,739,210	15,409,087
Total mdse	$147,915,961	$132,626,879
Exp. of specie	48,550,027	32,342,031
Total exports 10 mos.	$196,465,988	$164,968,910

☞ Ground has been broken at Sedalia, Missouri, for the Lexington and Sedalia Railroad.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for four months of the year:

	1868.	1869.
Ashes, bbls.	1,279	3,049
Breadstuffs—		
Wheat flour, bbls.	659,245	648,690
Cornmeal, bbls.	155,372	124,459
Wheat, bush.	1,444,707	1,735,388
Rye, bush	130,082	16,394
Oats, bush.	682,116	621,654
Barley, bush.	488,799	211,203
Peas, bush	41,839	18,346
Corn, bush	4,363,633	1,899,333
Cotton, bales	321,541	286,249
Naval Stores—		
Crude turp., bbls.	2,434	7,361
Spirits turp., bbls	12,174	16,884
Rosin, bbls	126,730	184 172
Tar, bbls.	10,007	39,047
Pitch, bbls	1,867	1,212
Provisions—		
Pork, pkgs	64,702	55,671
Beef, bbls.	30,487	45,576
Cutmeats, pkgs	53,959	54,747
Butter, pkgs.	120,682	173,186
Cheese, pkgs	118,535	32,665
Lard, tcs. and bbls.	63,445	43,359
Do., kegs	6,739	2,063
Whiskey, bbls.	9,780	52,294
Petroleum, pkgs	180,305	251,457

Exports from New York to foreign ports of certain leading articles of domestic produce for four months of the year:

	1868.	1869.
Ashes, Pots, bbls	1,338	1,044
Do., Pearls, bbls	8	25
Beeswax, lbs	252,416	51,403
Breadstuffs—		
Wheat flour, bbls.	297,621	312,177
Rye flour, bbls.	3,743	1,223
Cornmeal, bbls.	68,124	58,609
Wheat, bush.	1,302,934	2,519,627
Rye, bush	149.343	.....
Oats, bush.	35,179	37,617
Barley, bush.	.....	.....
Peas, bush	27,126	31,961
Corn, bush	2,839,993	1,061,051
Candles, bxs.	29,689	20,572
Coal, tons	15,300	25,868
Cotton, bales	185,086	121,536
Hay, bales	16,072	8,288
Hops, bales.	216	20,852
Naval Stores—		
Crude turp., bbls	200	388
Spirits turp., bbls	3,640	1,958
Rosin, bbls	124,838	169,966
Tar, bbls	3,046	17,633
Pitch, bbls	1,316	1,666
Oils—whale, galls	155,633	424
Do., sperm, galls	119,870	219,939
Do., lard, galls	104,710	11,584
Do., linseed, galls	16,929	1,960
Provisions—		
Pork, bbls.	41,328	26,940
Beef, bbls.	9,904	9,502
Do., tcs	35,850	28,596
Cutmeats, lbs	21,891,313	22,169,511
Butter, lbs.	389,520	312,080
Cheese, lbs	9,133,696	2,381,554
Lard, lbs.	19,749,017	12,357,566
Rice, tcs	82	249
Do., bbls	7,317	1,326
Tallow, lbs	5,996,025	4,962,639
Tobacco, crude, pkgs.	22,966	27,787
Do., manf., lbs	2,575,293	1,623,380
Whalebone, lbs	206,798	128,480
Petroleum, galls	13,328,011	17,031,683

☞ The Iron Mountain Railroad has been opened to Knob Lick station, ninety-five miles from St. Louis. Forty-five miles of rails remain to be laid, which will be done and the road opened through to Belmont during the month of July.

Michigan Railroad Law.

The following is the text of the Bill which was passed at the last session of the Michigan Legislature, authorizing townships or cities and villages to aid in the construction of railroads

Section 1. *The People of the State of Michigan enact*, That it shall be lawful for any township or city to pledge its aid to any railroad company now chartered or organized, or that may be hereafter organized, under and by virtue of the laws of the State of Michigan, in the construction of its road, by loan or donation, with or without conditions, for such sum or sums not exceeding ten per centum of the assessed valuation then last made, of the real and personal property in such township or city, as a majority of the electors of such township or city voting, shall, at a meeting or meetings called for that purpose, determine: *Provided*, That the total amount of outstanding indebtedness, exclusive of interest thereon, of any such township or city, incurred for any and all railroads shall not exceed ten per cent. of the assessed valuation of the same at any one time: *Provided*, That the amount, exclusive of interest thereon, which shall become due or collectable in one year, shall not exceed two per centum of the assessed valuation of such township or city, at the time of issuing the same: *And provided further*, That the total amount which the city of Detroit may raise for such purposes shall not exceed five per centum of the assessed valuation of the real and personal property of said city.

Sec. 2. It shall be the duty of the Supervisor of any township, and the Mayor of any city to call a meeting or meetings, of the electors of their respective township or city whenever a request in writing to do shall be made by thirty tax-paying electors of such township or city, and to give public notice thereof, at least twenty days previous to holding such meeting, by posting the same in not less than five of the most public places in such township or city, and by the advertisement of the same in some newspaper, published in the county wherein such township or city shall be: *Provided*, In the case of cities or townships in which a daily or weekly newspaper shall be published, such publication shall be made in such newspaper, at least once in each week for three successive weeks next previous to the holding of such meeting: *And provided*, In the case of the city of Detroit, such notice shall be published in at least three daily newspapers for ten consecutive days previous to the holding of such meeting. Such request and notice shall specify the amount of aid, the conditions, rate of interest, the time of payment and manner of executing the bonds, and other particulars in regard to such aid not otherwise provided herein: *And provided further*, That no township or city shall under the provisions of this act, hold more than two meetings in any one year, unless a majority of the tax-paying electors of such city or township shall sign such request in writing therefor.

Sec. 3. At such meeting or meetings the township, city or ward inspectors of election shall act as inspectors of election; the electors shall vote by ballot (such ballot to contain the words "aid to railroad—yes," or "aid to railroad—no," as the case may be) and shall be subject to challenge as at other township or city elections; and the proceedings at such meetings to be held under the provisions of this act, shall, in the case of townships, be governed, so far as they may be applicable, by the general laws of this State, relating to township elections, and, in the case of cities, by the laws regulating their respective municipal elections, and illegal and fraudulent voting shall be punishable in the same manner and to the same extent as at other township or city elections. A copy of the request, and also of the notice required by the provisions of section 2 of this act, shall be entered at large upon the records of the township or city, together with a statement of the result and other essential particulars, and a certified copy of such record shall be in all courts and places *prima facie* evidence of the facts therein set forth.

SEC. 4. Any township or city that may avail itself of the benefits of this act by voting aid to any railroad company, as provided herein, shall, within 60 days after the question of aid is determined by a vote of the electors of such township or city, as provided in section 3 of this act, issue its coupon bonds for the amount so determined to be granted, which bonds shall be in sums not less than $100 each, and not more than $1,000 each, and shall be payable at any time as determined upon by the electors of such township or city, not exceeding twenty years from the date thereof. Such bonds shall bear interest at a rate not exceeding ten per cent. per annum, and shall have attached thereto the necessary and usual interest coupons, corresponding in dates and numbers with the bonds to which they are attached, which shall be signed by written signatures by the same person or persons executing such bonds. Such bonds shall, if issued by a city, be executed by the Mayor and Clerk or Recorder thereof, as the case may be, under the the seal of said city, and if issued by a township, they shall be executed by the Supervisor and clerk thereof, and if any city or township issuing such bonds shall have a seal, the same shall be impressed upon each of said bonds. The bonds and coupons attached thereto shall be payable at the office of the Treasurer of the county in which such township or city may be situate.

SEC. 5. Whenever any such bonds as provided by the provisions of this act shall have been issued as therein specified, the same shall be delivered by the person, persons or officers having charge of the same to the Treasurer of this State, who shall give a receipt therefor, and holding the same as a trustee for the municipality issuing the same, and for the railroad company for which they were issued, and to be disposed of by said Treasurer in discharge of his trust as hereinafter provided.

SEC. 6. Upon the receipt of any such bonds from any township or city, in aid of any such railroad company, the Treasurer of this State shall immediately register or record the same in a book or books to be kept by him for that purpose, in his office, which record shall show the amount, date and number of each bond, the rate of interest which it bears, by what township or city issued, to the benefit of what railroad company the same are issued, and the time when payable, which record shall be always open for the inspection of any citizen of this State, or other interested person. Such bonds shall be safely kept by said Treasurer, for the benefit of the parties interested, and be disposed of by him in the following manner: That is to say, whenever any railroad company, in aid of which any such bonds may have been issued, shall present to said Treasurer a certificate from the Governor of this State that such railroad company has in all respects complied with the provisions of this act, and is thereby entitled to such bonds, the same, or such of said bonds as said company shall be entitled to receive, shall be delivered to said company, the Treasurer first cutting therefrom, cancelling and returning to the municipality the past due coupons. The Treasurer shall endorse upon each of said bonds the date of such delivery, and to whom the same was delivered, and the same shall draw interest only from the time when so delivered, the treasurer shall notify the clerk of the township or recorder or clerk of the city issuing the same of the date of delivery of its bonds to such railroad company. The railroad company so receiving such bonds shall pay the State Treasurer one-tenth of one per centum of the par value of such bonds so delivered, which shall be received by him in full payment of all fees and charges, for the custody, recording, endorsing and delivery of said bonds, which money shall be paid into the State Treasury. And in case any bond so delivered to said treasurer by any such township or city shall not within three years from the time when the same were received by him, be demanded, in compliance with the terms of this act, the same shall be canceled by said treasurer, and returned to the proper officers of the township or city issuing the same.

SEC. 7. In case of any city or township issuing bonds as heretofore provided in this act, shall fail to pay the bonds or interest coupons, or to deposit with the treasurer of the county in which such township or city is situated, a sufficient sum of money to pay the bonds or the coupons, which it may have issued aforesaid, which may then be due, as by the terms of said bonds or coupons, the county treasurer of such county shall certify the same to the clerk of the Board of Supervisors of such county, or in case of the city of Detroit, to the Assessor thereof, stating the amount so due and unpaid by such townships or city, whereupon the board of supervisors of such county, or such assessor, as the case may be, shall cause the same to be assessed, levied and collected from such townships or city, with other county or city taxes, and in like manner, adding to the amount thereof, interest at the rate specified in said bond, for one year, and the same shall be paid to the county treasurer by the treasurer of such township or city, and upon the receipt of such money, the county treasurer shall pay to the holders thereof the principal or interest for which such money may have been collected, with the interest thereon, and cancel and return such bonds or coupons to the township or city to which the same may belong.

SEC. 8. In case any township or city shall avail itself of the benefits of this act, by the issue of bonds or other evidence of debt, in aid of any railroad company, as by this act provided, such township or city shall, each year, by its proper authorities, after receiving the notice as herein provided, from the State Treasury, of the delivery of its bonds to the proper railroad company, so long as such bonds or evidence of debt remain unpaid, levy, assess and collect upon the taxable property of such township or city, a sufficient sum of money to pay all bonds or interest upon the same, as either the bonds or interest thereon shall become due; and the full faith and credit of any township or city so issuing any such bonds or other evidence of debt is hereby pledged for the full payment of both principal and interests thereon; and the same are made hereby, a valid and legal charge upon the taxable property of the township or city issuing the same.

SEC. 9. No such bonds or other evidences of indebtedness shall be delivered to such company until it shall have complied with the conditions voted and completed its road bed and ironed its road with the usual T, or such other rail as may be used by first-class railroads, through the municipality issuing the same, or to the termination thereof, if said road shall terminate therein; nor until said company shall have completed their road as aforesaid, through such municipality, or from the termination of said road if it terminates therein, to some connecting line of railroad duly completed and in full operation, or to the initial or starting point of such road. And in case such bonds shall have been issued by a municipality not upon the line of such road, the same shall not be delivered until said road shall be completed and ironed, as aforesaid, through the municipality adjoining; *Provided*, that in the case of the voting of aid by any township or city, located six miles or more from any part of said railroad, no such bonds shall be delivered until at least 20 miles of said road-bed and railroad shall have been completed and ironed, as aforesaid, from the terminus of said railroad nearest to such aiding city or township: *And provided further*, That in the case of the termination of said railroad, or the making of such crossing or intersection of another railroad, within the limits of any such aiding municipality, such bonds may be delivered when the said road-bed and railroad shall have been completed and ironed, as aforesaid, for the distance of six miles from such terminus or point of intersection.

SEC. 10. The provisions of this act are hereby extended so as to authorize any incorporated village to vote aid to the extent, in the manner, and subject to the conditions and provisions of this act in relation to cities. In case any township has not voted such aid, any village formed in whole or in part from such township may vote such aid, and when any such village has voted such aid, it shall not be liable for a further tax for that purpose by a vote of the township, and it shall be the duty of the President of any village to call a meeting or meetings of the electors of his village as provided in section number 2 of this act for cities and townships. The bonds contemplated in this act, if issued by a village, shall be executed by the President and Clerk and Recorder thereof, as the case may be, as provided for cities and townships in section number 4 of this act. *Provided*, That whenever a village has not voted aid to the full extent of the provisions of this act, a further aid by township or village may be granted to an amount equal to the difference between the aid already granted and the full amount permitted by the provisions of this act.

Alexandria and Nebraska City Railroad.

At the annual meeting of the stockholders of this company at Alexandria, Mo., on the 3d inst., the following gentlemen were elected directors for the ensuing year: J. T. Thomas, John Fallon, Philadelphia, Pa.; William S. Woods, Carlisle, Pa.; I. Bowen Hussey, New York; James Fitz Henry, Enoch Hinckly, Alexandria, Mo., George M. Ochiltree, Waterloo, Mo.; Peter W. Plantz, E. Pratt Buell, Warsaw, Ills.

At a subsequent meeting of the directors the following officers were elected: E. Pratt Buell, President, Chief Engineer and General Superintendent; G. M. Ochiltree, Vice President; P. H. Hitt, Treasurer; P. W. Plantz, Secretary.

☞ The Detroit, Adrian and St. Louis Railroad Company has been organized with the following named gentlemen as directors: D. M. Richardson, J. J. Bagley, A. Sheley, W. C. Duncan and W. H. Tefft, of Detroit, R. R. Beecher, Henry Hart, and Henry E. Angell, of Adrian, and James P. Cawley, of Morenci. The capital stock of the company is $650,000, of which $80,000 has been paid in. The road will be 80 miles long, running from Detroit through Adrian, to connect with a road which is to be built through Eel River Valley to Logansport.

☞ The city of Detroit, Michigan, has voted aid to the extent of $950,000, to be appropriated among four enterprises, to wit: The Detroit, Howell and Lansing road, $250,000; the Detroit and Bay City road, $250 000; the Detroit, Adrian and St. Louis road, $250,000, and the Detroit, Ann Arbor and Jonesville road, $200,000.

☞ The extension of the Indianapolis, Peru and Chicago Railroad from Peru to Plymouth, *via* Rochester has been completed. At Plymouth the new road connects with the Pittsburg, Ft. Wayne and Chicago Railway, and at Laporte with the Michigan Southern and Northern Indiana Railroad.

☞ Marblehead, Mass., has voted to appropriate $50,000 for the purchase of five hundred shares of the capital stock of the Marblehead and Lynn Railroad Company. It is expected that this assistance will secure the building of the road.

☞ The Georgia Railroad Convention, now in session at Augusta, has instructed the directors to extend the Athens Branch to Knoxville, so as to meet the Southern road from Cincinnati.

☞ The Memphis *Avalanche* says that the Cairo and Fulton Railroad has been sold out to Kenneth McRae, a wealthy English banker, for $600,000.

Specie Movement at New York in 1869.

Received from foreign ports:

In January	$221,278
February	1,882,755
March	1,771,668
April	4,818,287
	$8,693,988

Received from California:

In January	$1,810,536	
February	1,359,226	
March	842,920	
April	1,105,001	
		5,117,683
Total supply		$13,811,671

Exported to foreign ports:

In January	$3,214,380	
February	3,232,083	
March	2,389,968	
April	1,767,601	
		10,604,032
Gain since January 1st, 1869		$3,207,639

Journal of Railroad Law.

COMMON CARRIER OF GOODS—WHAT IS NOT EVIDENCE OF THE REGULAR COURSE OF BUSINESS.

The late action of Stephenson *vs.* United States Express Company (21 Wis., 405) was one for damages to a chest of carpenter's tools, &c., carried for plaintiff by defendant from Madison in said county, to the city of Chicago, Illinois.

The goods were sent on the 16th, and arrived at Chicago on the 17 of March, 1864; were not called for by plaintiff until the 23d of that month; and were injured by an accidental fire while in defendant's possession. The plaintiff was a stranger and transient person in Chicago, having no residence or place of business there, and his name was not in the city directory. The defendant proved that it was its custom, and that of all express companies in such cases, to have a notice of the arrival of the property, the charges for transportation, &c., deposited in the city post-office, at the close of the day on which the goods arrived. One Wickham testified that he was clerk in the Chicago office of defendant during all the month of March, 1864; that it was his business to make up such notices; and one Wygart took them to the post office; that he made out notices every evening to all strangers and transient persons to whose address goods had arrived during the day, which had not been called for; that he did not intend to omit any, and did not, as he believed; he also gave the form of the notice, which stated, among other things, that goods held after date would be at the owner's risk. On cross examination, he said that he had no personal knowledge or recollection that he wrote such a notice for plaintiff, of the arrival of his chest, prepaid the same, and caused it to be mailed; and that there was no memorandum or note in any book or paper in said office showing such notice to have been written or mailed, and it was not their custom to make any such memoranda. Wygatt testified in a similar manner in regard to the prepayment and deposit of such notice. Plaintiff testified that he never received any such letter. He was also permitted against defendant's objection, to testify that from the 17th to the 23d of said month of March, he inquired twice a day at the Chicago post office for any letters addressed to him, and was told that there were none. Plaintiff's testimony also tended to show that he was not aware that the goods had been sent to him by express until about the time he called for them. He testified also that he was not aware of any custom of the express company in regard to notifying consignees.

The jury were instructed that if the testimony established a general custom in Chicago for common carriers to notify strangers and transient persons by letter dropped into the post office, of the arrival of goods consigned to them, and if defendant delivered such a letter at the post office, it made no difference whether the plaintiff received it or not.

The opinion of the court was delivered by

DIXON, C. J.—If it be conceded, where the consignee has no known place of residence or business at the place of destination, and cannot, after reasonable diligence, be found, so that delivery of the goods may be made to him in person, that a common carrier may by law or by custom of the particular place, absolve himself from liability as such, and assume the character and responsibilities of a warehouseman, by depositing a notice in the post office addressed to the consignee, still we are of opinion that no sufficient evidence was given at the trial that the notice was made out and deposited in the post office as alleged in the answer of the defendant. This question is strictly analogous to that which has several times been presented to the courts, as to the sufficiency of evidence of the making and posting of notice of the dishonor of a bill of exchange or promissory note, so as to charge the drawer or indorser, and should, we think, be governed by the same rules. It is sufficient to refer to two or three of the cases cited by counsel for the plaintiff. In Hawks *vs.* Salter 4 Bing., 715 (15 E. C. L., 125) one of the clerks of the plaintiffs, who were the holders of a bill of exchange, stated that a letter from the plaintiffs which the witness had copied, giving the defendant notice of the dishonor of the bill, was sent by the post, but he had no recollection whether it was put in by himself or by another clerk. It was objected that there was not sufficient evidence that the letter had been put into the post, and so held by the court. In Hetherington *vs.* Kemp (4 Campb.,193,) the plaintiff proved that he wrote a letter addressed to the defendant, stating that a bill of exchange had been dishonored; that this letter was put down on a table, where, according to the usage of his counting house, letters for the post were always deposited; and that a porter carried them from thence to the post office. Lord Ellenborough said that this was insufficient; that some evidence ought to have been given that the letter was taken from the table in the counting house, and put into the post office. Had the porter been called, and stated that although he had no recollection of the letter in question, he he invariably carried to the post office all letters found upon the table, that might have done; but he could not hold this general evidence of the course of business in the plaintiff's counting house to be sufficient. Flack *vs.* Green, (3 Gill and Johns., 474,) is to the same effect. Proof by sundry witnesses, that it was the invariable and uniform practice of a counting house, to forward such notices immediately upon receipt of them, and that they had no doubt, from the course of their business that they had forwarded the particular notice in question, but that they had no recollection upon the subject, was held inadmissible.

In this case the evidence goes merely to the course of business in the defendant's office at Chicago. Wickham, a clerk in the money delivery department of the company, and whose business it also was to make out, every evening, notices of the arrivals of the goods during the day, consigned to persons who had no known place of business or abode in the city, and to address them to the consignees through the post office, testifies that he has no knowledge or recollection on the subject of the notice to the plaintiff, and that there is no note or memorandum in any book or paper in the office by which he can verify the fact that such a notice was made out. The proof in this respect falls short of that given in the cases above cited. In those the making of the notice was established by competent evidence, that the notice was made out. Had the witness made some entry or memorandum of the making of the notice, to the correctness of which he could have testified, then, although he had no recollection of the notice, that, together with the testimony of Wygart that he invariably carried and deposited all such notices in the post office, might have sufficed. As it is, the witnesses having no knowledge or recollection of the notice, and testifying only to their general course of business in the office, we must hold the evidence insufficient, and affirm the judgment.

By the Court.—Judgment affirmed

Steel Rails.

The following statement in reference to Steel Rails is attributed to Mr. Hinckley, President of the Philadelphia, Wilmington and Baltimore Railroad Company:

The first steel rail imported has already worn out sixteen iron rails, and we have not now any reason to suppose that the latter invoices are of an inferior quality. But there is great fear on my part that railroad companies will themselves tempt steel-makers to send a poor article by buying the cheapest—first cost only considered—as they did with the iron masters. It rests with railroad men to keep steel rails good by buying no poor ones.

We try steel with the chisel for hardness, with the trip hammer for toughness, and for strength with the 2,240 pound drop fifteen feet, and the rail resting on supporters three feet apart. Rigid inspection, make no holes, or, at all events, no punched holes, in the rails. Punching is bad enough for iron, but death to steel.

We, on Friday last, dropped our 2,240 pound "trip" twenty feet upon a steel rail resting on supporters three feet apart. The rail was merely bent. I have in my office a steel rail twisted cold, into a regular spiral of one entire turn to two feet in length, without crack or flaw.

Steel Rails.

Steel rails, it is reported, are to be laid on the entire length of the railroad from Paris to Marseilles. The change from iron to steel will require 137,000 tons of steel. From experiment made by the company, it has been calculated that in the vicinity of the stations iron rails will not last over eight or ten years. The steel rails, it is believed, will last thirty or forty years. The bridges are to be constructed of steel as soon as iron ores suited to the manufacture can be obtained in sufficient quantity.

☞ Twenty additional miles of the Macon and Brunswick (Ga.) Railroad have been completed, and the trains are now running over it daily.

Worcester (Md.) Railroad.

Messrs. Pratt and Kimball, contractors of the Vineland Railroad, Bridgeton, N. J., propose to visit us in a few weeks with a view to getting the contract. They are willing to take from $15,000 to $20,000 in stock, and as much more in bond; to furnish rolling stock, &c., and to take the contract for running the road for 20 or 30 years. The short railroad which these gentlemen have built in New Jersey, about the same length as the Worcester road, cost from two to three times as much as our road is estimated to cost, and was expected to be dead stock, but to the agreeable surprise of the stockholders, has proved a paying and valuable investment. If figures do not lie, such will be the result if promptly built.—*Snow Hill Messenger.*

Iron Rails.

In a recent English work on the tensile strength of iron and steel, it is announced as the result of an extended series of experiments, that for such iron as is usually employed for rails in France, Belgium and Wales the breaking strain, as tested by sudden blows or shocks, is considerably influenced by cold. Such iron exhibits, at 10 degrees Fahrenheit, only from one-third to one-fourth the strength which it possesses at 84 degrees. The conclusion is drawn from these experiments that the only practical way to prevent railway accidents during severe frosts and winter weather is to slacken speed, or to give the rolling stock more elasticity by the employment of India rubber springs.

Kent County Railroad.

Hon. George Vickers was elected President of the Kent County Railroad last week, and also a new Board of Directors. The Chestertown *News* says:

The road has made but little progress since the annual election one year ago, and the people of the county look to the present Board for active measures. We hope one of their first measures will be to complete some portion of the upper end of the line, and thereby reduce their operations to some practical value.

☞ The Secretary of the Treasury has decided that the tariff, as well as commercial usage, recognizes a distinction between wrought iron tubes and wrought iron flues, and that the former are liable on importation into the United States to a duty of 3½ cents per pound, and the latter of 2½ cents per pound, under existing laws.

☞ Mr. Wm. H. Ijams has been elected Secretary and Treasurer of the Baltimore and Ohio Railroad Company, vice Joshua I. Atkinson, deceased.

☞ E. Pratt Buell, Esq., of Warsaw, Ills., has been elected president, and Robert Black treasurer of the Warsaw and Eastern Air Line Railway.

☞ The Sun Prairie Railroad has been completed. This reduces the distance between Milwaukee and Madison 17 miles.

THE OFFICE OF
THE MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
IS PROVISIONALLY LOCATED AT
5t21 **23 BROAD STREET.**

WM. KUMBELS

Patent machine stretched Leather Belting, with all the necessary articles required. A satisfactory discount on all purchases both large and small. Address

PETER W. KUMBEL,
26 Ferry St., N. Y.

To Railroad Contractors.

OFFICE MAYSVILLE & LEXINGTON R. R. Co., N. D. }
MAYSVILLE, KY., MAY 11, 1869. }

ON and after Tuesday, June 1st 1869, this company will be ready to exhibit profiles and specifications for the construction of the Railroad from Maysville to Paris, at least as far as Carlisle, thirty three miles, and will receive bids by sealed proposals in such form and for such portions of the work as contractors may propose, either by the section or for the whole road, until Thursday, June 24th, 1869. Cross-ties and iron will be required for about half the road during the present season, and the whole to be completed as rapidly as practicable. The subscriptions of stock justify the assurance that the Company can promptly comply with their contracts.

J. BARBOUR, Vice Pres't.
THOMPSON PARKS, }
W. H. McGRANAGHAN, } Com.
THOS. J. GLENN, Chief Engineer. 3t21

Notice to Contractors.

PROPOSALS will be received at the office of the undersigned, in Steubenville, Ohio, until Saturday May 29, 1869, for the Grading, Bridging and Ballasting of 14 miles of the Chartiers Railway between Mansfield and Canonsburgh. Profile and statement of quantities can be seen, and detailed information will be given at the Engineer's office, in Steubenville, Ohio, after Saturday, 15th instant.

M. J. BECKER, Engineer.
STEUBENVILLE, May 10, 1869.

To Railway Contractors.

THE Graduation and Masonry of the FREDERICK AND PENNSYLVANIA LINE RAILWAY, embracing twenty-eight sections of more than one mile each, are advertised for contract, and PROPOSALS for the same will be received at the Company's office in the city of Frederick, Md., up to the 25TH DAY OF MAY, inclusive. Specifications, plans and profiles of the work will be ready for inspection at the office of the Company in Frederick, and at the office of the Western Maryland Railroad, in Baltimore, from the 15th day of May, where contractors will obtain all necessary information to enable them to examine the line. The Company reserves the right to reject all or a part of each bid.

4t18 JOHN LOATS, President.

Blue Ridge Railroad.

THE attention of Contractors is invited to the work of completing the Blue Ridge Railroad, in South Carolina, from Anderson, South Carolina, to Knoxville, Tennessee—a distance of one hundred and fifty-two miles to build.

The Executive Committee of the Board of Directors is prepared to enter into negotiations with responsible persons, who may desire to undertake the work.

Payments will be made in first mortgage (7) per cent. currency bonds of the company, secured by the guarantee of the State of South Carolina, for the punctual payment of both principal and interest. The mortgage covers unencumbered property of the company, which cost three and a quarter millions of dollars in gold, and embraces fifty miles of road complete and in running order.

Detailed Estimates, Plans, Profiles and Specifications, will be ready for inspection by JUNE 1, 1869. Meanwhile, approximate quantities and other information concerning the work may be obtained by application to Col. James P. Low, the Chief Engineer of the Company, or to the undersigned, at Columbia, South Carolina.

R. K. SCOTT,
5t18 Chairman of Executive Committee.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD }
COMPANY, NEW-YORK, April 28, 1869. }

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the tranraction of other business, will be held at the office of the Company, in the City of Chicago, on WEDENSDAY, the 26th day of May, proximo, at 3 o'clock P. M.

The transfer books of the Company will be closed at the close of business on the 15th proximo, and re-opened on the 1st day of June, following.

L. A. CATLIN, Secretary.

SCOTCH PIG IRON.

ALL THE APPROVED BRANDS OF
NO. 1 SCOTCH PIG IRON.
In Yard, on Dock and to Arrive,
In Lots to Suit Purchasers. Apply to
HENDERSON BROTHERS,
6 Bowling Green,
New York.

WOOD, LIGHT & CO.,

MANUFACTURERS OF
ENGINE LATHES,
From 15 to 100 in. Swing, and from 6 to 30 feet long.
PLANERS,
To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.
Warehouse: 107 Liberty Street, New York City.
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No. 43 EXCHANGE PLACE, N. Y.,
SOLE AGENT FOR
Joseph Armstrong & Co., Rotherham, England,
STEEL & IRON RAILS,
FROGS, SWITCHES, AXLES, CHAIRS, and all kinds of RAILROAD SUPPLIES,
Armstrong's Patent Forged Crucible Cast Steel Reversible Frog,
ONE SOLID FORGING.
Armstrong's Patent Cast Steel Frog—one Casting.
Armstroug's Patent Combined Cast Iron and Cast Steel Frog.
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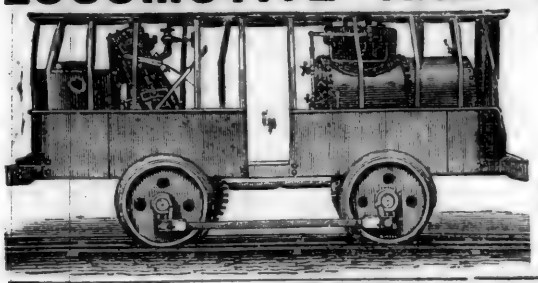
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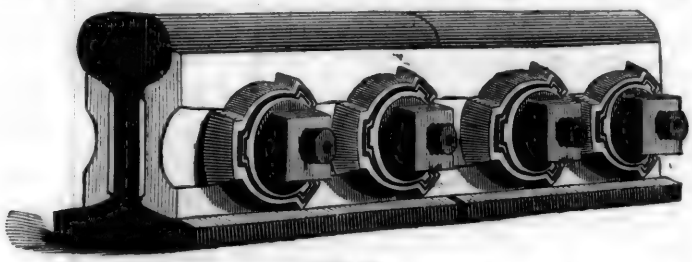
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VERREE & MITCHELL,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

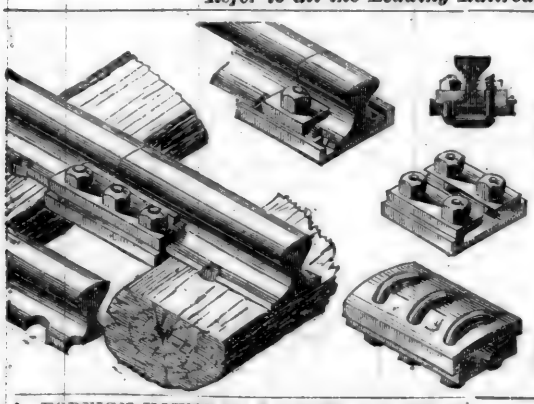
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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May 21, HENRY CHAUNCEY, CAPT. CONNER, connecting with COLORADO, CAPT. PARKER.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 22.] SATURDAY, MAY 29, 1869. [WHOLE No. 1,728, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, May 29, 1869.

Memphis and Little Rock Railroad.

We reported a short time ago that the energetic contractors who have undertaken to build the stonework of the railroad bridge over White river, at Devall's Bluff, were then purchasing flat boats to take stone and other material to that place. These boats with their contents are now on their way down the river as fast as steam can take them. The parties who have this work in hand have the confidence of every one who knows them, and when the iron reaches Devall's Bluff, the bridge will be ready for it. The bridge over the St. Francis river, we have great satisfaction in stating, is completed. The weather last month was unfavorable to operations in grading between Madison and Devall's Bluff; but now bright skies smile on us, a heavy force will be put to work, and the grading, which is light, will proceed with speed, and the iron will quickly follow, as the track is prepared for it. The finances of the company have assumed a more encouraging appearance and, from this time we have every reason to believe the affairs of this important road will go on satisfactorily.—*Memphis Avalanche.*

Maryland Central Railroad.

At a meeting of the citizens of Hartford County, Md., at Bel Air, on the 15th inst. a committee was appointed to confer with any and all parties who may desire to aid in the construction of an independent road between Baltimore and Philadelphia. On motion the following heading was placed upon the subscription papers:

We, the undersigned agree to subscribe for the shares of stock in the Maryland Central Railroad Company opposite our names, on the following terms and conditions, viz:

1st. These subscriptions not to be binding unless $500,000 worth of stock be *bona fide* taken or agreed to be taken before the first day of January next.

2d. That after the payment of the two dollars per share required by the charter to be paid at the time of subscription, those who subscribe under this agreement shall not be required to pay on the residue of their subscription a larger installment or at shorter times than ten per cent. of each share, at ninety days thereafter, and ten per at successive periods of ninety days interval, until the whole is paid; and thirty days' notice, by public advertisements by the President and Directors, to be given before the times for payment of each installment.

3d. That no expenses or liabilities of the company be incurred until after the above stock shall have been subscribed and an election of Directors held by the stockholders.

4th. That the whole road between the Susquehanna river and Baltimore city shall be put under contract at the same time, or an equal amount of money expended, *pari passu*, on each end, or as nearly so as is practicable.

Chicago, Danville and Vincennes Railroad.

Track laying was commenced upon this road on the 21st inst. and the contracts require it to be laid to Momence (about 29 miles from Dalton on the Columbus, Chicago and Indianapolis Railroad, and 50 miles from Chicago) by the first of August. The whole line is under contract, and the Company expect to complete the entire road this year.

☞ The work on the railroad between Woodbury and Swedesboro', in Gloucester county, N. J., is progressing so rapidly that, it is alleged, the road will be in running order by the Fouth of July next.

☞ A survey is soon to be made of the line of the proposed railroad between Wiscasset and Augusta, Maine.

Pacific Railroad Fares.

The fare has been fixed over this road, from New York to Sacramento, the total distance being 3,377 miles, at $190 35; from New York to Omaha the fare is $42; from Omaha to Promontory, the terminus of the Union Pacific Railroad, 1,086 miles, the fare at 7 cents per mile, is $76 02; from Promontory to Sacramento, being on the Central Pacific, a distance of 695 miles, the fare is $82 33. Just at this point comes in a nice question of pro rating on fares—why should the Central Pacific with only 695 miles charge as *its* proportion $82 33, while the Union Pacific over *its* line of 1,086 miles, charges but $76 02? We learn that this discrepancy is one of the principal points of disagreement between the two corporations, and that the Union Pacific claims that the Congressional ring has operated to favor the Central Pacific. If the fare is insisted upon at the present tariff, the bulk of travel will go by steamer. The New York parties are in favor of reducing the fare to less than $150, and with such a reduction and an equable arrangement between the two corporations travel will be turned overland.—*Boston Traveller.*

Philadelphia and Baltimore Central R. R.

The Baltimore County *Union*, referring to the action of the Baltimore City Council in giving the Baltimore and Potomac Railroad the right of way through the city, and the proposed aid to be given to the Western Maryland, approves of both measures, and says:

There is another road, however, in which our county people should take a greater interest than they do. The Philadelphia and Baltimore Central road is nearly completed to the Susquehanna line, and our Harford friends are moving vigorously to build it through their county to the timore County line. It will reach that the course of a year or two, and must address itself to our people the county line be the end of enjoy the benefits of this time that steps were t material aid to bu should also s to their cit duce w whi l

Rail. Erie R. by way New Jers pany.

Pittsburg and Connellsville Railroad.

The earnings of this road for the years ending October 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$174,680 32	$163,456 48
" freights	312,931 53	337,621 19
" mails	3,650 00	3,650 00
" miscellaneous	6,969 05	3,898 25
	$498,180 90	$508,625 92
Expenses, viz:		
Conducting transp.	$71,349 91	$80,113 16
Repairs of motive power	99,240 42	104,950 84
Maintenance of cars	28,975 23	26,363 75
Maintenance of road	107,653 64	100,275 01
General expenses	17,989 05	15,858 29
	$325,208 25	$327,560 55
Leaving net earnings	$172,972 65	$181,065 37

Compared with the previous year, the gross earnings of 1868, show an increase of $10,445 02, with an increase in expenses of $2,352 30—making the increase in net earnings, $8,092 72. The net earnings are 35.60 per cent.; in 1867 they were 34.73 per cent. The gross earnings are subdivided as follows:

	1867.	1868.
Main Division	$329,114 56	$350,784 17
Turtle Creek Division	130,670 82	128,909 48
Fayette Co. road	38,395 52	28,932 27
Total, as above	$498,180 90	$508,625 92

The net earnings have been appropriated approximately as follows:

Locomotive engines—balance	$23,975 52
Passenger, baggage, freight and repair cars	7,721 21
Coke and coal yards, etc.	7,204 27
New track east of Connellsville, etc.	3,262 61
Graduation—work at Sand Patch tunnel and filling trestles	14,693 27
Masonry	4,290 02
Machine shops and machinery	1,465 68
Coupons Turtle Creek div. bonds	17,997 35
Right of way and real estate	13,157 18
Engineering—surveys of Cross Line	236 10
U. S. taxes	10,868 42
Rent of Fayette County road	9,000 00
Bridge and road superstructure	3,668 37
New water stations, insurance, etc.	3,286 72
Amount in hands of Treasurer and agents, and other items of floating debt paid	55,043 70
Total	$181,065 37

The floating debt at the close of the last fiscal year, was $74,862 97, making proper deductions for assets and counter claims its real amount was estimated at $36,995 79. This year its amount is nominally the same, but omitting interest due city of Baltimore and upon stock, the company have available assets to pay the whole amount.

The company have 15 locomotives. The total number of miles run by passenger and freight trains, was 358,738, and by construction trains, 15,810, a total of 374,548. Number of passengers carried, 422,739. Average distance each passenger was carried, 10.6 miles; equivalent to 68,049 over the whole road, or 4,899,494 one mile. Number of passengers carried eastward, 253,494; do., westward, 169,245. Freight transportation was 398,502 tons of 2,000 lbs., 32,934 passing eastward, and 365,569 westward. The average distance was 31.6 miles, equal to 174,841 over the whole road, or 12,588,534 tons one mile. The work of the previous year was 339,804 miles run by trains, carrying 411,116 passengers an average distance of 11.6 miles, equivalent to 66,335 over the whole road, or 4,776,155 one mile; and 374,965 tons of freight, an average distance of 26.9 miles, equal to 140,005 tons over the whole road, or 10,080,344 tons one mile.

The transportation of coal and coke has increased about six per cent. Groceries shipped eastward from Pittsburg have exceeded 3¼ millions of pounds, an increase of about 30 per cent. over last year, and of nearly 100 per cent. over the year 1866. In rolled and hammered iron, directly connected with the trade of Pittsburg, the increase has been over 2,300,000 lbs. The increase in the transportation of pig metal has been still greater. In queensware and glassware the increase has been very large, in glass, sand, fire-clay, etc., the increase has reached nearly 10,000,000 lbs. The President in his report says:

The past year has witnessed the restoration of the franchises, the negotiation of a large proportion of the money necessary to complete the road, and the actual letting of the heaviest part of the unfinished work to substantial contractors. Seldom has a triumph been more complete.

In January of the present year the *quo warranto* case, so called, was tried in the Supreme Court of Pennsylvania. The suit was "in the nature of a writ filed by the Attorney General, calling upon the company—the defendants—to show by what warrant they claim to have and use the following franchises: To be a corporation by the name of the Pittsburg and Connellsville Railroad Company—to maintain and operate the road from Pittsburg to Connellsville—to extend the road beyond Connellsville to Smithfield, or any other point on the waters of the Youghiogheny, and within the limits of this Commonwealth; and to extend the road to any point they may select in Bedford and Somerset Counties, so as to form a connection with the Chambersburg and Allegheny Railroad, or any other railroad that may be constructed." Thus, the whole existence of the company was assailed, including the completed portion from Pittsburg to Connellsville, the right to extend to the State Line, and to connect with the Baltimore and Ohio road.

The parties assailing you under the wing of the Attorney General alleged:

1st. That the charter in Pennsylvania was forfeited by the act of procuring a charter from the State of Maryland.

2d. By using the Maryland charter to attack the constitutionality of a Pennsylvania statute.

Both these points were declared untenable.

3d. That the charter was forfeited by the intent and effort upon the part of the company to construct an extension for the purpose of connecting with the railroad of the Baltimore and Ohio Company.

The Court decided—"Upon the proper construction of the various Acts of Assembly, authorising these defendants to extend their road South and East of Connellsville, we are of opinion that they are licensed by the Legislature to form a connection with the Railroad of the Baltimore and Ohio Company." * * * * "We do not therefore doubt that the defendants were expressly licensed by the Legislature to connect with a railroad in Maryland at the State Line."

4th. The last position assailing the company was, that by the Act of Assembly passed August 19th, 1864, "all the rights, powers, franchises and privileges conferred, for and in respect to all that portion of the lines of railway southwardly and eastwardly from Connellsville were resumed, revoked, repealed, and put an end to." This was what was commonly called the "Repealing Act," and many points were urged upon the part of the Attorney General to sustain its constitutionality. The Court say—"We have given to all the points presented by the Commonwealth the most careful consideration, and on the whole are of opinion that they have not been sustained." "Judgment for the defendants." We have quoted liberally from the language of the decision of Judge Sharswood, wishing to preserve in this form the record of the points of attack, and the completeness of the victory.

The clear and wonderfully lucid argument of that learned judge is exhaustive, not only placing our franchises beyond all attack, but establishing broad and general principles for the guidance of corporations, and also of the legislative powers creating them. On the 30th day of the same month, the Legislature of this State, by an almost unanimous vote, *repealed* the iniquitous law of 1864, by an Act in the following words:

"Section First—Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, that the Act of Assembly of August 19th, 1864, entitled an Act relative to the Pittsburg and Connellsville Railroad Company, be and the same is hereby repealed, and the said company is required to commence the said road within six months, and to build and complete the same to the State Line within three years from the date hereof."

Thus terminated a most gigantic scheme of oppression. The boldness of its conception favored its accomplishment, and the disturbed state of the times gave pliant tools for the task. Grown bold by impunity, feeling secure in a position which seemed to protect from punishment, the authors of the original wrong contended fiercely in the Courts and in the Legislature for its perpetuation. Your charter—the subsequent laws explaining or extending its privileges—your Acts as a corporation—the management of your various boards of direction—all and each, down to the minutest point have been examined and assailed, but in each and all you have been triumphantly vindicated. The franchises now possess the rare merit of a complete adjudication. Your securities are, by this, greatly increased as to intrinsic value, and their negotiation much facilitated, a consequence certainly unforeseen by those who inflicted the injury.

Immediately upon this success the Board began preparation for resumption of the long delayed work of construction.

The City of Baltimore held a first mortgage upon the road for one million of dollars, and upon this, about seven hundred thousand dollars of interest had accrued and remained unpaid. It was resolved to ask of the city that this lien, with its accumulated interest, should be retired to the place of a second mortgage; and further, that no interest should be required to be paid until January, 1871, at which time it was hoped the work would be completed.

An ordinance embodying the above points was prepared and passed by the Council on the 18th day of March, 1868, but having been vetoed by the Mayor it was again passed by a nine-tenths vote, and was presented to, and accepted by, you at a called meeting on the 15th day of May, of the current year.

During the long canvass of this subject before the City Council of Baltimore, most efficient aid was rendered by members of the Board of the Baltimore and Ohio road, who had been deputed for this purpose by that Directory.

At the May meeting before alluded to, it was decided to execute a new first mortgage for four millions of dollars, and to issue bonds based thereon for that amount, bearing seven per cent. interest.

The ordinance of the City of Baltimore required that two millions of these bonds should be negotiated before the retirement of the city's lien could take place. The Baltimore and Ohio road at once subscribed for one million; Johns Hopkins, Esq., sixty thousand; President Garrett, thirty thousand; A. Schumacher, Esq., one of the principal promoters of the Bremen Line of steamers, twenty thousand; and many of the principal citizens of Baltimore and Pittsburg for large amounts. Hon. A. Stewart, of Uniontown, has taken twenty thousand.

In August we had thus obtained $1,550,000, when the Baltimore and Ohio road, to enable us to fulfill the conditions of the ordinance, and to

permit the work to be begun, made an additional subscription of $450,000. This does not more evince the interest of that company than the whole consistent course of its managers, and may well serve to silence the cavilings of all doubters, and fully re-assure our friends. The most common and frequent assertion of our enemies has been, that the Baltimore and Ohio road would *not* extend its aid. These subscriptions are the best practical refutation, and afford guaranty of payment of interest to those who may purchase bonds, as the business which that road can and would give in protection of its own investment will of itself be sufficient to provide the means. Probably no better evidence can be given of the value of your securities than the large investment by this company, marked perhaps more than any other to-day by skill and prudence in its financial management.

Your Board had deemed it advisable early in June to resume operations at Sand Patch Tunnel. On the 10th day of August a letting of all the more difficult work was advertised, and by diligent effort such competition was excited as has resulted in securing first class contractors upon most favorable terms, saving for the company, as compared with the prices in 1864, nearly $254,000.

The number of the new first mortgage bonds that have been delivered are 391, which, at 90 cents on the dollar,

Amount to	$351,900 00
And interest accrued from July 1, 1868, to the date of the delivery of the bonds	3,814 48
Total	$355,714 48

There has been expended for—

Engineering	$2,114 30	
Sand Patch Tunnel	2,925 61	
Stamps on new mortgage	3,809 52	
		8,849 43
Leaving		$346,865 05

which is placed in the hands of the Baltimore and Ohio road, and for which you are receiving six per cent.

Your bonds are rising rapidly in the estimation of capitalists, and are being sought as a safe and permanent investment for the money of Trust Estates, by Insurance Companies, and by all similar classes.

The net earnings of the completed portion of the road for the past year will reach nearly two-thirds of the interest upon the entire mortgage. This is from purely local trade. The connection with Baltimore and the development of the resources, as yet untouched, of a large part of Fayette and all of Somerset and Bedford Counties, entirely independent of through trade, if in the same proportion, will pay interest upon the entire debt and afford besides a remunerative dividend to the stockholders.

As before stated, all the heavy work upon the line between Connellsville and Cumberland has been put under contract, and arrangements have been already made for letting the remainder. The entire road will be finished before October, 1870.

It is difficult to avoid language of extravagance in depicting the results to flow from the completion of this great enterprise. Pittsburgh, its western terminus, is surely destined to become the greatest manufacturing City of the Continent. That which has served more than all else to retard its progress, has been the lack of competing Railways Eastward. A late computation of its population reaches 290,000. Here converge from the West, North and Northwest, many of the most important railway lines of the country. It is, to a considerable extent, the head and concentring point of all the river navigation of the West, besides receiving large tribute from the chain of great Northern Lakes. The growth of her manufactures is rapid almost beyond precedent. The Eastern terminus, Baltimore, has already obtained a position in the front rank of commercial cities, is indeed second only to New York, and daily advancing in power and wealth. Her magnificent natural harbor justly entitles the city to a precedence which the enterprise of her citizens, in establishing and supporting numerous lines of steamers, both to Europe and to every principal point upon this continent, will go far to maintain. With a population of over 300,000, steadily increasing, eager, active, and shrewdly engergetic, she looks anxiously for the completion of this work with confident belief in its immense value.

Your line connecting these two cities will be taxed to its utmost capacity. Its natural advantages have often been described.—For the first eighty-four miles from Pittsburgh, its maximum grade will be 26 4-10 feet to the mile, and even this for a very short distance—thence for four miles, it will be 52 8-10 feet to the mile—thence upon a level to within six miles of the summit of the Alleghenies, which is crossed with the grade last mentioned, 52 8-10 feet. Your Chief Engineer, Mr. Latrobe, whose large reputation and experience give great weight to his words, in the report published herewith, upon this point says: "It may then be confidently confirmed that no other road of *equal directness*, between Pittsburgh and the seaboard, can exhibit a capacity approaching that which the system of grades above described will confer upon the Pittsburgh and Connellsville road." From Cumberland eastward, the wise foresight of the Baltimore and Ohio Road has already provided a double track, and can supply every other facility requisite for any probable additional amount of business.

It is not yours to be compelled to await impatiently the slow process of the growth and development of the business to pass over your Road. Already, at both its termini, a large traffic eagerly awaits the completion of the work. At Pittsburgh it is even now beyond the capacity of the only completed eastern line, and more will naturally tend to that point so soon as facilities and competition are known to exist. A very large amount will be at once diverted from the Baltimore and Ohio Road at Cumberland. The local trade will also be of immense proportions; for one hundred and thirteen miles of its length, it traverses the best beds of bituminous coal at present known to commerce. Iron ore, fire clay, limestone, and marble, are practically exhaustless. The forests of white pine and the harder woods alone would afford a large and profitable business to the Company.

Thus traversing a country so rich in natural resources, so populous and already so largely developed, connecting two large and growing cities, conveying to the ocean the products of the interior, and the commerce of the Ohio and the Lakes, the last link in the chain of roads forming the shortest and best route from the Northwest to the Atlantic States—your Road may well be said to have already passed into importance truly national.

Condensed Balance Sheet.

Preliminary surveys	$8,965 47	
Graduation, masonry and bridging	1,000,763 60	
Railway tracks	661,063 98	
Right of way	128,277 29	
Real estate	262,729 60	
Telegraph	1,449 11	
Depot grounds and buildings	108,235 49	
Rolling stock	287,869 81	
Engineering department	125,239 47	
General expenses	282,433 65	
Profit and loss	594,561 74	
Interest account	642,138 58	
Securities on hand and hypothecated	3,667,204 18	
Wm. Larimer, Jr., (not including interest)	152,904 65	
Balt. and Ohio R. R. Co. (proceeds sale first mort. bonds	346,865 05	
Sundry accounts payable, including balance in hands of officers and agents	20,559 34	
	$8,291,261 01	
Capital stock		$1,794,563 05
Real estate bonds due 1869 & 1883.		100,000 00
Loan of City of Baltimore due 1886		1,000,000 00
First mortgage bonds P. & C. R. R. Co.		4,000,000 00
First mortgage construction bonds, Turtle Creek Division		400 000 00
Bills payable		36,722 60
Sundry accounts payable, including October pay rolls		37,054 82
Coupons 1st mort. bonds P. & C. R. R. Co		3,814 48
Transportation department		919,106 06
		$8,291,261 01

President.—Wm. Oden Hughart.

Directors.—Wm. Oden Hughart, G. L. B. Fetterman, John Fleming, Wm. Phillips, Wm. Baldwin, Pittsburg, Pa.; Cyrus Meyers, Somerset, Pa.; Joseph Pennock, Philadelphia; Benj. Deford Johns Hopkins, James Hodges, Hazeltine G. Vickery, Wm. H. Perkins, Baltimore, Md.

Sec. & Treasurer.—John H. Page, Jr.

Chief Engineer.—Benj. H. Latrobe.

Associate Engineer.—C. P. Manning.

Superintendent.—Wm. B. Stout.

Queen Anne's County Railroad.

The *Crumptonian* (Queen Anne's Co.) says the work of laying the track on the branch railroad from Townsend to Massey's is making satisfactory progress. About six miles have been laid, and as the force employed has been laying one-fourth of a mile per day, there is little doubt but the track to Massey's will be finished early in June. The laying of rails from Massey's downward by the Queen Anne Railroad contractor, will be commenced without delay, so that in a few weeks Sudlersville will be reached. This is probably as far as it will get in time to be available for carrying the peach crop to market this season. The Delaware Railroad Company offer to put on engines and cars, and thus open the finished portion of the line without unnecessary delay, charging sixteen per cent. on the value of the rolling stock used as rent, for which they will keep them in good order.

Arkansas Railroad Convention.

A railroad convention was held at Pine Bluff, Arkansas, on the 17th inst. The Little Rock *Gazette* says the line heretofore spoken of as the Little Rock, Pine Bluff and New Orleans Railroad received the hearty endorsement of the meeting, and the people all along the route expressed a willingness to contribute to its success. A branch of the Memphis and Little Rock road, from Devall's Bluff to Pine Bluff was also decided on, and it will be rapidly pushed forward on the completion of the Memphis road.

☞ A company has been organized in the Neosho Valley to construct a railroad from Emporia, Kansas to Holden, Missouri, which will put Southern Kansas in connection with St. Louis by a route 150 miles shorter than the railroad connection of the same region with Chicago. From Emporia, southwest, the contemplated road will pass through the Osage Indian lands to Albuquerque, New Mexico.

☞ It is confidently expected that the two iron Railroad Bridges over the Cape Fear River at Wilmington, N. C., will be completed and turned over by the contractors on the first of July next, after which time there will be no change of cars or baggage on the route.

Western Maryland Railroad.

The Joint Standing Committee on Ways and Means of the Baltimore City Council, to whom was referred the communication of the Mayor to the Council, inclosing the memorial of this company asking the aid of the city to enable it to complete its road to Williamsport, Maryland, have reported as follows:

That the committee, under the authority for this purpose given them by both Branches of the City Council of Baltimore, employed a competent person to examine into the present financial condition of the Western Maryland Railroad Company, and also employed Mr. Charles P. Manning, an engineer well know to the citizens of Baltimore from his connection with the construction of the existing Water Works of the city of Baltimore, and who is at present in charge of the construction of the Pittsburg and Connellsville Railroad, to inform the committee what sum of money is required to complete the Western Maryland Railroad to the town of Williamsport, in the State of Maryland (situate on the Chesapeake and Ohio Canal), and to equip the same.

The committee hereto annex as a part of this their report the statements made to them by Mr. Manning, the Engineer, and by Mr. H. P. Mowinkel; the statement of Mr. Manning showing the amount necessary to complete the said railroad to Williamsport and the statement of Mr. Mowinkel showing the present financial condition of the company.

The committee do not hesitate to affirm that in their judgment the report of Mr. Manning shows very conclusively that the Railroad can be completed to Williamsport and thoroughly equipped for an active transportation for one million of dollars.

It will be observed that the estimate of Mr. Manning is even less than that of Mr. Bollman, the President. Neither of these estimates seem to the committee to under estimate the cost of the completion of the road.

If the committee are correct in these conclusions, they are firmly convinced that the interests of the city, looking as well to what has been already invested by the city in this road as to the increase of the trade and commerce of the city, consequent upon the completion of this railroad, would be immensely subserved by the completion of this railroad.

The committee in company with his Honor the Mayor have, within the last ten days, passed over the whole line of the Railroad, and carefully inspected the road, as well that part actually finished and in operation as that part not yet completed and in operation. During this visit and inspection the committee were impressed with the accuracy of the report as made to the committee by Mr. Manning as to the condition of the railroad, and as to what remains to be done upon it; and they beg the attention of the members of the Council to this report.

The committee were moreover strongly impressed with the fertile and magnificent character of the country through which this railroad passes; the committee do not exaggerate when they say that it seems to us that every mile of country through which this railroad passes, from the point to which it is now finished to Williamsport, will prove tributary, either in agricultural products or in minerals, to the trade and commerce of Baltimore.

If the railroad is completed to Williamsport, the Council are aware that here the Chesapeake and Ohio Canal is tapped; and from this source a great and profitable addition to the coal trade of Baltimore must as a matter of course arise. With this coal trade, and the transportation of the agricultural and mineral products of Frederick and Washington counties, which now go elsewhere or over other roads, there can be little doubt that the Western Maryland Railroad will be a profitable and remunerative road, and add much to the commerce, trade and prosperity of Baltimore.

REPORT OF MR. MANNING.

The report of Mr. Manning, referred to in the report of the committee, says that the length of the road now remaining unfinished is thirty-five miles. Between Big Pipe Creek and Mechanicstown, a distance of eight miles, the road bed is finished and ready to receive the track, except for a distance of about 300 yards. For this distance the sum of $35,000 is required to build the road. Between Mechanicstown and the eastern slope of the South Mountain the road bed is finished for a mile and a-half, and considerable intervals of grading have been accomplished along the whole line to the summit of the mountain. This division embraces the largest amount of grading yet required to be done, and the Engineer's estimates have provided the large sum of $115,000 for its accomplishment, which will be sufficient. From the summit to Smithsburg the road descends the western slope of the mountain, and is prepared for the track to all points except section No. 26, where several thousand yards of excavation remain to be done, and on section No. 31, where a bridge of 150 feet span is required. For this section $48,000 will be required. From Smithsburg to Hagerstown the road bed is fully prepared for the track, except a small amount of grading on one section, and the usual amount of repairs of finished cuts and embankments, together with the construction of a bridge of 150 feet span, across the Antietam river. The Engineer makes provision of $13,000 to meet the cost of preparing this portion of the line for the reception of the track. Believing from the evidences of personal examination that the estimates of the amount of work yet to be done are approximately correct, and knowing from experience that the prices applied by the Engineer are the highest rates demanded for the various kinds of work, I unhesitatingly assume that the total cost of preparing the entire thirty-five miles of the unfinished road bed for the reception of the track between Big Pipe Creek and Hagerstown will not be likely to exceed the estimates of the Chief Engineer, which, as herein stated, amount to $211,000, and that the estimate of the President, which adds some $20,000 to this amount, should be sufficient for all probable contingencies. In regard to the cost of laying down and ballasting the road to Hagerstown, I am of the opinion that the President's estimate of $427,000 is sufficient, and I also think his estimates for the necessary equipment to open and operate the road for the first six or twelve months are ample. As to the length of time required for accomplishing the work, my opinion is that four months will do for the portions between Big Pipe Creek and Mechanicstown, and (coming eastward) between Hagerstown and section No. 26, and that six months of the most active operations must be allowed for the accomplishment of the grading between sections 15 and 25. In reference to the estimated cost of extending the road from Hagerstown westward to an intersection with the Chesapeake and Ohio Canal at Williamsport, I can only now express an opinion based upon a general knowledge of the features of the country to be traversed and the distance between the points named. I am of the opinion that $175,000 (the estimate of President Bollman) will accomplish the construction of that part of the road; indeed I do not think that it should cost that sum exclusive of the right of way question.

FINANCIAL CONDITION.

The following are the results exhibited in the different statements made by Mr. Mowinkel of the financial condition of the Company referred to above:

The stock debt of the Western Maryland Railroad Company prior to the extension of the road from Union Bridge to Hagerstown was $849,700, which has since been increased by mortgage bonds $1,200,000, and by 8,374 shares of stock issued upon city and county subscriptions, (less 660 shares forfeited for non-compliance of contract), making the new issue 7,714 shares for $385,710, and the total stock debt $2,435,410.

The following recapitulation of the statement shows how the bonds and city stocks have been disposed of, what amount has been realized therefrom, and the amount paid for discount, commission and interest: Second mortgage bonds, city endorsement, $300,000; received, $263,555-66; discount, &c., $36,444 34. Second mortgage bonds, Washington county endorsement, $300,000; received, $240,944 18; discount, &c., $54,555 82. Preferred bonds, $600,000; received, $365,378 34; discount, &c., $87,025. City 1867 stocks, $200,000; received $195,313 81; discount, &c., $4,686 19. Washington county bonds, $150,000; received, $131,923 82; discount, &c., $18,076 18. Total amount of receipts from bonds, &c., $1,197,115 81; total amount paid for discount, commission, &c., $200,787 53. Received from stock subscriptions in Baltimore, $38,420; from subscriptions in Frederick, Carroll and Washington counties, $24,390 67. Total amount received, $1,259,926 48.

The above total receipts, $1,259,956 48, have been expended as follows: Construction account, $958,198 11; engineering $43,857 36; right of way $43,236 98; equipments $71,600; machine shop $3,253 68; motive power $1,954 75; maintenance of way $2,584 07; coupon interest paid $93,019 43; sinking fund $30,000; interest $8,422 08; lawyers' fees, stamps, &c., $8,950 77; damages for killing Mr. Spurrier $1,266; Union Railroad subscription $2,500; due on sundry accounts $2,763 66; cash on hand, March 6th. $4,159 23—total $1,275,466 12; credit due to sundry open accounts $15,539 64—balance $1,259,926-48.

The total liabilities of the company are $2,632,527 42; total assets $333,492 89; liabilities over assets $2,299,034 53. The unpaid amount due by subscribers for the extension of the road is expected to realize from $50,000 to $60,000, which will go towards building the road.

New York City Central Underground Railway.

The following is a copy of the bill amending the charter of the New York City Central Underground Railway, as passed by the Legislature on the 11th inst., and signed by the Governor:

SECTION 1. Section four of the act entitled "An act to incorporate the New York City Central Underground Railway Company, and to authorize the said company to construct and operate a certain underground railway in the City of New York, passed April 17, 1868, is hereby amended so as to read as follows:

The tunnel and railway hereby authorized to be constructed and enjoyed by said Corporation shall follow as nearly as possible the line of the streets, avenues, courses, and places named, as follows: Commencing at a point on the easterly line of Broadway, in the City Hall Park, thence easterly and underground, passing in front of the old City Hall, and thence to Centre st.; thence under and across said Centre st. to City Hall place; thence through said City Hall place, by tunnel, or on a line east or west f City Hall place, by tunnel or open cut, to Pearl st.; thence in like manner across said Pearl st., north-easterly in a curved line to or near Mulberry st., at a point in said street between Bayard and Park sts.; thence northerly through said Mulberry st. by tunnel, or east or west thereof in the same general direction, by tunnel or open cut, to Bleecker st.; thence northerly under and across Bleecker st., in a straight line, as near as practicable, by tunnel or open cut to Lafayette place; thence northerly under said Lafayette place to Astor place; thence under and across said Astor place and Eighth st., to the northerly side of said Eighth st.; thence under and across the block between Eighth st. and Ninth st., and easterly of St. Ann's Church on said Eighth st., to Fourth ave.; thence northerly under the said Fourth ave., to Fourteenth st.; thence under and across said Fourteenth st. and said Fourth ave., to Union square; thence northerly, under said Union square, to Seventeenth st.; and thence under and across said Seventeenth st., and thence to Twen-

ty-third st., either through the blocks between Broadway and Fourth ave., as near as practicable, in a direct line by tunnel or open cut, or through to Madison ave., as it may hereafter be extended southerly; thence northerly under said Madison ave., as it would be if projected southerly; thence under Madison square and Madison ave. to Twenty-sixth st.; then northerly under and across said Twenty-sixth st. to Madison ave.; thence under said Madison ave. as now opened, or east of said avenue, in whole or in part by open cut or tunnel, to Eighty-sixth st.; thence under said Madison ave., as now declared by chapter 403 of the laws of the State of New York of 1867 to One hundred and Twentieth st., thence north-easterly, continuing the same line to Harlem River, thence easterly and westerly along said Harlem river, and connecting with the Harlem Bridge at the terminus of Third ave. And in case the lowness of the surface at any point of Ninety-ninth st. is such as to render the construction of a tunnel undesirable, said main line may be constructed and operated by an elevated railway on or near said Madison ave., from said Ninety-ninth st. to and along said Harlem river or near it. The said corporation may make, on the route aforesaid, the necessary connections, turn-outs, switches, and other conveniences for the proper working and accommodation of said railway; and returning from Centre st., may pass in the rear of the City Hall, and may make connections with any steam or horse railroads in such manner as may be deemed best by said corporation. The said company may also construct and use a branch from the said main line to the Central Park, and, with the approval of the Commissioners of the Central Park, into and under the said Park.

Sec. 2. Section 5 is hereby amended so as to read as follows: For the purpose of making, constructing, and operating the said tunnel and railway, said corporation is hereby authorized and empowered to enter upon and underneath the several streets, avenues, squares, public places, and lands hereinbefore specified, and into and upon the soil of the same, to construct and maintain said tunnel and railway along the route and to the points herein specified and contemplated; such tunnel and railway to be constructed in the most thorough manner, and upon the most approved plans for lighting, ventilating, and draining, and of sufficient dimensions and number of tracks for the purpose of said railway, and for the convenience of the public travel, and at such depth below the surface, and in such manner as effectually to prevent any interference with the surface of said streets, avenues, squares, or grounds, or the use of the same, with such exceptions as are provided for in this act; and except also that during the progress of construction it shall be lawful to make such excavations and openings in said streets, avenues, squares, and grounds under which said tunnel and railway shall be constructed, or over which said railway tracks shall be laid, as shall be necessary from time to time; and in all cases the surface and pavement of said streets, avenues, squares, and grounds over said tunnel and railway shall be restored to the condition in which they were before such excavations were made, as near as possible; and if practicable one-half the width of said street shall always be kept open for public travel; but where excavations for the full width of such street or avenue shall be made they shall not be oftener at any one time nor more than one in each quarter mile of said road, nor shall they be more than 250 feet in length in any one place; nor shall they be kept open longer than for a period of 60 days in any one place, except by the consent, in writing, of the Street Commissioner of the City of New York; and it shall be lawful for the said corporation to make, construct, and maintain openings for ventilation or light, extending from said tunnel to the outer edge of the sidewalks of the streets or avenues and to the surface of the squares in which said tunnel shall be constructed. And said openings shall not exceed two feet in width except in public squares and parks, when said openings may be four feet in width by eight in length at any one point; said openings for ventilation in said parks and squares shall be covered with an iron grating which shall not extend more than six inches above the surface of said squares or parks. It is hereby provided however that the said corporation shall be liable to the owner or lessee of any building or property along the route of said tunnel, for any damages which he or they shall sustain by reason of any direct injury caused thereto by the construction of such railway and tunnel.

Sec. 3. Section 11 is hereby amended so as to read as follows: The said corporation shall commence the construction of its tunnel and railway within two years from the passage of this act and shall have three years thereafter to complete the same to Forty second st., and five years thereafter to complete the same to and along the Harlem River, necessary and unavoidable delays from the pendency of legal proceedings against said corporation excepted, and no omission to construct any portion shall work a forfeiture of the franchise in respect to any section of said tunnel and railway which may have been commenced or completed.

Sec. 4. Section 12 is hereby amended so as ro read as follows: The said Company may if it so elects construct its road or tunnel on any line between the said Madison ave. and the said Fourth ave., north of Forty-sixth st. The Street Commissioners of the City of New York may, upon application of said Company, in the discretion of the Common Council of the City of New York, and pursuant to its direction, change the grade of any street or avenue, through, across, or under which said Company is authorized to construct its road, and conform the grades of intersecting streets thereto. The expenses of any such change of grade to be paid by said Company, or said company may do the work necessary to effect such change of grade at its own expense, but the same shall be done to the satisfaction of said Street Commissioner. But whenever the change of grade of any street caused by the construction of this road shall injure any property of private owners they shall be entitled to such damages, to be paid for by said Railroad Company, as shall be awarded by Commissioners appointed by the Supreme Court of the First Judicial District. And if the width of any street or avenue along the route of said railway shall be deemed by said Company inadequate for the construction of a railway sufficient to accommodate public travel, they are hereby authorized to acquire title to and hold such adjacent real estate as shall be necessary for that purpose, in the manner provided in this act.

Sec. 5. Any Railroad Company or Companies incorporated by the laws of this or any other State may subscribe to the capital stock of this said company in such amounts as they may respectively determine, but no such action shall be had by any such Railroad Company until the assent in writing thereto of at least a majority of the stockholders thereof has been obtained and filed in the office of such company.

Sec. 6. Nothing contained in this Act shall be held to authorize the said company to use locomotives or any description of steam carriages upon and along any street or avenue in the City of New York. The tunnel mentioned in this Act, hereby amended, may be a single or double tunnel, or sub-ways, as said corporation may determine.

Sec. 7. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed; and no powers, rights, privileges, or advantages should be deemed to have been forfeited, waived or lost by reason of the non-compliance heretofore by said Company with any of the provisions of the act hereby amended.

Sec. 8. Marshal O. Roberts, Origen Vandenbergh, and William A. Whitbeck are hereby added to the directors of the said corporation, and the whole number of directors is hereby increased accordingly to 16.

Sec. 9. This act shall take effect immediately.

The officers of the Road as now constituted, consist of the following gentlemen: President, the Hon. William B. Ogden; Vice-President, Andrew H. Greene; Directors, W. Butler Duncan, George Griswold, James Boorman Johnston, William E. Dodge, Lewis B. Brown, Clarence S. Brown, George W. McLean, Henry Smith, Augustus Schell, William D. Bishop, Marshall O. Roberts, Origen Vandenbergh, William A. Whitbeck; Treasurer, Charles J. Canda; Secretary, James M. Coggeshall.

The Lakes and the Seaboard.

The stockholders of the Sandusky, Mansfield and Newark railroad have voted on the question of confirming the lease of that road to the Central Ohio (the latter having already leased the former to the Baltimore and Ohio railroad.) The stockholders present represented seventy-five per cent. of the original stock of the Sandusky, Mansfield and Newark railroad, and the vote upon confirming the lease was *unanimous*. This event is one which will prove in due time, of considerable importance to Detroit. It gives the Baltimore and Ohio road what that corporation has so long desired, an outlet to the shores of the great lakes, and opens up another direct channel of communication between the lakes and the seaboard. The following is a table of the distances by this channel:

Detroit to Sandusky, miles	75
Sandusky to Newark	116
Newark to Belair	104
Belair to Baltimore	375
Total	670

Notwithstanding the fact that Baltimore is located a considerable distance south of New York, it will be seen that we are actually a trifle nearer to the former, the distance between Detroit and New York via the New York and Erie, being 673 miles. Freight has already been received here from Baltimore via Sandusky in four days, and arrangements are now in progress which will insure its transmission in still better time.

The Baltimore and Ohio Railroad Company is an enterprising corporation, and its management is marked by consummate ability. Having leased a new route, it is the most reasonable thing in the world to expect that the company will use their best influence towards providing it with business. The entire route from the lakes to the seaboard is through one of the most interesting sections of the United States. Probably no other railroad line taps a region of greater agricultural and mineral wealth. Coal is so plentiful along the line of the Baltimore and Ohio railroad as to render the expenses of fuel lighter than those of any other road in the United States.

The rates of freight from Detroit to Baltimore are no higher than to New York, and so far as concerns some specialities of merchandise, a marked increase in the traffic of the new route is quite probable. A few years since, holders of large stocks of coffee in the New York bonded warehouses caused them to be transferred to Baltimore in consequence of the rates of transportation being lower from that city to the great western centres of trade than from New York.—*Detroit Post.*

☞ The following gentlemen have been elected directors of the New York and Harlem Railroad Company for the ensuing year: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, W. C. Wetmore, A. B. Baylis, James H. Banker, John M. Tobin, John B. Dutcher, William A. Kissam, Oliver Charlick, Joseph Harker, Cornelius Vanderbilt, Jr. Cornelius Vanderbilt was re-elected President, William H. Vanderbilt, Vice President, Cornelius Vanderbilt, Jr., Treasurer, and Robert J. Niven, Secretary.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	-------	-------
Allegheny Valley ------ 50	2,000,000	-------	-------
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	-------	-------
Atlantic & Gt. Western ... 50	25,872,923	-------	-------
" " " pref. 50	1,919,000	-------	-------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,850,000	A. & O.	Apl. 69 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware 100	996,250	-------	-------
Berkshire*.....100	600,000	J.A J&O	Ap'.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,800	-------	-------
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,380,000	J. & J.	Jan.'69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & Newt'n..100	399,800	-------	-------
Buffalo, Bradford & Pitts.100	1,100,000	-------	-------
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	-------	-------
Camden & Burlington Co.100	331,000	-------	-------
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Jan.'69 3
Catawissa..... 50	1,150,000	-------	-------
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	-------	Jan.'69 4
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J.	Jan. '69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan.'69 2½
Central Ohio.....100	2,000,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	-------	Oct.'61 2½
Chemung*..... 100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	M. '69 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	-------	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	-------	-------
Chicago & N. Western....100	14,566,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	Annual.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	Annual.	Ap'l.'69 5s
Cincinnati City Passenger....	-------	J'n &J'ly	Jan.'68 2
" Street.....	-------	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	-------	-------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'69 4s
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn 100	500,000	-------	-------
Conn. & Passum'k. Rivers.100	139,000	-------	-------
Do do. pref 100	1,822,100	J. & J.	Jan.'69 3
Connecticut River..... 100	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	-------	-------
Dayton and Michigan*....100	2,392,361	-------	-------
Delaware*..... 50	594,200	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	-------	-------
Detroit & Milwaukee..... 100	1,047,350	-------	-------
" " pref.100	1,500,000	-------	-------
D. Dock, E. B'dw. & Bat..100	1,200,000	-------	-------
Dubuque and Sioux City..100	1,673,841	Annual.	J'ly '69 3½
Do. do. pref.100	1,987,351	J. & J.	J'ly '69 3½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '69 4
East Pennsylvania 50	654,600	-------	-------
East Tenn. and Georgia....100	2,389,730	-------	-------
East Tenn. and Virginia...100	657,800	-------	-------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,539,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	-------	-------
Evansville & Crawfordsv.100	1,143,445	-------	-------
Fitchburg..... 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 5
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,166,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	-------	-------	Mar.'69—
Green and Coates St.(Ph.) 50	160,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '69 3
Hannibal and St. Joseph.100	1,900,000	-------	-------
Do. do pref.100	5,253,830	-------	-------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000	-------	-------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... .100	1,500,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 335,000	-------	-------
Leeds and Farmington*.....	-------	-------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,168,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'68 4s
L. M. & C. and X. (Joint-..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	-------	-------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	-------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	-------	-------
Lowell and Lawrence 100	300 000	A. & O.	Apl. '69 3
Macon and Western..... ..100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	-------	-------
Maine Central..... 100	1,600,860	-------	-------
Manchester & Lawrence.100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	-------	-------
" " 1st pref. 50	6,686,136	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	-------	-------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central ..... .100	8,477,386	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	686,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	-------	-------
Mill Creek and Minehill*. 50	323 375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	2,956,081	-------	-------
" " " 1st pref 100	3,214,250	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul..... 100	5,406,885	J. & J	J'n'69 14s
" " " pref..... 100	8,050,892	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '69 4
Mobile and Ohio ..... .100	3,762,400	-------	-------
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	-------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... .100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	-------	-------
Naugatuck..... 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	-------	-------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey..... 100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	896,000	M. & S.	Sept'68 4
New York Central..... .100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600	-------	-------
New York and Harlem.... 50	8,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue..... 100	797,400	-------	-------
North Carolina..... 100	4,000,000	-------	-------
Northern Central 50	4,648,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.100	155,000	-------	May '67 4
Northern of N. Hampsh.,.100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	-------	Jan.'69 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	-------	-------
" " pref.100	3,500,000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	-------	-------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri..... .100	3614,515	-------	-------
Panama..... 100	7,000,000	J.A.J&O.	Apl. '69 6
Paterson and Ramapo..... 100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan'69 3½
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700	-------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Apl'69 5
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	B. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....	-------	-------	Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	-------	-------
Richmond and Peters g..100	847,100	-------	-------
Rich., Fred. and Potomac.100	1,041,800	-------	-------
Rockport 100	88,400	-------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred..... 100	-------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	-------	-------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	445,896	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,341	-------	-------
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh'a. 50	1,269,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	-------	-------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	-------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,810,275	-------	-------
South Shore 100	259,685	-------	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	-------	-------
Stockbridge & Pittsfield*100	448,700	-------	------- 3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	-------	-------
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922	-------	-------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.)..... 100	1,750,000	-------	-------
Thirteenth and Fif. (Ph.). 50	-------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	-------	-------
" " (E. D.) pref.100	1,700,000	-------	-------
" " (W. D. pref.100	1,300,000	-------	-------
Tol., Wabash and West....100	5,700,000	-------	-------
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston..... 100	607,111	-------	-------
Troy and Greenbush*..... .100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	-------	-------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*..... 100	2,500,000	J. & D.	Jun.'68 4
Vermont Central..... 100	5,000,000	-------	-------
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	-------	-------
Virginia Central 100	2,353,679	-------	-------
Virginia and Tennessee....100	8,497,791	-------	-------
Western Union 100	2,707,693	-------	-------
West Jersey 100	804,150	-------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon..... 100	1,463,776	-------	-------
Winchester and Potomac....	-------	J. & J.	Jan. '69 3
Warren..... 100	1,547,650	-------	------- 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	-------	-------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson....100	10 000,000	F. & A	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000	-------	-------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	-------	-------
Union..... 100	2,907,850	-------	-------
" preferred 50	-------	-------	-------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '69 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.....	-------	J. & J.	Jan.'69 4
Lackawanna Coal.....	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	-------	Dec'68 2½
Pennsylvania Coal 500	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... —	200,000	-------	Dec'68 2½
Short Mt. Coal..... 50	800,000	-------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	-------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr. '68 5
American Express ..... .500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	-------	-------
United States Express 100	6,000,000	FMA&N	M'y'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	-------	-------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,041	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,490	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,425	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	240,231	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	185,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,999	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	435,045	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,542	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,432,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,750	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,030
1869	681,656	558,783	711,559	595,355	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,066
1869	98,517	91,666	103,558	109,526	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,664	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,814	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	368,487	350,884	333,281	435,620	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,238	420,774	460,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,830	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	300,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,050	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,013	3,380,583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	616,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026	
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,010	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,396	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,606	1,935,753
1869	132,623	127,817	175,950	171,868	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,806	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,362
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,808,353
1868	278,712	265,793	263,259	292,285	260,520	293,344	283,833	484,206	450,203	429,898	323,274	320,756	3,945,894
1869	284,192	265,137	242,705	311,833	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,668	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,282	73,525	126,495	120,208	79,431	54,719	774,987
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, May 1, 1869.					
Loan of June 14, 1858 .....registered	20,000,000	5	Jan. & July.	1874	123
.. ..coupon		5	" "	1874	121½
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	133½
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,732,400	6	" "	1881	120½
and March 3, 1863 .....coupon		6	" "	1881	121⅛
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	116½
(5-20s).....coupon		6	" "	1882	121
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	116½
(5-20s).....coupon		6	" "	1884	115½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	116½
(5-20s).....coupon		6	" "	1884	115½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	116½
(5-20s).....coupon		6	" "	1885	117½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	118½
(5-20s).....coupon		6	" "	1886	118⅝
.. .. 3d series (5-20s)...registered	379,531,050	6	" "	1887	119½
(5-20s).....coupon		6	" "	1887	118½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	....
(5-20s).....coupon		6	" "	1888	119⅜
Loan of March 3, 1864, (10-40s)..registered	104,567,300	5	Mar. & Sept.	1904	108½
(10-40s) ....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	56,852,320	6	Jan. & July.	'95-'99	106½
Certificates of Mar. 2, 1867, and July 2, 1868...	53,240,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	147,900	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	252,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	.....	Due.	....
Treasury Notes (7-30s).....	36,700	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	3,097,000	6	.....	Due.	....
Temporary Loan of June 30, 1864	188,510	var	.....	Due.	....
U. S. Notes (greenbacks).....	391,414,168	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	67½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	101
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	132
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	96
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	82
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1870	100½
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'00	73½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	68½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	89
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	....
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	289,000	3	" "	1890	93
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	109
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	....
.. —	720,000	6	" "	'74-'75	120½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	109
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	89
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	101½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	103
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	102½
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
.. — .. Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	58½
.. — .. (new).....	3,059,045	6	" "	'92-'98	55
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,309	6	" "	1881	....
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	93
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	108½
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	....
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	....
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	....
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	65½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	....
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	....
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,600	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92½
Loan of 1850	579,500	6	" "	"	1880	90½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	90½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	61
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	83
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	89½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	91
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	87
Funded Coupons	755,000	7	May & Nov.	" "	1883	92
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	100
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	92
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1880	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1883	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,800	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	97½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,166,489	6	Jan. & July.	" "	1892	76
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	85½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	86
2d Mortgage	816,000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $300,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1860	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	94
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	94
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,0[illegible]	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	81
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	120
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	104
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	104
Huntington and Broad Top Mt.:						100
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						25
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						....
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						....
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						....
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						....
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						....
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	"	" "	1882	....
Joliet and Chicago:						....
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						....
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						....
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96¾
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	97½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	68¾
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	93½
2d Mortgage	2,693,000	7	" "	" "	1877	93¾
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	105
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	93¾
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	91
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	35
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	89
Chattel Mortgage	377,365	10	April & Oct.	"	1887	109
2d Mortgage	274,500	7	— & —	"	18—	88½
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	84½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	93½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	65

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101¾
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102⅜
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	74
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	92
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,282,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgge (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	86
2d Mortgage	4,000,000	7	" "	"	1901	89½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,000	6	April & Oct.	Philadelphia.	1870	96½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	90½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	52,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	70,875	...	— & —	— & —	.....	.....
2d Mortgage	52,000	...	— & —	— & —	.....	.....
3d Mortgage	665,000	...	— & —	— & —	.....	.....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R. & D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1893	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1893	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	[illegible]	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	86½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83¾
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	90
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1906	78½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494.000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238.000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	95
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	68
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160.000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197.777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673.798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500.967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99¼
Convertible Loan	1,201,850	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465.500	6	April & Oct.	Jersey City.	1876	86
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1.764.550	6*	March & Sept.	Philadelphia.	1872	80½
2d Mortgage	3.980.670	6	Jan. & July.	"	1882	67½
Improvement Loan	1,001,070	6	May & Nov.	"	1876	71½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1.000.000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250.000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Western Union Telegraph:						
1st Mortgage, convertible	4,857.000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad				Rolling Stock			Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
					Cars.				Property and Assets.				Liabilities.					Trains Moved.	Carried one mile.		Gross.	Net.		Par.	Market.
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.			Passengers.	Freight.					
	M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac	New York.	2,079,058	*	lands,&c.	—	4,185,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	to'83,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*	Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna †	New York.	5,839,598	547,857	.....	.....	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley	Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot	New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased | to Cheshir | e.)	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point	Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West.	N.Y. Penn.& O.	58,812,853	*	63,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf †	Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †	N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.	Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris	N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio †	Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	118½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch †	Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch	W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	526,832	.....	.....	535,435	.....	—	100	23½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.*	Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine	Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware	New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire	Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased | to Housat | onic.)	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	—	3	Bennington and Rutland	Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat | ed 5½ mon | ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning	New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany	Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	157½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg	Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal	N. H.	2,850,000	*	866,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie †	M.,R.L.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,776	—	100	23½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell	Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine	Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	.....	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	142½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence	Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester	Mass.	5,000,000	*	944,349	300,267	5,000,000	.....	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.	Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.	N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie	New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	68.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron	Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat | ed by Gra | nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie	New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	....	110.0	—	—	—	—	Buffalo and Washington	Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*	Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy	New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic	New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	144
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.	New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod	Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	60
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central	Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville	New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat | ed by Wes | t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville	Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa	Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna	New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased | to Dela., L | and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota	Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased | to Central | Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*	Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased | to Chic. a | nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia	Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey	New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	114½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio	Ohio.	8,100,000	*	.....	.....	5,800,000	2,500,000	66,631	.....	137.0	(Leased | to Balt. an | d Ohio.)	888,080	.....	—	100	31½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* †	California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah	S. Car. & Ga.	.....	.....	.....	.....	1,000,000	595,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina	N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,080	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung	New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington	S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire	New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased | to Phila. a | nd Read.)	.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton	Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,667	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	155
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy	Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,630	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	195½
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville	Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased | to Chic. a | nd N. W.)	.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n.	Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	90
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.	Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	125½
Jun. 30, 1867		Lease	ece	of 8	an.	&	Cin.		Cincinnati, Dayton and Eastern	Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton	Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana	Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee	Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased | to Kentuc | ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction	O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cl	n.and Laf.	54,000	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.	Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat | ed by Cin., | H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	1321	—	7.7	—	16	11	11	598	Cincinnati and Zanesville	Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....							
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	74						
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	—	—	8	100	....						
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn	3,882,090	986,337	.....	.....	3,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	107½						
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	97						
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,20€,114	2,492,215	932,497	14	100	96½						
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	26,670,000	—	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	43½						
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....						
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	77						
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....						
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87						
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	134						
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....						
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....						
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	—	—	—	100	....						
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....						
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110						
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	—	9,023	24.0	64,670	.....	.....	156,756	11,292	—	100	....						
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....						
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....						
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....						
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	—	—	6	100	....						
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	119						
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....						
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....						
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipisseogee....New Hamp.	825,199	—	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	—	—	—	100	....						
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	110						
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....						
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties....N. Y.	—	—	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	.....	.....	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....						
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	116½						
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Delawa	re.)	—	—	—	100	....						
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	—	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Readin	g.)	—	23,553	6	50	....						
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,831	259,992	—	50	....						
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,998	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....						
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....						
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	—	.....	.....	—	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....						
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Northe	rn Central	l.)	—	25,000	5	100	....						
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	l.)	—	165,000	5	60	60						
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	5,213,335	15,569 588	46,302,210	23,398,800	6,745,809	822,701	774.0	6,882,970	124,312,884	595,699,225	14,376,872	3,244,583	—	100	....						
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....						
Dec. 31, 1867	13.0	—	....	97 0	....	....	....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)	—	108.0	.....	.....	.....	161,136	30,812	—	100	....						
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,103	—	100	....						
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....						
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....						
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....						
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	595,332	19,820,919	14,268,518	1,101,444	354,744	9	100	133½						
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....						
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....						
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	50,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	174,751	.....	—	100	....						
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	26,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....						
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	—	—	—	11.5	.....	.....	.....	55,591	11,382	6	100	....						
Dec. 31, 1867	52.0	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....						
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80						
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	—	—	—	100	....						
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....						
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	8,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....						
July 31, 1867	220.0	95.5	....	—	94	123	20	1,388	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	19,668,030	8,801,221	1,208,680	857,157	356.0	2,104,377	.....	.....	3,346,073	1,609,549	7½	100	....						
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶...S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,560,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....						
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	209,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	117						
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased	to Penney	lvania.)	—	133,284	7	50	110						
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	968,949	359,606	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	210						
Jan. 31, 1867	122.4	—	12.0	—	20	26	16	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....						
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,896	50,902	2 000.000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....						
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	184,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....						
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....						
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	168						
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....						
Dec. 31, 1868	460.0	146.5	....	—	170	95	39	3,815	*Illinois Central*.....Illinois.	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	146						
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	¶	.....	.....	.....	—	50	32						
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....						
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....						
Jan. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....						
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	.....	37,144	17,165	—	50	....						
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....						
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,900,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....						
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o and Alt	on.)	—	152,927	7	100	95						
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)	—	—	8	100	....						
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	—	.....	.....	155,250	800,000	.....	—	—	13,792	.....	.....	75,263	82,186	—	100	....						
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1867	31.0	—	...	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.n.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. Jan. 1, '68)	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opened Jan. 1, 1868, & oper. by L. C & N.Co.			.....	.....	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	113½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	.....	(Operated by Louisv., Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operated in connection with Col. & Xenia.)			.....	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint). O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.0	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased to Phila. and Read.)			.....	4	50	89
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	47½
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
									Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,000	2,228,609	919,095	8	100	....
Sept. 30, 1868	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	50	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	236,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operated with Concord.)			.....	97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned and oper. by Conc.)			.....	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	.....	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	129½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind. O., M., I. & I	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747.219	1,710,007	—	100	107½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased to West Jersey.)			.....	59,329	36,482	12	100	....
Dec. 31, 1867	320.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361.523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	76
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased to Phila. and Reading.)			.....	8	50	110
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	91
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	.....	.....	.....	.....	.....	.....	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,055	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	.....	(Operated partly by N. Y. & N. H.)			.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	127
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382.944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,200	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	190½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,221	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	147
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	135
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased to New York Central.)			.....	'60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232.316	.....	1,798,600	622,350	.....	.....	81.0	120.138	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1868	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62.264	4,000,000	443,000	147,135	732,835	223.0	[350,960	.....	.....	[537,940	269.167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.																									
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,731	*	28,362	27,548	1,063,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,156,600	3,447,549	80,586	196,068	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	.....
Dec. 31, 1867	138.6	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875,000	1,310,066	788,406	330.0	2,212,358	25,849,805	13,812,913	4,151,252	897,857	8	50	96
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	113
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,944	*	.....	26,201	159,180	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	.....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,898	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,099,432	26,654,145	898,981	301,742	3	100	67½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,643	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	34
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,599,246	599,882	—	50	87
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	256,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	180
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,092	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,098	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,286	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,249,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	310
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)			.....	53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)			.....	26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular.....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania.....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,381,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,293,497	5,372,513	6	50	116½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	.....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	.....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)			.....	125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,798	36,000	1,323,200	69,526	172,463	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	62½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	136
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	4,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135	.....	.....	8,791,937	3,150,837	10	50	98
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,606,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,790	9	50	109½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,508,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., C., I. & I.	25,271,286	*	1,807,370	1,266,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	155
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,663	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	.....	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	114
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord..N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)			.....	24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	870,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	.....	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,709	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,196	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)			.....	.....	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	468,141	118,378	2,400,000	1,834,000	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	120
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland.....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	32
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	38
Dec. 31, 1868	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	.....
Dec. 31, 1867	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)			.....	.....	.....	.....	54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	—	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	.....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	130,550	100,000	.....	.....	—	(Leased to West Jersey.)			.....	16,533	6	100	.....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	.....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,200	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	.....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,596	*	.....	.....	1,269,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	.....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	.....	5	50	.....
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,966	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	.....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	.....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	.....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)			.....	.....	5	50	.....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	.....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	.....
Dec. 31, 1867	71.0	—	....	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)			.....	.....	—	100	.....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)			36,000	.....	—	100	.....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)			.....	.....	6	100	.....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,000	613,777	—	100	.....
Nov. 30, 1867	71.5	—	1.9	—	3	12	2	15	South Shore.....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,599	27,888	—	100	15½
Dec. 31, 1867	84.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	123.0	0.5	....	—	15	6	2	142	South Side (Petersb'g & Lynch'b'g) ¶. Va.	3,726,590	*	12,924	40,200	1,305,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	.....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota.....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.																	
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	—	—	2	4	2	27	Spartanburg and Union †.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	1,006,953	408,959	9	100	90
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	346,000	*	.....	.....	196,000	150,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	150.0	6.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	(Leased to Cinc., Dayton and	Eastern.)		—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	268,894	112,915	10	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	448,700	—	2,700	.....	448,700	—	—	.....	.....	.....	.....	.....	1,275,161	91,332	—	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	267,383	—	.....	.....	267,300	—	—	.....	13.2	(Leased to Housatonic.)				31,409	7	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.										(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.																100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	1,962,500	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western.O. I. & Ill.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,028	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	75
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield †.....Massachusetts.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)				19,208	7	100	46
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	2,086,640	.....	.....	.....	.....	650,000	.....	.....	.....	(Operated by Vt & Mass.,&	T. & B.)			32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy .)					—	—	....
Dec. 31, 1867	550.0	—	....	....	58	14	4	1,045	*Union Pacific*.....Nebraska, &c.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)					—	—	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	25,000,000	.....	.....	.....	5,000,000	17,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division). Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	150,375	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	2,500,000	—	.....	.....	2,500,000	—	—	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	3,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	8	100	99½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	1½	100	59
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central † .....Virginia.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	.....	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee † .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	554,511	107,648	—	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	172,577	—	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	10.3	(Operated by Erie.)			458,606	155,926	7	100	87½
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	—	684,036	962,600	133,966	.....	7.0	.....	.....	.....	51,630	20,596	8	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) † .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	—	....
Dec. 31, 1867	81.0	—	3.5	189.5	—	—	—	—	Western North Carolina...North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	.....	822,450	1,283,600	630,919	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	181.0	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	200,000	.....	.....	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	278,639	119,287	—	100	62
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia	600,000	*	.....	.....	.....	203,333	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	293,230	—	.....	.....	317,050	52,000	24,180	.....	.....	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
									CANALS, &c										(Leased to Northern Central.)							
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	4	50	95
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	123½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	71
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	282,654	46,450	—	50	40
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	186,275	109.2	.....	.....	.....	1,099,013	.....	6	50	18
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	26½
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.5	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalt in single tr'k.	Length. In progress or projected.	Equipment. Cars. Horses.	2-horse.	1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	P. c.		
						MASSACHUSETTS.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	—	39⅞
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	—	67½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	—	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	—	—
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	—	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	—	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	—	—
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,600	9,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	726,709	129,655	10	—	68½
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499 685	400,000	41,539	79,694	188,085	10,087	—	—	60
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	—	—
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	—	—
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	63,424	57,692	28,226	loss.	—	—	—
30 Nov.'67	7.10	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	—	—
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	6	—	—	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	—	—
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel rose.)	—	—	—	—
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	—	83
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	—	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '67	7.37	—	57	6	6	Albany	139,414	95,000	40,000	—	71,861	15,873	—	100	—
30 Sep. '67	22.00	—	—	83	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	55,548	—	100	—
30 Sep. '67	19.76	—	—	—	37	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8	100	—
30 Sep. '67	18.0	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	—
30 Sep. '67	5.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,350	80,000	85,172	27,253	3,994	—	100	—
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	—
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	2,587	129,267	14,852	—	100	—
30 Sep. '67	9.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,065	6,352	—	100	—
30 Sep. '67	21.0	—	—	57	22	Brooklyn Central & Jamaica	995,785	488,100	498,810	47,303	192,290	9,470	—	100	—
30 Sep. '67	3.15	—	—	—	—	Buffalo Street	184,857	50,000	50,000	109,800	76,683	21,455	—	100	—
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,656	4,786	9½	100	—
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	—
30 Sep. '67	14 82	—	—	—	—	Coney Island & Brooklyn	614,672	500.000	141,000	47,727	118,307	226	—	100	—
30 Sep. '67	22.49	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	—
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	—
30 Sep. '67	10.24	—	—	43	—	42d st., & Grand st. Ferry	1,041,204	748,000	280,000	—	300,969	94,714	5	100	—
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,429	13,793	9½	100	—
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	—
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,380	100,000	3,900	—	—	—	100	—
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'n & Ford'm	227,400	95,900	124,000	7,500	68,608	4,578	—	100	—
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1 520	—	100	—
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191 500	134,000	4,000	24,961	4,000	—	100	—
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	—
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	—
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,359	1,501	—	100	—
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,69	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	—
30 Sep. '67	5.83	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	—
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,039	25,000	25,000	—	13,075	5,046	20	100	—
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondago	31,000	31,000	—	—	6,596	1,176	5	100	—
30 Sep. '67	18.00	—	—	180	—	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,134945	222,222	12	100	150
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 233	12,445	2,140	—	100	—
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	195,500	1,200	75,179	14.797	—	100	—
30 Sep. '67	2.25	—	—	4	—	V. Brunt st & Erie Bas. (Bk'n)	87,000	75,000	12,000	1,634	17,395	2,26	—	100	—
30 Sep. '67	15.52	—	—	—	—	Westervliet (Albany)	294,388	240,00	134,000	2,700	104,223	14,721	9	100	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	—
31 Dec. '62	5.50	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	—
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	92,422	24,600	600	—	4,971	428	2	25	—
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	—
31 Oct. '67	16.37	—	272	49	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	36
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,552	26	50	30½
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	29
31 Oct. '67	4.84	—	197	38	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	39
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	—
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,715	880	49,980	loss.	—	50	—
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	—
31 Oct. '67	7.08	—	277	45	3	Philadelphia City (C. & W.)	436,911	255,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	80,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,885	23,343	3	50	26½
31 Oct. '67	3.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	—
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,862	21,550	11½	50	—
31 Oct. '67	3.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120 50	63,300	—	40,799	6,725	2	50	—
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	—
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	50
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	71
31 Oct. '67	8.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	16½
31 Oct. '67	25.00	—	528	70	13	Union (Philadelphia)	764,927	400,000	200,000	—	366,348	42,591	7½	50	43
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	61
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	—
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	—
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111 412	100,000	—	—	—	—	—	—	—
Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	99,337	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market price.
	$	pc.	Months.	Year.	p c
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brook yn and Rockaway					
1st Mortgage	25,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	10
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'n & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage gua anteed	75,000	6	A. & O.	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	83½
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb, Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,000	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	—
West Philadelphia:					
1st Mortgage	190,000	7	J. & J.	1866	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	71½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	72½
Chicago and Alton, pref.	2,425,400	7	10	161
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	103
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandalgua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	110½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	22
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	79¾
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Altop and T. H., pref.	2,040,000	7	7	72
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	66
Schuylkill Navigation, pref.	2,888,997	6	6	38
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	30
Mariposa Mining, pref.	5,774,400	7	7	50½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 — @ 45 —
Pig, American, No. 1 (good to best)		40 — @ — —
Pig, American, No. 2		38 — @ — —
Pig, American, Forge		36 — @ 37 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	Store Prices.	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		— — @ 92 50
Bar, English and American, Common		— — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅜@3-16 inch		97 50 @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9¼
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13½
Sheet, Single D. and T. Common		— 5¼@ — 6½
Rails, English	(gold). per ton.	— 55 @ 56 —
Rails, American		— — @ 75 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— 40 @ — —
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 23½@ — 24½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 34½		
Straits	(gold).	— 31½@ — 32		
English	(gold).	— — @ — 30		
Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal	per box.	8 37½@ 8 62½	12 — @ 12 50	
I. C. Coke		6 75 @ 7 50	9 25 @ 10 75	
Coke Terne		6 12½@ 6 25	8 75 @ 9 —	
Charcoal Terne		7 75 @ 8 12½	11 25 @ 11 75	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 15
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 21
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 30
Refined, Standard White (in ship'g order)		— — @ — 31
Refined, prime White (in shipping order)		— 32 @ — —
Refined, S. W. (in merchantable order)		— — @ — 31½
Naptha, Refined, (60 @ 63 gravity)		— — @ — 10
Residuum	per bbl.	6 37½@ 6 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9	per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15		8 25 @ 6 50
11 by 14 to 12 by 18		9 75 @ 7 —
14 by 16 to 16 by 24		10 50 @ 7 50
18 by 22 to 18 by 30		12 25 @ 8 —
20 by 30 to 24 by 30		15 — @ 9 —
24 by 31 to 24 by 36		16 50 @10 —
25 by 36 to 30 by 44		17 50 @12 50
30 by 46 to 32 by 48		20 — @13 50
32 by 50 to 32 by 56		22 — @14 50
Above		25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)	
6 by 8 to 8 by 10	per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15		9 — @ 6 75
11 by 14 to 12 by 18		10 — @ 7 50
13 by 18 to 16 by 24		11 — @ 8 —
18 by 22 to 18 by 30		13 50 @ 9 —
20 by 30 to 24 by 30		16 50 @10 —
24 by 32 to 24 by 36		18 — @12 —
25 by 36 to 26 by 40	(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48	(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56	(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60	(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	63	63½	....	64½	64½	65
Central of N. Jersey	118	118	117½	116½	116½	116
Chicago & Alton	159	159	158	159	159½	158
" pref.	160	....	....	161	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	92½	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	112	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	92	91¾	91¼	92½	93	90½
" pref.	104½	104½	104¼	105¾	106½	104
" 1st M.	....	....	95	....	95	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	100½	....	....	....	....	100¾
Chic., Rock Isl. & Pac.	127½	126¾	126½	127¼	127½	126½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98½	98½	98¼	....	98¾	99
Clev., Col., C. and Ind.	....	....	74¾	....	....	74½
Clev. and Pittsburg	94½	94	93¾	96¾	99¾	97¼
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	76	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	100½
Col., Chi., & Ind. C.	43½	42½	42¾	44¼	44½	44¼
" 1 M.	89	85½	....	85¾	85¾	85¼
" 2 M.	81	81	80	81	....	....
Cumberland Coal pref.	....	....	30	....	....	33
Del. & Hudson Canal	134	....	133	133½	....	133½
Del., Lack. & Western	....	....	117½	119	....	119
" 1 M. 7s	95½	....	....	....	....	....
" 2 M. 7s	....	....	93¼	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	93	....	92½	....	....	....
" 3 M. 7s, 1883	....	....	....	....	90	90
" 4 M. 7s, 1880	79½	....	80	79½	....	80
" 5 M. 7s, 1888	....	....	....	78½	....	....
Great Western 2d mort.	80	....	....	....	....	79½
Hannibal & St. Joseph	119	119	....	117	118	118
" pref.	117	117	....	116½	116½	117
Hudson River	158	162	163½	163½	162	159½
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	148	147	....	147	146	....
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	106¾	106¾	106½	106¾	109½	108¾
" Div. bonds	89½	89½	90	90	90	90
Marietta & Cin. 1st pref.	....	23	....	22	....	....
" 2d pref.	....	....	....	....	....	9
Michigan Central	130	....	129½	....	....	....
" S. F. 8s, 1882	....	....	....	121	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	107½	106¾	106¾	107	109¾	109
" 1 M. S. F.	99½	99½	99¼	....	....	....
" 2 M.	93	....	....	....	94	93¾
Mariposa Mining Co.	....	....	....	....	24½	24¾
" pref.	49	49	49	50¾	51½	51½
" Tr. 10s ctfs.	81½	....	....	....	82¼	....
Milw. and St. Paul	77½	77	76½	76½	77¾	77
" pref.	87	86¾	86¼	86¾	87¾	86¾
" 1st mort.	....	....	....	93½	....	93
" 2d mort.	....	....	....	....	....	....
" 8s	105	....	....	....	....	....
" 7 3-10s con.	....	94	94	....	94	....
Missouri 6s	89	89	89	89	89	89½
" H. & St. J. iss.	91	92	....	92	....	....
Morris and Essex	91	90½	90¼	90¼	90¾	91
" 1st mort.	100	100	100	....	....	100
" 2d mort.	....	....	....	94½	....	....
New York Central	188½	191½	192	193¾	193¾	191¾
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	148½	150½	151½	151½	150½	147
" pref.	....	....	....	150	....	....
" 1 M. 7s, 1873	....	....	....	....	99½	....
N. Carolina 6s	59½	59	....	59	59	59
" new	54½	54½	54¼	55	55	55
Ohio and Miss.	36½	35½	35½	35½	36	35
" pref.	....	79½	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	95½	93½	92½	83½	84	81½
Panama	319½	317	....	....	....	310
Phila. and Reading	98½	97½	97½	99½	101½	99½
Pitts., Ft. W. & Chicago	154	155½	157	157	150	157½
" 1 M.	....	105½	105½	....	....	....
" 2 M.	....	99½	....	....	....	....
" 3 M.	95	....	95½	....	97	97
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	19½	19½	....	20	20	19½
St. L., Alton & T. H.	40	40	....	....	39½	....
" pref.	....	....	....	71	....	64½
" 1 M.	94	....	....	....	....	....
" 2 M. pref.	....	....	84½	....	84	84
" Income bds	75½	....	....	....	....	....
Tennessee 6s	....	....	68½	69	68½	68½
" new	65½	65½	66	66½	66½	65½
Tol., Wab. & Western	75½	76½	....	77	78½	77½
" pref.	....	....	....	....	82½	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	83	83½	....	83¾
" Equipment	....	....	....	....	76	....
Virginia 6s, ex-coupon	57½	57½	....	59	58½	58
" new	62	....	....	62	62	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..110	109⅝	109½	109⅝	109½	109	
U. S. 5s, 10-40s, reg....108½	....	....	108½	....	108½	
U. S. 6s, 1881, reg	....	122½	122½	....	....	
U. S. 6s, 1881, coup...123½	122½	122½	121½	....	....	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.117	117⅛	....	116⅛	116⅛	....	
U. S. 6s, 5-20s, c. 1862.123⅛	123⅛	123½	122⅛	122⅛	....	
U. S. 6s, 5-20s, reg. '64	117⅛	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.117½	117½	117⅛	117	116⅛	115⅞	
U. S. 6s, 5-20s, reg. '65	119½	....	....	116⅛	....	
U. S. 6s, 5-20s, c. 1865.119½	119½	119½	118⅞	118½	118½	
U. S. 6s, 5-20s, r. n. '65.120	119½	....	119½	118⅝	....	
U. S. 6s, 5-20s, c. n. '65.120	120	120½	119½	119⅝	118⅝	
U. S. 6s, 5-20s, reg. '67	119⅞	....	....	....	....	
U. S. 6s, 5-20s, c. 1867.120½	120½	120½	119½	119½	118⅝	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68 ..120½	120	120½	120	119⅝	....	
U. S. 6s, Pac.R.R.issue107⅛	107⅛	....	107⅛	106⅝	106⅛	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa	....	....	....	....	13	14
.. preferred	34	35	....	....	35½	35½
Camden and Amboy...128½	128	129	....	....	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	90	....
.. 6s, 1883	....	....	....	88½	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89 92½	92½	93	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	41½	....	....	....	....	....
.. 7s	91	....	....	....	....	....
Lehigh Navigation	34½	35½	35½	35½	35½	35½
.. 6s, 1884	83½	....	....	83½	....	84½
.. Gold L	97½	97½	97⅝	98	99½	99⅝
.. R. R. L	86½	....	87	87⅛	88	88
Lehigh Valley R. R	57	57½	57½	57	57	....
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	97½	....	....	....	....	97½
Little Schuylkill R.R	43⅝	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	54½	....	55	55⅛	55	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	66
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	35½	....	35⅛	....	....	36
.. 6s, 1880	90	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1897	....	....	....	....	....	109
Northern Central	48½	48	48	48	....	....
Pennsylvania R. R	57⅝	58½	57⅝	58	58⅛	58½
.. 1st M	....	....	....	....	....	102
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	104½	104⅝	104½	....	....	104½
.. 6s, 2d series	....	....	107	107	....	....
.. 6s, 3d series	....	....	....	....	108⅛	108⅛
.. 6s, W. L...102½	....	....	102½	....	....	....
Philadelphia City, 6s	97⅛	....	....	....	98	98
.. new	101½	101⅞	101⅞	101⅞	102½	102
Philad., Germ. & Nor	....	67½	....	68	....	....
Phila. & Reading	48½	49½	49	48⅞	49½	50½
.. 7s, 1893	....	....	....	106	....	31½
Philadelphia and Erie	30½	31	30⅝	30⅝	....	31½
.. 6s	....	....	88	88	....	....
.. 7s	90	90½	....	90	89½	90
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	17½	18½
.. 6s, 1882	....	....	....	....	66½	67
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	80½	....	....	....
Susq. Canal	....	....	....	....	13½	....
.. 6s, 1878	....	....	....	....	....	56½
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	10	....	....
Hestonville, (Horse).. 12½	12⅝	13	....	12⅝	13	
Chestnut & Wal. ..	....	....	....	46½	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	50	....	....	....	....	....
Spruce and Pine ..	....	27	....	....	....	....
13th and 15th sts. ..	....	....	....	....	18½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 25.

	W.19.	Th.20.	F. 21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875. 92½	92½	92½	92½	92½	92½	
.. 1886	93	93	....	93	....	
.. 1890	93½	93½	93½	....	93½	
.. 1893	....	....	....	....	....	94
Balt and Ohio...118	....	118	....	118½	....	
.. bonds, 1875	....	....	....	....	92½	
.. .. 1880	....	....	....	....	....	
.. .. 1885	....	....	90½	91	....	
Marietta & Cin. 1st M	87½	....	....	....	87½	
.. 2d M	68½	....	....	69½	69½	
Northern Central	48	....	48	....	48	
.. bonds, 1885	....	....	....	....	86½	
.. .. 1900	....	....	....	....	....	
N. W. Va. 1st mort	....	....	....	....	....	
.. 2d mort	....	....	....	....	....	
.. 3d mort	....	....	....	....	....	
City Passenger R. R	19	....	18½	19½	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending May 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	154	154½	155½	....	....	157⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	141½	....	141	141½	....	142½
Boston and Providence	....	....	134½	....	....	134½
Boston, Hartford & Erie	23½	23½	23	23	23	23⅛
.. 7s, new	61	61	....	....	....	....
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	134½	134	....	....
Eastern	....	....	....	....	....	....
Fitchburg	133	133½	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	127½	....	....	....	....	129½
Northern, N. H	....	113	112½	....	....	113
Ogdens. & Lake Champ	67⅞	....	....	....	67½	....
.. pref.	105	....	....	....	106	....
Old Colony & Newport	99	100	100	100	100	
Ph., Wil. & Baltimore	....	55	55	....	54⅞	
Portl'd, Saco & Porta	....	....	....	....	110	
Vermont & Canada	103½	103½	....	99½x	99½	
Vermont & Mass	....	....	....	....	59	
Vt.C. & Vt. & C. Eq. 8s.101½	....	101½	....	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge	99½	....	....	....	....	
Metropolitan	....	68	68½	....	68½	
Middlesex	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls	9	....	....	....	....	
Franklin	19½	19	....	....	....	
Huron	....	....	....	....	....	
Isle Royale	....	....	....	....	....	
National	....	....	....	....	....	
Minnesota	....	....	....	....	....	
Pewabic	....	....	....	....	11	
Pittsburg	....	....	....	....	....	
Quincy	29	....	....	....	30	

London Stock Exchange.

	Closing Prices, May 7.	Closing Prices, April 30.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	— — —	— — —
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	23½— 24½	23½— 24½
Detroit and Milwaukee 1st mort. 7s	62 — 64	62 — 64
Do. 2d mort. 8 p. c	62 — 65	62 — 65
Erie shares 100 dol. all paid	18 — 19	20½— 20⅝
Do. sterlg. 6 p. c. convertible bonds	67 — 70	68 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	96 — 97	98 — 99
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	93 — 95
Do. General mort. 6 p. c. 1910	87 — 88	87 — 88
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, May 29, 1869.

Stock Exchange and Money Market.

There has been a very ample offering of Money all the week to the leading borrowers, who have not been in as urgent need of aid, as the speculative dealings in Gold, Funds, and Stocks have been, as a rule, on a less extensive scale, particularly in Gold and Funds. The mercantile inquiry has been fairly active, but has been more promptly responded to and at rates more favorable to the borrowing interest. Call loans have been quoted at from 5@7, generally at 6@7; discounts, at 7@10, chiefly at 7@8 per cent. per annum, on prime names. The city banks have made a further addition of nearly 1⅜ millions to their legal tender reserve, and added a little to their deposit and specie averages. They have increased their loans about three-fourths of a million, and reduced their circulation some $50,000. They now hold over 57¾ millions of legal tender notes, against less than 48½ millions on the 3d of April. Their specie reserve is now 15½ millions, against less than 7⅞ millions on the 17th of April. Their deposits are up to 199½ millions, against 171½ millions seven weeks ago. They have enlarged their loan and discount average from 255½ millions on April 17th, to 270¼ millions on May 22d. Their circulation now stands at $33,927,386, against $34,816,916 on the 3d of April. The U. S. Sub Treasury has added over a million to its cash balances, and is yet gaining in this line. Washington advices state that the Treasury Department held on Monday a coin reserve of 114 millions including 23 millions to the credit of private depositors.

The specie reserve of the city banks according to the latest return is $15,429,404, against $20,476,947 same time last year. The city bank deposits are now $199,414,869, against $202,507,550 week ending May 23, 1868. The legal tender reserve amounts to $57,838,298, against $62,233,002 same time last year. The circulation now stands at $33,927,386, against $34,183,038 same time last year. The loans are now $270,275,952, against $267,381,279 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $131,457,975 a day, against a daily average of $143,453,480 the preceding week, and $150,195,763 the week ending with May 5, 1869. The current week's exchanges average about $135,672,000 a day. The city banks, last week, reported a gain of $54,635 of specie, $22,420 of deposits, and of $1,336,942 of legal tender notes. They increased their loans, $777,055; and reduced their circulation, $50,408.

The city bank exchanges on Wednesday were $128,705,448 and the resulting balances, $3,671,105.

National Bank notes to the amount of $215,070 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $315,023,131, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $15,157,376, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,865,755. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,807,800; and for the public deposits, $29,390,350—making a total of $372,198,150. The Treasury Department last week redeemed and destroyed $278,700 of worn and mutilated fractional currency, and issued $431,860 of new. The outstanding amount of fractional currency on the 1st of May, was $35,330,323, against $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January. Washington advices state that the "reason for reducing the number of depositories of the public monies is, there are too many of them; about four hundred banks have been acting in that capacity. Only $13,000 are now on deposit in the banks of the cities of New York and Brooklyn combined, while yesterday securities to the amount $2,000,000 were in the hands of the Treasurer of the United States. The Bank of Commerce, however, has just withdrawn $500,000 of such securities."

The U. S. Sub-Treasury receipts, week ending with May 22, were $7,342,817, including $1,846,036 from customs duties; payments, $6,280,835, including $1,436,353 of coin interest; balance at the close of the week, $85,624,565, against $84,562,582 at the close of the preceding week,

showing an increase of $683,000. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $2,167,231, including $321,454 from customs; payments, $3,078,893, including $195,193 of coin interest. On Tuesday, receipts, $2,842,665, including $319,393 from customs and payments $1,649,503, including $107,613 of coin interest. The balance at the close of business on Tuesday stood at $85,897,063, against $84,886,237 a week previous; and $83,583,788 on May 12, 1869. The aggregate receipts of the office in April were $32,771,148, including $10,936,268 from customs, aggregate payments, $36,711,819, including $4,655,460 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $683,000, and retired $1,751,036 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during April, reached $1,625,580.

Government revenues have been unusually prolific in the line of excises, since our last, and have been up to a moderate average, in the yield of customs. The excises, last week, yielded about seven millions; customs at the port of New York, $1,846,036 and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $10,485,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 140 millions, according to the latest Washington advices.

The Gold market has been less active, the speculative demand having been on a less confident basis, while the customs inquiry has been quite moderate, and the export drain, insignificant. The increase of a million in the weekly offerings of Government Gold has tended to depress the price, and check the call from operators for a rise. At the Sub Treasury, on Monday, the bids for the government gold reached an aggregate of $2,050,000, at from 141.90@142.32. The award of a million was made at from 142.01@142.32. Government held control of a coin reserve in the Treasury vaults on that day of some 114 millions, including about 23 millions to the credit of private depositors. The range of the price in the open market here through the week has been from 139¼ to 144¾, and the latest quotation on Wednesday was 139¾.

On Wednesday, the U. S. Sub-Treasury disbursed $184,864 of coin interest.

The following shows the average business at the Gold Exchange Bank, during the past week, average amount of loans and discounts, $1,492,412; average amount of specie, $758,373; average amount of deposits, $1,445,531.

The customs demand for Gold last week, averaged $307,673 a day; thus far, this week, it has averaged $320,423 a day, or equal to a weekly aggregate of $1,922,538. The arrivals of pecie from Europe, Havana and other foreign ports, during the week were $34,283, and since Jan. 1, $8,644,624, against $3,064,855 same time in 1868. The receipts from California, since our last, have been $590,868. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $113,298,867, against $103,111,621 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to May 8th, 1869, $2,604,267, against $2,877,866 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $18,971,567, against $32,014,844 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $13,043,277. The exports of specie, from this port, last week, were $232,258, against $3,947,637 same week last year; total, since July 1, 1868, $34,130,930, against $61,264,243 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,436,353; since July 1, 1868, $83,662,575, against $70,054,261 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to May 8, 1869, were $14,594,386, against $13,742,698 same time in 1868.

There has been an enlarged offering of bond and produce bills of foreign exchange, which has operated against the interests of drawers and rates have yielded a fraction, closing heavily, on a less confident demand. Bankers' prime sixty day bills on London closed on Wednesday at 108⅞@108¼, and on Paris to 5.25@5.16¼; sight bills on London to 109¾@110⅛, and on Paris to 5.16¼c.@5.13¾. The offering of produce bills has been liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,853,146, against $3,657,521 same week last year; total, since July 1, 1868, $150,649,906, against $165,096,474 same time in preceding fiscal year of 1867–'68.

Government securities have been less sought after by local purchasers, as well, as by foreign and home investment buyers, and having been rather more freely offered, have declined slightly. The principal holders, however, have not been eager to sell at the going rates, as they have been anticipating an early rally. The aggregate proposals to sell Five-twenties to the sub-treasury, on Wednesday were $3,356,000. The whole million taken was from Messrs. Jay Cooke & Co., including $635,000 registered 1862's at from 115.31 to 115.37; $40,000 registered at 1864's 115.38; $100,000 registered 1865's at 115.39; and $225,000 coupon 1866's at 115.46.

U. S. sixes of 1881 closed here on Wednesday at 120¾@121; U. S. Five-twenties of 1862, ex-coupon, 121⅛@121¼; U.S. Five twenties of 1864 at 115¾@115⅞; U. S. Five-twenties of 1865 at 117⅜@117⅝; U. S. Five-twenties of 1865, consolidated, 118⅝@118¾; U. S. Five-twenties of 1867, 118¾@118⅞; U. S. Five-twenties of 1868, 118⅜@118⅞; U. S. Ten-forties at 108½@108¾; U. S. Six per cent. currency bonds, 106⅛@106½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 12.	May 19.	May 26.
Consols	92⅝@⅞	92⅝	93¾
U.S. 5-20's of 1862	79	78½	79½
Erie	20½	19½	19
Ill. Central	96	96	95¼
Atl. and Gt. Western.	....	....	25¼

Railway and miscellaneous share property has been generally in lively demand; but prices have fluctuated widely, closing heavily and irregularly on Wednesday.

The general markets have been fairly active for domestic produce, but at variable and generally less satisfactory prices. Middling upland cotton closed heavily on Wednesday at 28½@28¾ cts. per lb. The stock of cotton now here is estimated at about 71,000 bales. The receipts at the port this week, have averaged about 1,300 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,195,500 bales, against 2,223,000 bales same time in 1867–8; exports, same time 1,319,000 bales, against 1,607,000 bales same time in 1867–'8; stock on hand at latest dates, 218,000 bales, against 159,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 9,705 pkgs., against 10,643 pkgs., same time last year. From Boston, 3,676 pkgs., against 5,447 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in better supply, closing dull and heavy, at from 10@16½c., per lb.; week's receipts, 6,795. Milch cows, quiet at from $40@$110 each, receipts, 64. Veal calves, in moderate request at from 6@11½c. per lb.; receipts, 4,126. Sheep and lambs, dull at 4½@8c., per lb.,; receipts, 19,020. Swine, quiet and weak at from 10@10½c. per lb.,; receipts, 20,361.

Foreign merchandise has been in less request and quoted less firm as a rule. The total imports of foreign dry goods, last week, were $1,612,207, and the total amount marketed $1,553,950. The value of foreign merchandise imported last week, was $5,461,883—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $7,074,090, against $3,469,371 same week last year; total since July 1, 1868, $261,359,459, against $215,472,694 in 1867–'8. Freights have been more active, and firmer. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d.@1s. 9d. by steamer, per bbl.; grain at 5d.@5¾ by sail, and 6d.@6½d. by steamer, per bushel; cotton at ⅛d.@$\frac{5}{32}$d by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods 12s.6d.@25s. by sail, and 17s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 504.

The New York exports, exclusive of specie, for the week ending May 25, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,657,521	$3,853,146
Prev. reported	69,148,245	64,064,594
Since January 1	$72,805,766	$67,917,740

The imports for the week ending May 22, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,135,908	$1,612,207
Gen. merchandise	2,333,463	5,461,883
Total for the week	$3,469,371	$8,074,090
Previously reported	91,453,654	121,758,699
Since January 1	$94,923,025	$128,832,789

The balance in the Sub-Treasury on Wednesday was $79,565,108 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Wabash and Western consol. mortgage, 84; Toledo, Peoria and Warsaw 1st mort., E. D., 86½; do., W. D., 85; Galena and Chicago 1st mort., 98; Clev., Painesville and Ashtabula new bonds, 92; Chicago and Milwaukee 1st mort., 91; St. Louis and Iron Mt. 1st mort., 85¼; Am. Dock and Imp. Co., 7s, 95; Hannibal and St. Joseph conv. bonds, 120; Ohio and Mississippi consol. bonds, 86; Norwich and Worcester R.R., 105; Dubuque and Sioux City R. R.,ex-div., 110; N. Y. and N. Haven R. R., 135; do., scrip, 125; do., 6s, 94½; California 7s, 132; Tennessee 5s, 60; Louisiana 6s, 73½; do., 6s, Levee bonds, 68½; do., 8s, Levee bonds, 89; New York State Bounty Loan reg., 110¾; do., 6s, 1872, 102¾; do., 1873, 103; Georgia 7s, 96; Ohio 6s, 1870@1875,100; Alabama 8s, 101; do., 5s, 67½; Jersey City W. L., 92; Brooklyn 6s,95½; Wilkesbarre Coal, 35; Western Union Telegraph, 43; do., 7s, 89; Brunswick City Land, 8¾; Adams' Exp. Co., 60; Wells-Fargo Exp., 32; Am. Mer. Union Exp., 89¾; U. S. Exp., 66½; Black Hawk, 1.25; Benton gold, 0.40; Consolidated Gregory gold, 2.80; Central petroleum, 0.66; Grass Valley gold, 0.65; Home Company oil, 9.75; La Crosse gold, 0.20; Montana gold, 2.00; Pit Hole Creek petroleum, 1.90; Quartz Hill Gold, 1.10; Rocky Mt. gold, 0.09; Smith and Parmalee gold, 3.00; United States petroleum, 1.00.

Philadelphia.—Philadelphia and Reading 6s, 1843–'80, 90; Shamokin bonds, 71½; Sunbury and Erie 7s, 97; Belvidere Delaware 2d mort., 81½; Catawissa 7s, 97; Harrisburg and Lancaster 6s, 90; Lehigh Nav. Conv. Loan, 83; Huntingdon and Broad Top consol. bonds, 25; Warren and Franklin 7s, 82; West Jersey R. R., 62; Oil Creek and Allegheny River R. R., 43½; Phila. and Trenton R. R., 128; Germantown Passenger R. R., 30¾; 5th and 6th streets R. R., 36; Morris Canal scrip, 67½; Chesapeake and Delaware Canal, 6s, 92; Allegheny County 5s, 76; Big Mt. Coal, 6; New Creek, ⅝; St. Nicholas Coal, 1½; N. Y. and Middle Coal Fields, 4⅞; Feeder Dam Oil, ⅜; Corn Planter, ¾. The latest quotations are: City 6s, 97¾@98; do., free of tax, 102@102¼; State 5s, reg., 96½@—; do., coupon, 94@95; do., 6s, W.L., 102@102½; do., 1st series, 104⅜@104½; do., 2d series, 107½@—; do., 3d series, 108¼@108½; Reading, 48⅜@49⅞; do., 7s, 1893, 105½@—; do., 6s, 1880, 90@90½; Camden and Amboy, 128@129; do., mort. 6s, 1889, 93@93½; do., 1883, 88½@89½; Penn. R. R., 57⅝@57¾; do., 1st mort., 101@102; do., 2d mort., 96¾@97¼; Little Schuylkill R. R., 44@45; Morris Canal, 30@40; do., pref., 65@65½; do., bonds, 85@86; Susquehanna Canal, 13@13¾; do., 6s, 57@57½; Sch. Nav., 9@10; do., pref., 19@19½; do., 6s, 1882, 68¼@69; Delaware Div. Canal, 47½@48; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 91⅛@98; do., 5s, 59@60; Lehigh Coal and Navigation, 36@36; do., 6s, 1884, 84¼@85; do., R. R., Loan, 87½@88; do., Gold Loan, 99⅜@99⅛; North Pennsylvania, 35½@36; do., 6s, 90@91¼; do., Chattle 10s, 108@109; Philadelphia and Erie, 31@31; do., 6s, 88@88¼; Minehill, 55@55¼; Catawissa, 14@15; do., pref.,35¾@35¾; Lehigh Valley, 56¾@57; do., 6s, new, 96@96; Fifth and Sixth streets, (horse,) 35@37; Second and Third, 49@50; West Philadelphia, 61@61; Spruce and Pine, 27@29; Green and Coates, 38@39½; Chestnut and Walnut, 47@—; Thirteenth and Fifteenth, 18@19; Girard College, 28@29¼; Tenth and Eleventh, 71@71⅛; Union, 43@43; Hestonville, 12¾@13.

Boston.—Vermont Central 1st mort., 78¾; do., 2d mort., 41; Old Colony and Newport 6s, 1875, 94¼; Union Pacific R. R. 6s, 90; Lake Superior and Mississippi R. R., 7s, 95¼; Cheshire R.R. 6s, 1880, 91; Boston, Concord and Montreal 6s, 1870, 90½; Jackson, Lansing and Saginaw 8s, 96⅞; Cedar Rapids and Missouri R. R. 7s, 1916, 91¼; Eastern R. R. 6s, 1885, 94; do., 1874, 96½; Vt. Central and Vt. and Canada 8s, 1889, 100; Burlington and Missouri River R. R. 7s, 89; Cincinnati and Indiana 7s, 1882, 75; Cape Cod R.R., 60; Granite Railway, 60¼; Conn. and Pass. Rivers R. R., pref., 90; Indianapolis and Cincinnati R.R., 16; Summit Branch R. R., 23½; Boston Water Power Co., 16⅞; Cary Imp., 8⅝; Waverly Land, 1¾; Short Mt. Coal, 12¼; Boston Gas Light, 812½; Massachusetts 5s, 1890, endorsed, 105½; New Hampshire 6s, 1872, 99½; Maine 6s, 1883, 99½; Connecticut 6s, 99¾; Rhode Island 6s, 1883, 99⅝; Chicago 7s, 97½; Bath 6s, 1896, 92¼; Albany 6s, 1879, 94; Cook Co., Ills., 7s, 96½; St. Louis 6s, 1882, 83⅝; Boston 6s, 1875, currency, 101¾; do., 5s, 1880, gold, endorsed, 106¼; Brooklyn 6s, 1891, 95½; Portland 6s, 1870, 98¾; Allouez Mining Co., 5; Hecla, 85.

Baltimore.—Maryland 6s, 1890, 96; do., Defense Loan, 100; Virginia 6s, old, reg., 50¼; do., 1867, 53; do., 1866, 55¾; Memphis 6s, 53¾; Central Ohio R. R., 31⅝; Richmond and Danville bonds, 72; Western Maryland 2d mort., pref., 60; do., 1st mort., unendorsed, 68; Parkersburg R. R., 23½; George's Creek, 68; Bare Hill, 0.21. The latest quotations are: Balt. and Ohio, 118@118; do., 6s, 1875, 91@91½; do., 1880, 91@92; do., 1885, 90½@91; Northern Central, 48@48; do., bonds, 1885, 86¼@—; do., 1900, 86@86¾; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 90@95; do., 2d mort., 89@90; do., 3d mort., 1885, 84@85¼; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 69¼@70; Central Ohio, 31½@31¾; do., 1st mort., 83½@83¾; Western Md. 6s, 1890, 69@75; do., guar., 89@—; do., 2d mort., guar., 89@90; Richmond and Danville bonds, 71⅝@—; Baltimore 6s, 1875,92½@92½; do., 1886, 93½@93¾; do., 1890, 93¼@93⅝; do., 1893, 93½@—; do., 5s, 1838–'70, 71@74; City Passenger R. R., 18¼@19; George's Creek Coal, 68@68¾; Santa Clara, 1.50@2 00; Atlantic Coal, 3.00@3.25.

Union Pacific Railroad.

At a meeting of the stockholders of this company in Boston on the 25th inst., the following gentlemen were elected directors for the ensuing year: Oliver Ames of Massachusetts, Benjamin E. Bates of Massachusetts, Sidney Dillon of New York, John Duff of Massachusetts, Cyrus H. Mc Cormick of New York, William T. Glidden of Massachusetts, Rowland G. Hazard of Rhode Island, F. Gordon Dexter of Massachusetts, Charles A. Lambard of New York, Elisha Atkins of Massachusetts, Cornelius S. Bushnell of Connecticut, Frederick Nickerson of Massachusetts, Ezra H. Baker of Massachusetts, O. S. Chapman of Massachusetts, Greenville M. Dodge of Iowa. At a meeting of the directors on the 26th inst., the following officers were chosen: Oliver Ames of Massachusetts, President; John Duff of Massachusetts, Vice President; John M. S. Williams, of Massachusetts, Treasurer; E. H. Rollins of New Hampshire, Secretary and Assistant Treasurer.

N. O. Opelousas and Gt. Western Railroad.

This road was sold at public auction, in New Orleans on the 25th inst., by virtue of an order from the United States Circuit Court. The principal interests represented were the Illinois Central Railroad, the Mobile and Chattanooga Railroad, the bondholders of the road, and Charles Morgan. The first bid was $1,000,000; the next $1,500,000. The bids then proceeded by hundreds of thousands to $2,000,000 which was bid by Paul Blanc on behalf of the bondholders of the road, to which amount he was limited. C. A. Whiting, representing Charles Morgan, bid $2,050,000, at which amount it was knocked down after a moment's pause, and $75,000 immediately paid as a guarantee. Mr. Whitney announced that it was the intention of Mr. Morgan, who was present in person, to set immediately about extending the road to the Sabine. The actual sale occupied barely ten minutes.

Hanover (Pa.) Branch Railroad.

The seventeenth annual report of the Hanover Branch Railroad Company is published. From it we learn that the earnings of the Hanover Branch proper last year amounted to $62,061 35; to which add for working Gettysburg Railroad $12,599 60, and for working Littlestown Railroad $2,298 92; making a total of $76,659 81, being an increase of $6,364 69 over last year, due mainly to the iron ore trade. The operating expenses, and expenditures for maintenance of road, motive power and cars, have been $43,113 20, about 56 per cent. of the gross receipts, leaving as ne earnings $33,546 79.

☞ A dispatch dated Allentown, Pa., May 22, says Robt. H. Sayre, of the Lehigh Valley R. R. Co., with a number of prominent iron manufacturers, are making preparations for a trip to England for the purpose of studying the process of manufacturing steel rails. They sail on the 22d of June. On their return they will establish a manufactory of this kind at Bethlehem, the construction of which has already begun.

☞ The auditors of the several counties of Ohio through which the Central Ohio Railroad runs, have fixed the valuation of the track, roadbed and rolling stock of the road at $1,600,000, the same valuation as fixed last year. The Pittsburg, Cincinnati and St. Louis railway was assessed at $2,000,000.

☞ The Erie Railway Company has leased the Southern Central of New York, which extends from Owego, a station on the Erie, to Little Sodus Bay, Lake Ontario, fourteen miles westerly of Owego. It is expected that the road will be completed during the present year.

☞ The first ground of the Utah Central Railroad was broken near Weber river, immediately below Ogden City, on the 17th inst. It is expected that the road will be completed to Salt Lake City by October next.

☞ The receipts of the European and North American railway in April 1869, were $12,379 46; in April 1868, $10,434 68—an increase of $1,944 78.

Journal of Railroad Law.

WHEN LIABILITY OF COMMON CARRIERS CEASES AND THAT OF WHARFINGERS BEGINS—PUBLIC POLICY—USAGE BETWEEN CONTRACTING PARTIES—WHEN NOTICE TO CONSIGNEE IS EXCUSED.

The very recent action of Ely *vs.* The New Haven Steamboat Co. just decided, as yet unreported, will be found to beof uncommon interest. The action was brought against the defendants, as common carriers, to recover for the loss of certain leather received by them for transportation from New Haven to New York. The plaintiffs were the agents of the tanneries of Homer Ely and Cotton Ely, of Ashleyville, Massachusetts, the consignors of the property, and sued as their assignees. The leather was delivered at Springfield, Mass., to the Hartford and New Haven Railroad Company, and by that Company delivered at New Haven, on the 3d July, 1866, to defendants' steamer *Continental*, which arrived at her pier in New York at her usual hour early in the morning of July 4. The cargo of the vessel, including this leather, was all put on the wharf by 8 o'clock, A. M., ready to be taken away by the various consignees, and persons were in attendance during the day to make deliveries of goods. No one called for the leather, and about 2 A. M., of July 5, an accidental fire destroyed the cargo left upon the pier. The leather was marked and addressed, "H. G. Ely & Sanger, No. 2 Jacob street, New York." There was no bill of lading or shipping receipt given. The plaintiffs had been in the habit of receiving leather from these tanneries by defendants' line, for some years, as often as once a week, and generally received from the consignors advices by mail of the shipments. The letters advising of the shipments in question were mailed at Ashleyville, where the consignors resided, instead of Springfield, where the goods were put on the cars, and did not reach plaintiffs till after the fire. The plaintiffs kept a cartman, who was in the habit of calling at the pier of defendants, and taking away the leather when it arrived, but he was not on duty at all on the 4th of July. There was some discrepancy in the evidence as to the practice of notifying the consignees, the plaintiff claiming that the defendants had always sent notice of the arrival of goods, and that he then sent his cartman for them; while the defendants claimed that notices were not sent to parties in New York who were in the habit of sending for their goods except sometimes at the request of the cartmen and for their convenience, and these notices, when given, were given by Low & Roberts, licensed cartmen in New York, who had an office on defendants' pier, and who, on the arrival of the boats, received the whole freight list, assorted the cargo and carted such of it as was addressed to parties in the city not in the habit of sending for their goods. Such as was to go to some connecting line they carted, unless it was addressed to the care of other cartmen. Upon these facts the defendants moved to dismiss the complaint, on the ground that their extrordinary liability as carriers had ceased at the time of the fire, and that no negligence had been shown. The court so held, and the complaint was dismissed and judgment rendered for the defendants, from which the plaintiffs appealed to the General Term, where, after argument, the following opinion was delivered by Justice GILBERT:

is apparent that the circumstances in which the harsh and rigid rules of the common law governing the liability of common carriers had their origin have greatly changed, and that some amelioration of these rules has became necessary since the introduction of steamboats, railroads and the electric telegraph. Courts have not been unmindful of this necessity, and have gradually modified these rules in accordance with the views of public policy and individual right. The precise nature and extent of this modification, however, is still very uncertain, and it would be a fruitless task to attempt to reconcile the conflicting decisions on this subject. If it were necessary, we should be inclined to hold that, independently of the usage proved in this case, the extraordinary liability of the defendants, as common carriers, ceased when the goods were landed on the wharf and were ready for delivery; that henceforth they were liable only for ordinary care, and that the law does not require from the class of carrriers to which the defendants belong a notice to consignees of the arrival of the goods carried. Such rule we think best accords with sound public policy, and with the intention of the parties in making the contract, and it is sustained by the more judicious of the recent decisions of the courts on this subject. (Norway Plains Co. *vs.* Boston, &c., R. R. Co., 1 Gray, 263; Thomas *vs.* The Same, 10 Met. 472; Lamb *vs.* West. R. R. Co., 1 Allen, 98; Northrop *vs.* Syracuse, &c., R. R. Co., Court of Appeals, March 1867.) But we are of opinion that the evidence clearly establishes a course of business between the parties, in relation to the mode of delivering goods, which must govern the liability of defendants in this case. The plaintiffs had been accustomed for many years to receive goods by the defendants' boats, as often as once a week. These boats arrived in New York each day at stated hours, morning and evening. Upon the arrival of the boat each trip the goods were landed on the defendants' wharf, and placed in charge of trustworthy persons employed by them to take care of and deliver the goods to the consignees and collect the freight. The plaintiffs always sent their own cartman to the wharf for their goods soon after the arrival of the boat, and there received them from the persons so employed by the defendants. A delivery upon the wharf, therefore, in the usual way, and the lapse of a reasonable time for the plaintiffs to take away or reject the goods, terminated the extraordinary liability of the defendants as common carriers, for the reason that their contract had been performed by a carriage of the goods safely to the point of ultimate destination, and a delivery thereof at the appointed place of delivery. After these acts the defendants must be deemed to have renounced their liability as carriers and assumed that of wharfingers, and they could be held liable only for actual negligence. Hyde *vs.* Trent, Nav. Co., 5 T. R. 397, per Buller, J; Gatliffe *vs.* Bowne, 4 Bing., N. C., 314, S. C.; 1 Scott N. R. 1, and 8 *id*, 604; Abb. on shipping, 5 A. M., Ed. 463; Gibson *vs.* Culver, 17 Wend, 305; Gould *vs.* Chapin, 20 N. Y. R. 259, per Strong, J.; Hathorn *vs.* Ely, 28 *id*. 78.) It is not contended by the plaintiffs that there was any negligence on the part of defendants. It is, however, urged by the learned counsel for the plaintiffs, that the defendants' liability as common carriers continued until after the loss of the goods, because, according to the course of business referred to, a notice should have been given to the plaintiffs of the arrival of the goods. As before intimated, where the contract in terms, or as affected by the usage of trade, is to deliver the goods at the wharf, notice is not necessary. It is not itself an act of delivery, or equivalent, or even a kin to it. It is a substitute for it, arbitrarily created. There was, perhaps, enough evidence that the duty of sending a notice to the plaintiffs' store of the arrival of their goods formed a part of the usage in this case, to require the submission of that question to the jury, if it had been material to the determination of the case. But we are of opinion that if the fact were so, the plaintiffs' store having been closed the whole of the day on which the goods arrived, and until after the goods had been destroyed, the defendants were excused from giving the notice. Absence of the consignee dispenses with notice. (Fisk *vs.* Newton, 1 Den. 45; Northrup *vs.* Syracuse Railroad Company, Supra.) The defendants were under no obligation to go beyond the usage alleged, and seek the plaintiffs elsewhere than at there store. The 4th of July was not a holiday in any sense which affects this case. The judgment should be affirmed.

Memphis and Little Rock Railroad.

EXTRACT FROM THE REPORT OF THE DIRECTORS.

It is to be regretted that your Board cannot report much progress in the work of constructing this road since the last annual meeting. That want of progress is attributable to causes which were not within the control of the Board of Directors. The want of money and credit had compelled the Board, in its eagerness to push the work ahead, to accept propositions from parties who have failed to comply with their undertakings. Notwithstanding all these difficulties and delays, the Board has the gratification to announce a great improvement of the credit and general confidence in the enterprise. The bonds of the company have advanced about one hundred per cent. in value within the past twelve months, and are becoming quite a favorite security among many shrewd capitalists who have taken the pains to inform themselves of the value and reliability of these securities. The day is not distant when the bonds of the Memphis and Little Rock Railroad will rank as a first-class security in any market of this country.

The Western Division of the road, from Little Rock to Duvall's Bluff, on the west bank of White River, a distance of 47 miles, is complete in all its departments, and operated regularly, and, as shown by the Superintendent's report, profitably. It will be seen, by reference to that report, that the net earnings of that division amount to $47,-310 14, or a little more than one thousand dollars per mile of road. The Middle Division of the road, extending from White river to the St. Francis, remains very nearly in the condition it was at the last annual report. The Eastern Division of the road has been so far repaired, from the St. Francis to the Mississippi River, as to be safely operated, and is now earning satisfactory profits. The work of repair of this division is still progressing and will soon be complete.

The debt due Geo. Peabody & Co., which has hung like an incubus upon the company since the termination of our civil war, has been satisfactorily arranged since your last annual meeting, and the company is now comparatively free from due debt, with a better credit than it has ever had.

A contract has been entered into with a competent and reliable bridge builder to erect a good and substantial Howe truss bridge across the St. Francis River, at Madison, which is to be completed on or before the 15th day of January, 1869. Iron has been purchased, and has already been delivered at Hopefield for the extension of the road from Madison to Forrest City, a distance of five miles.

The law of the State of Arkansas, passed at the last session of the Legislature, granting a subsidy of ten thousand dollars per mile, by a loan of the bonds of the State to this company, has recently been ratified by a vote of the people of the State, and your company is now entitled to receive these bonds to the amount of ten thousand dollars per mile for each mile of your finished road, and also for all that is graded and ready for the iron, and will be entitled to a like amount for the remainder of the road as fast as graded and prepared for the iron rails. With these advantages there is no reason to entertain a doubt that the road will be completed from Memphis to Little Rock during the year 1869.

The work done on the Eastern division by Mr. E. Denmead, under his contracts of July 25, 1867, and January 27, 1868, has been as follows: Cross ties furnished, 51,221; track relaid, 31 79-100 miles; track repaired, 3 481-1000 miles; trestlework rebuilt, 1392 lineal feet; open drains repaired, 1013 lineal feet; cost of this work, $54,720 12.

The eastern terminus of the division is at a point on the Mississippi River, three fourths of a mile north of Hopefield. The water here is deep at all stages of the river, and the company have a wharf boat moored adjacent to an inclined plane laid down the slope of the river bank, by which means freight can be conveniently transferred from the boat to the cars.

The superstructure of the St. Francis River bridge has been contracted for, to be finished by January 15, 1869. The abutments and piers of this bridge are built of brick, and, though injured by the fire which destroyed the bridge superstructure during the war, they can be repaired without great difficulty. The bridge will be 665 feet long, including a pivot drawbridge 200 feet long.

The submerging of about 35 miles of the Eastern Division by the overflow of the Mississippi River into the St. Francis bottom, and the consequent entire suspension of the working of this part of the road at such times, for a period of six or eight weeks, are two of the most serious difficulties with which the company have to contend. A very general misapprehension, among the friends of the road, in regard to the means of protection against overflow, designed to be adopted, makes it proper to allude to the subject again, in addition to what was said in the last annual report.

The reclaiming of the St. Francis bottom, and, with this, the protection of the Memphis and Little Rock Railroad from the great overflows of the Mississippi River, are proposed to be effected by the construction of a levee railroad from a point on the St. Louis and Iron Mountain Railroad extension, about 18 miles west of Cape Girardeau, to the highlands near Helena, Arkansas. This is the project of the Memphis and St. Louis Railroad Company. They have a liberal charter from the State of Arkansas to build a road from Memphis to the Arkansas and Missouri State line, and a bill is pending before Congress giving them extended powers, and authorizing an endorsement, by Government, of the company's bonds, to the amount of $20,000 per mile. This bill has passed two readings in the Lower House, and has been unanimously recommended by the committee to whom it was referred for final passage. The friends of the measure are confident of its success.

The examinations of the levees of the Mississippi River (alluded to in our last report), made by Gen. A. A. Humphreys, Chief of Engineers U. S. A., under the direction of the War Department, and detailed in his letter to the Secretary of War, of May 31, 1866, point out precisely the breaks and gaps in the levees between Cape Girardeau and Memphis, through which the streams of overflow pass into the St. Francis bottom, and make known the deficiencies of the levees from Hopefield, apposite Memphis, to Helena. In Missouri the principal stream of overflow into the St. Francis bottom runs out between Cape Girardeau and Commerce. In Arkansas there are only ten gaps and breaks from the Missouri line to Hopefield, of which only two are very wide. It is through these openings that the vast volumes of water are discharged into the St. Francis bottom, which submerge the country; for the district south of the Memphis and Little Rock Railroad is not so much injured by overflow from the river in front of it as by the great northern floods conveyed into the bottom through the openings north of Memphis.

The water from all these gaps and breaks will be shut out of the bottom by the embankments of the proposed levee railroad from Cape Girardeau to Helena, and this fine country, with all its roads of every description, will be protected and opened to settlement and cultivation. This mode of protecting our road is preferred to the plan of raising the road bed above flood mark upon trestlework, and upon embankments higher than those built, inasmuch as the embankments of the levee road will not only protect us, but will at the same time reclaim the whole St. Francis valley for cultivation and settlement, and thus create, in future, a great local business.

The earth work required on the first twelve miles of the Middle Division was nearly completed by Messrs. Forrest and McCreanor. The contract made on the 1st of October, 1867, with Willis Gaylord, Esq., for the completion of the Middle Division, required the work to be commenced in in November, 1867, and to be completed by October 1, 1869. More than one half of the time stipulated has elapsed, and but little more than one per cent. of the earthwork has been done.

From what has been said above, it will be seen that the work now remaining to be done on the Middle Division is not materially less than was shown in the statement of the last year's report. The estimate of last year was based on prices payable in bonds, rated at 80 cents in the dollar; a revision of that estimate, however, at present cash prices, will reduce the estimated total cost of the work yet to be done from $1,235,089 to $925 870.

Mr. Denmead's work on the Western Division comprised the renewal of 21,547 cross-ties, rebuilding 1848 lineal feet of trestlework, and the repair of 1403 lineal feet of open drains, at a cost of $39,470 78. The trestle bridges on this portion of the road have been renewed, and parties are at work putting 10,000 new ties in the track. The road is operated carefully, and with safety and regularity.

The road, after struggling for many years through great difficulties, has at last gained the attention of the public. The rails have been laid on 86 miles of main track, and on 3 miles of sidings, over which trains are running regularly, and the earthwork has been done on 12 of the remaining 46 miles of the road. Much interest is, therefore, now felt in its completion and future business.

The country immediately along the line is too sparsely populated to justify us in anticipating a large local business upon the opening of the road. Madison and Duvall's Bluff, however, will certainly be important receiving and distributing depots for the upper St. Francis and upper White River regions. Wittsburg, Jonesboro, Pocahontas, Batesville, Jacksonport, Augusta, Des Arc and Clardendon are growing towns, situated on these rivers, and the produce and travel sent thence over the road will be considerable. In like manner Forrest City and Cache depots will receive the produce and distribute the supplies of the rich and well settled districts bordering Crowley's Ridge, and lying between White and Cache rivers, respectively.

But we may justly expect a large and valuable through business as soon as Little Rock—a growing city of 8,000 inhabitants—shall be connected with Memphis by daily freight and passenger trains. Here will be the centre of a vast business growing out of the wants of the people of the fertile country composing Western Arkansas and the Indian territory. That the travel will be considerable cannot be doubted, when it is considered that the road will be the only reliable regular means of communicating with the East, for such towns as Little Rock, Lewisburg, Dardanelle, Ozark, Clarksville, Van Buren, Fayetteville, Fort Smith, Washington, Arkadelphia, Camden and Hot Springs.

The line of roads from Memphis *via* Little Rock to Fort Smith will intercept every herd of cattle driven from the immense grazing districts of Texas to market in the States north of the Ohio River, and the drover's interest will induce him to send forward his cattle by rail, rather than to continue the long and exhausting journey to the Mississippi River on foot. One hundred thousand cattle transported annually from Little Rock to Memphis will alone pay a good per centage on the entire cost of the road.

The travel already directed to that wonderful collection of curative waters—the Hot Springs, of Arkansas, situated 60 miles southwest of Little Rock—would furnish no inconsiderable revenue to the road, were it in daily operation from Memphis to Little Rock. What this travel is destined to become when the improvements projected by capitalists shall be made at the Springs for the accommodation of invalids resorting to these waters, can now scarcely be foreseen.

It is clear that this region will soon be penetrated by St. Louis, through the Southwestern Pacific Read, and by Chicago, through the Cairo and Fulton road, and that if Memphis would establish a paramount, and an invaluable influence in this inviting field of enterprise, it must be done by the speedy completion of the Memphis and Little Rock Road.

Pacific Railroad Equipment.

The number of locomotives, cars, etc., required for the operation of this road will be very great, and a small army of men will find employment in constructing, repairing and running them. Some idea of the extent of these appurtenances may be obtained from the number already in use by the Central Pacific, or California branch of the great road. The company employ at their workshops in Sacramento alone about one thousand men, in making and repairing rolling stock. They have now running 150 locomotives, 1,400 platform cars, 360 box cars, 17 mail and baggage cars, 123 hand cars, 53 track cars, 101 section cars, and 14 passenger cars, to which numbers large additions are made every week. All, except the locomotives, were made by the company. Their sleeping cars will come from the East, and will be kept on those sections where night traveling is done. In the morning the passengers will go back to the day cars, and the sleeping car will be dropped, to be picked up by the next train traveling at night in the opposite direction. The road, for convenience in working, is divided into several divisions, each of which will have one or more engine houses and repair shops.

☞ The Toledo, Wabash and Western Railroad Company have notified the Stock Exchange, that in consequence of their consolidation some months since with the Decatur (Illinois) and St. Louis road, their common capital is to be increased $1,612,500 on this account, and also $2,387,500 for new construction, equipment and grain elevators, (the latter at Toledo,) so that the capital, exclusive of a small amount of original preferred stock, is to be increased to $9,500,000.

☞ Dr. Hovey, of Dallas County, Mo., has been elected President of the Fort Scott and Laclede Railroad. This road will be 120 miles in length, commencing at Fort Scott, Kansas, and running directly east, passing through the counties of Vernon, Cedar, Polk, Dallas and into Laclede. The estimated cost, including rolling stock, is $3,000,000.

New York and New Haven Railroad.

The annual meeting of the stockholders of this company was held in New Haven on the 20th inst., for the purpose of electing a Board of Directors for the ensuing year. The attendance represented 53,127 shares of stock, a little over half the entire amount. One share of the new stock was allotted to each two shares of the old stock. While the vote was being counted, Gen. Phelps of Litchfield County alluded to the defalcation of the former Treasurer, and desired to know what the prospects were of obtaining any of the $88,000 due to the Company. Mr. Bishop, President, replied that the matter was now before a referee, and before the sureties could be called upon, the efforts to obtain it from Mr. Bement or his effects must be exhausted. Gen. Phelps thought that if the Auditor would vouch for the correctness of the accounts kept by Bement when there was in fact a deficiency of over $80,000, there might be a similar leakage hereafter. President Bishop in reply stated that a financial committee now examined the accounts of the Treasurer once in each month, and the auditor once in six months. Mr. White, the auditor, in response to some remarks relative to the defalcation, stated that he had not examined the amount of cash on hand, nor had the auditing of the accounts been made on the 30th of March, the close of the fiscal year. After some discussion as to the propriety of requiring the Board, or a committee thereof, to conduct the auditing of the Treasurer's accounts on motion of Mr. Howe, it was voted to authorize Mr. White to audit the accounts of the Treasurer, and examine the elements of cash in his hands. Mr. Bishop said, in reference to detecting defalcations, that every railroad man in the country knew that if they had a scoundrel in their employ he would develop his rascality, however closely watched. His remedy is to get good men to fill the different positions of trust, and then keep them there.

The result of the election was then announced, to the effect that 53,127 votes had been unanimously cast for the present incumbents as follows: William D. Bishop, of Bridgeport, George B. Cabart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, and Wilson G. Hunt, of New York; William W. Boardman, and Ezekiel H. Trowbridge, of New Haven; Jonathan Godfrey, of Southport; Nathan A. Baldwin, of Milford. The meeting then adjourned to the third Thursday of May, 1870.

☞ The Delaware, Lackawanna and Western Railroad Company have in contemplation the cutting of another tunnel through Bergen Hill for their road, instead of using the Erie tunnels as at present. The Paterson *Press* says surveys have been made for running their road (Morris and Essex Division) to Hackensack River in a straight line across the Erie track, entering the Hill at a point two or three hundred yards north of the present tunnel, coming out on the east side at the Hundred Steps. The route proposed is a straight line from the Hackensack River to Hoboken, saving two or three miles in distance.

☞ The Detroit *Tribune* says the programme of operations of the Lake Survey Corps for the season of 1869 has just been completed, and the work, with the exception of the river gauging by Assistant D. F. Henry, will be carried on entirely in Lake Superior. Operations, as usual, will be under the general charge of General W. F. Raynolds, and Lieutenant J. F. Gregory, of the Engineer Corps, will have the immediate direction of the parties.

Bridge over the Ohio River at Paducah.

The following is a copy of the joint resolution adopted by Congress, authorizing the building of a Railroad Bridge over the Ohio River at Paducah, Kentucky.

Be it resolved, etc., That the consent of Congress be, and the same is hereby, given to the erection of a railroad bridge over the Ohio River from the city of Paducah, Kentucky, to the State of Illinois, by the Paducah and Gulf Railroad Company and such others as may associate with them for that purpose under the laws of the States of Kentucky and Illinois: *Provided*, That said bridge is built with an unbroken or continuous span of not less than four hundred feet in the clear, from pier to pier, over the main channel of the river, and is built in all other respects in accordance with the conditions and limitations of an act entitled "An act to establish certain post roads," approved July fourteenth, eighteen hundred and sixty-two; that said bridge, when completed in the manner specified in this resolution, shall be deemed and taken to be a legal structure, and shall be a post road for the transmission of the mails of the United States; but Congress reserves the right to withdraw the assent hereby given in case the free navigation of said river shall at any time be substantially and materially obstructed by any bridge to be erected under the authority of this resolution, or to direct the necessary modifications and alterations of said bridge.

Approved April 7, 1869.

The Directors Bill.

The following is a copy of "An Act amending an act in relation to the Erie, New York Central, Hudson River, and Harlem Railway Companies," passed at the recent session of the New York State Legislature, and signed by the Governor on the 20th inst.:

SECTION 1. Section three of the act entitled "An act in relation to the Erie, New York Central, Hudson River, and Harlem Railway Companies," passed April 21, 1868, is hereby amended so as to read as follows: No stockholder, director, or officer on either the New York Central Railroad Company, the Hudson River Railroad Company, or the Harlem Railroad Company, shall be a director or officer of the Erie Railway Company; and no stockholder, director, or officer of the latter company shall be a director or officer of either of the three first named companies. The Board of Directors in each of the said companies shall so classify the members of such Board, by lot or otherwise, that, as nearly as may be, one-fifth of their number shall go out of office at each annual election; and at the next election of directors in each of the said companies, directors shall be voted for only in place of those whose term shall then expire under the classification aforesaid.

The Central Scrip Bill.

The following is a copy of "An Act authorizing the increase of the stock of the New York Central Railroad Company," passed at the recent session of the New York Legislature, and signed by the Governor on the 20th inst.:

SEC. 1. The New York Central Railroad Company is hereby authorized, with the concurrence of two-thirds in amount of all its stockholders, procured in the mode provided for by section nine of the act entitled "An Act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, to increase its capital stock to the amount of 80 per cent. of its present capital.

SEC. 2. The increase of capital stock authorized by the first section of this act shall be used only in exchanging the same for the interest certificates of said company authorized by the directors of said company at their meeting held Dec. 19, 1868.

SEC. 3. This act shall take effect immediately.

Queenstown and Harrington Railroad.

The Denton (Md.) *Union* says that a meeting of the directors of this company was held at Ridgely on the 14th of May; that two extensive capitalists of Pennsylvania have undertaken to construct the road on terms accepted by the company; that the engineers are already upon the route, and that the work is to go ahead; and then adds:

The importance of this route we have repeatedly ventilated. The Peninsula must be spanned by a road of iron. The bays must be united by the agency of steam. Annapolis and the Breakwater are too near together; their geographical relationship and the interests dependent thereupon are too important to permit them to remain much longer strangers to each other. A pleasant and cheap route from New York to Washington; a rapid transit for the great caravans of Western immigration; a direct route for the transportation of coal from the great coal fields of Maryland to its market in the East; a convenient and economical mode of shipment for our fruits; a direct intercommunication between the Peninsula and Baltimore; a short summer route from Baltimore to Cape May; a convenient connection between Baltimore and the fine harbor of the Breakwater; these and other advantages combine to render this route one of the important short routes in the Union. We think that under proper management it must be a success.

Atlantic Cable Messages.

On the 1st of June the tariff on Atlantic cable messages will be reduced from £3 7s. 6d. for 10 words, and 6s. 9d. for each additional word, to £2 for 10 words, charging for address and signature, and 4s. for each additional word; an important reduction will also be made for newspaper press messages, and all political and general news will be conveyed from either side of the Atlantic at half rates, which will practically reduce press messages from 6s. 9d. to 2s. a word. The Company mention:

"It will be remembered that the Anglo-American Telegraph Company started on the 28th of July, 1866, less than three years ago, with a tariff of £20 a message, producing an average of 29 messages a day, and yielding £505. On the 1st of November following, after three months trial of the £20 tariff, the price was reduced to £10, and under it the daily average number of messages was increased to 64, and the average amount earned per day £579. The tariff was maintained until the daily average amount earned under it exceeded that under the £20 tariff, and on the 1st of December, 1867, the Directors seeing the benefits derived from the reduction to £10, again reduced the price of messages to £5 5s., and this sum was charged until the 31st of August, 1868, exactly nine months, and the number of messages received under it more than doubled the number received under the £10 tariff, and increased the daily earnings to £635. The price of messages was again reduced on the 1st of September last to £3 7s. 6d., when the average number of messages increased to 216 a day, and the earnings to £645, or £10 a day higher than the sum earned under the £5 5s. tariff."—*Herapath.*

☞ We stated a short time since that the drawings and plans for the bridges over the Schuylkill River at Fairmount and at South street, Philadelphia, had been completed. We learn that the 1st premium for the plan of the Bridge at Fairmount was awarded to J. H. Linville; the 2d to J. W. Murphy; and the 3d to Charles E. Lyon.

☞ The Hartford and New Haven Haven Railroad Company has secured Legislative authority to increase its capital stock three millions of dollars by the issue of new stock. It is stated that a million and a half will be expended in repairs, and over a million in taking up outstanding bonds.

Railroad Survey in New Brunswick.

The Moncton (N. B.) *Times* says that Mr. Crowsdale, C. E., assisted by Messrs. McCready of Sussex and W. L. Nixon of Ontario, have commenced an exploratory survey of the country between Moncton and the Richibucto River. They will probably be met by a party from Miramichi under charge of Mr. Buck. At the same time Mr. McLeod will survey the proposed route from Richibucto to Shediac, passing as closely to Richibucto as possible. It may be hoped that these surveys will demonstrate clearly the most suitable route for the road, and that such route will be adopted.

☞ We learn from Ottawa that Mr. Dawson's report on the Red river route has been laid before the Department of Public Works. He recommends the opening of communication at once between Lake Superior and the Red river settlement, in such a way as would admit of the route being immediately used and then to proceed with further works until a first class line of communication be completed. The cost of the preliminary line to be about $250,000, and the probable ultimate cost of the railroad and continuous navigation about $5,800.000.

☞ E. N. Winslow, Esq., superintendent of the Cape Cod Railroad, has applied to one of the cars on that road an invention of his own, for the protection of passengers against dust and cinders. It is attached to the window on the outside of the car, forming an angle of about forty-five degrees from the side of the window; thus the cinders and sand striking, are thrown one side, on the same principle as snow on a snow-plough. On the train's going in reverse direction, the protection is shifted to the opposite side of the window by means of a lever.

☞ The Winchester (Va.) *Times* says: "It is understood that both corps of engineers engaged in running experimental lines for the Alexandria, Loudoun and Hampshire railroad across the Blue Ridge have completed their work and submitted their reports. It is said that Snicker's Gap has been selected as the point of crossing, though this is perhaps not fully settled. We understand that the citizens of the upper part of Loudoun are taking active measures to secure material aid for the prosecution of the road westward.

☞ The Harrisburg Car Manufacturing Company is now doing an immense business. Over five hundred and thirty names are on the pay rolls, and the establishment is turning out eight cars a day, or at the rate of about 2,500 cars a year. This is not all: the business of the company is increasing so rapidly that there is serious talk on the part of the managers of increasing the capacity of the shop, so that in a few days twelve cars a day can be run out fully ready for any railroad company's use.

☞ The Snow Hill (Md.) *Shield* says that at a meeting of the corporators of the Worcester Railroad at that place on the 18th inst., T. D. Purnell, treasurer, reported a subscription of $57,000 to the stock, and $5,010 of the installment paid in, whereupon it was resolved that a meeting of stockholders be called to assemble in Snow Hill, on Tuesday, the 1st of June next, for the purpose of organizing and electing officers.

☞ The Northern Central Railway Company have lately been adding to their rolling stock. Within a year [illegible] sand cars have been built, and several [illegible]e now being built for the road.

WHIP.
PATENT CARR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

THE OFFICE OF
THE MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
IS PROVISIONALLY LOCATED AT
5t21 **23 BROAD STREET.**

Blue Ridge Railroad.



THE attention of Contractors is invited to the work of completing the Blue Ridge Railroad, in South Carolina, from Anderson, South Carolina, to Knoxville, Tennessee—a distance of one hundred and fifty-two miles to build.

The Executive Committee of the Board of Directors is prepared to enter into negotiations with responsible persons, who may desire to undertake the work.

Payments will be made in first mortgage (7) per cent. currency bonds of the company, secured by the guarantee of the State of South Carolina, for the punctual payment of both principal and interest. The mortgage covers unencumbered property of the company, which cost three and a quarter millions of dollars in gold, and embraces fifty miles of road complete and in running order.

Detailed Estimates, Plans, Profiles and Specifications, will be ready for inspection by JUNE 1, 1869. Meanwhile, approximate quantities and other information concerning the work may be obtained by application to Col. James P. Low, the Chief Engineer of the Company, or to the undersigned, at Columbia, South Carolina.

R. K. SCOTT,
5t18 Chairman of Executive Committee.

To Railroad Contractors.

OFFICE MAYSVILLE & LEXINGTON R. R. Co., N. D. } MAYSVILLE, KY., MAY 11, 1869. }

ON and after Tuesday, June 1st 1869, this company will be ready to exhibit profiles and specifications for the construction of the Railroad from Maysville to Paris, at least as far as Carlisle, thirty three miles, and will receive bids by sealed proposals in such form and for such portions of the work as contractors may propose, either by the section or for the whole road, until Thursday, June 24th, 1869. Cross-ties and iron will be required for about half the road during the present season, and the whole to be completed as rapidly as practicable. The subscriptions of stock justify the assurance that the Company can promptly comply with their contracts.

J. BARBOUR, Vice Pres't.
THOMPSON PARKS, } Com.
W. H. McGRANAGHAN, }
THOS. J. GLENN, Chief Engineer. 3t21

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW-YORK, April 28, 1869.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDENSDAY, the 26th day of May, proximo, at 3 o'clock P. M.

The transfer books of the Company will be closed at the close of business on the 15th proximo, and re-opened on the 1st day of June, following.

L. A. CATLIN, Secretary.

SCOTCH PIG IRON.
ALL THE APPROVED BRANDS OF
NO. 1 SCOTCH PIG IRON.
In Yard, on Dock and to Arrive,
In Lots to Suit Purchasers. Apply to
HENDERSON BROTHERS,
6 Bowling Green,
New York.

WOOD, LIGHT & CO.,
MANUFACTURERS OF
ENGINE LATHES,
From 15 to 100 in. Swing, and from 6 to 30 feet long.
PLANERS,
To Plane from 4 to 30 feet long, and from 24 to 60 in. wide.
Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City.
Manufactory, Junction Shop, Worcester, Mass.

W. CHURCHILL OASTLER,
No. 43 EXCHANGE PLACE, N. Y.,
SOLE AGENT FOR
Joseph Armstrong & Co., Rotherham, England,
STEEL & IRON RAILS,
FROGS, SWITCHES, AXLES, CHAIRS, and all kinds of RAILROAD SUPPLIES,
Armstrong's Patent Forged Crucible Cast Steel Reversible Frog,
ONE SOLID FORGING.
Armstrong's Patent Cast Steel Frog—one Casting.
Armstrong's Patent Combined Cast Iron and Cast Steel Frog.
Armstrong's Patent Cast Steel Frog, with Forged V drawn from the Ingot without a weld.
☞ Drawings, Prices, and full information, on application.

EAST RIVER SCREW BOLT WORKS.
RYLANCE & CASKELL,
Manufacturers of Screw Bolts,
No. 433 EAST 25th ST., N. Y.

BOOTH'S DUPLEX,
SAFETY,
Steel and Iron Rail,
Now fully demonstrated to be the TRUE STEEL RAIL, we are now ready to negotiate with Railroad Companies for its adoption under such arrangements and suggestions as we will upon application by letter or in person make known to them. *Opening a new era in Railway economy hitherto unprecedented.* All communications must bear the signature of either the President, Vice President, Superintendent or Engineer.

J. L. BOOTH & CO.,
Rochester, N. Y.
HAVEN & ALLEN,
72 Broadway, N. Y.

HARRISBURG
Car Manufacturing Co.,
HARRISBURG, PENNSYLVANIA,
MANUFACTURE
Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of
RAILROAD CARS,
RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,
AND
RAILROAD FORGINGS.
W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

GRICE & LONG,
LOCOMOTIVE AND CAR BUILDERS.



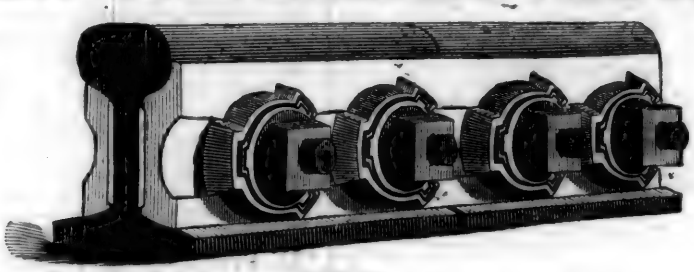
MINING LOCOMOTIVES,
FURNACE LOCOMOTIVES,
CONTRACTORS' LOCOMOTIVES,
QUARRY LOCOMOTIVES,
SHIFTING LOCOMOTIVES,

Adapted to Tunnels, having 5½ feet headway, and 30 inches gauge of road, and upward. The mining engines are now being worked at Summit Hill mines at a cost of $4 per day.

CARS OF ALL DESCRIPTIONS.

Office & Works, *1340 Beach St.*, Philadelphia.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

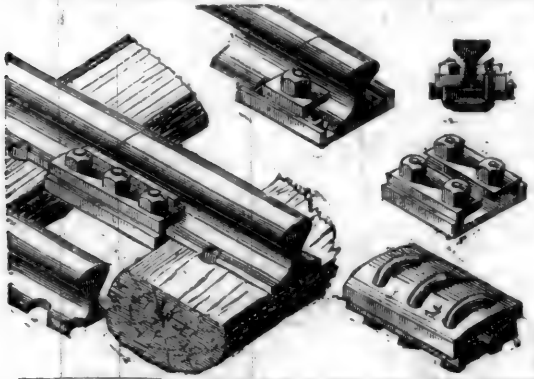
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,

MADE BY

FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

A FOREIGN YOUNG MAN, HAVING A THOROUGH knowledge of Civil and Mechanical Engineering, acquired in France, Germany and Holland, desires an appointment. Salary no object. Apply to A. R., Room 46, No. 176 Broecker st., New York. 2120

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

RAILROAD TIES.

CONTRACTS SOLICITED, FOR OAK, CHESTNUT, CYPRESS, AND CEDAR, in quantities, as may be required. Apply to

THOMAS G. BENTON & SONS,
92 West Street,
3m9 **New York.**

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin.			
Outside.	Inside.	Second Cabin.	Steerage.
$275	$225	$150	$75.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 1, ARIZONA, CAPT. MAURY, connecting with CONSTITUTION, CAPT. HUDSON.

Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA received until 4 P. M. on MONDAY, May 31. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill and Sixteenth Sts.,
PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE.

EDWARD P. BIGELOW,
Iron Broker,

In New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc. Etc.

Sole Agent for Hatfield's Juniata Boiler Iron,
THE SAMPSON CAR WHEEL CO.,
48 Pine Street, N. Y.

☞ Orders for Old Rails promptly filled.

*** Agent for the Dry Dock Mill Hot-punched Fish Plates.

"Important to Railroad Companies."

SAFETY,
EFFICIENCY,
DURABILITY,
ECONOMY;

All Combined in the Safety Truck, for Locomotive Engines; Tested by ten years' use; Perfected by the best Engineering Skill in this Country and in England; Secured by Six Letters Patent; Adopted by Sixty-four Railroads; Between Five and Six Hundred in Operation in the United States; Extentensively introduced in Nine Foreign Countries; Approved by Leading Locomotive Builders, Master Mechanics and Locomotive Engineers; Should be Universally Adopted.

Address "THE LOCOMOTIVE ENGINE SAFETY TRUCK CO," 46 Cortlandt St., New York.

A. F. SMITH, President.
ALBERT BRIDGES, Treas. & Agent.

ODDIE & CO.,
Stock, Bond & Gold Brokers,

5 and 7 Jauncey Court,
43 Wall street,
NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE.
(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 23.] SATURDAY, JUNE 5, 1869. [WHOLE No. 1,729, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 5, 1869.

THE HANSOM CAB COMPANY,

OF NEW YORK AND BROOKLYN.

INCORPORATED MAY 6, 1869.

Capital, $250,000, in 5,000 shares of $50 each, with power to increase.

President, EDWARD W. BRANDON.

Hon. JAMES W. HUSTED, JAMES STUART PEARS, Vice Presidents.

S. P. SLATER, Treasurer, (with Messrs. Duncan, Sherman & Co.)

CHARLES H. PEASE, Secretary.

HENRY HOWARD BRANDON, Superintendent.

JEROME BUCK, Attorney and Counsel.

Bankers, Messrs. DUNCAN, SHERMAN & CO.

DIRECTORS.

JEROME BUCK, No. 3 Broad st.

J. O. SEYMOUR, No. 89 Liberty st.

EDWARD W. BRANDON, No. 133 Water st.

H. VANDEWATER, City Hall.

THOMAS LANDON, Court of Common Pleas.

JAMES STUART PEARS, No. 103 West 14th st.

WM. J. KERR, Brandreth House.

ALEXANDER WILDER, Evening Post.

Hon. JAMES W. HUSTED, Peekskill, 84 Wall st.

The act to incorporate the above Company having been passed by the Legislature of the State of New York, the undersigned is prepared to receive subscriptions to the capital stock of the company.

Subscription, $50 per share, of which $12 50 per share is paid on subscribing, the balance to be paid at the call of the Directors; they agreeing to give due and proper notice to each subscriber, which notice shall in no instance be under 30 days.

The Company intend commencing operations as soon as 2,000 shares, equal to $100,000 of stock at par, shall have been subscribed for. Respectfully,

S. P. SLATER, Treasurer,

(With Messrs. Duncan, Sherman & Co.)

By order of the Commissioners,

EDWARD W. BRANDON,
JEROME BUCK,
HENRY SPEAR.

Subscription books are also opened with EDWARD W. BRANDON & CO., No. 133 Water st.

J. O. SEYMOUR, KENNARD & HAY, No. 89 Liberty st.

EXTRACT FROM CHARTER.

SECTION 6. The drivers of each vehicle belonging to said Corporation shall be entitled to demand and receive for the hire of such cab the fares here prescribed, as follows:

1. For any distance within and not exceeding one mile, for a single passenger, thirty cents; and for two persons, forty cents.

2. For any distance additional to one mile, for each mile and fractional part of a mile, for a single passenger, thirty cents; and for two persons, forty cents.

3. For any time within and not exceeding one hour, for a single passenger, seventy-five cents; for two persons, one dollar; and for any time additional, for each hour and fractional part of an hour, for a single person, seventy-five cents; and for two passengers, one dollar.

4. In addition to said fares, as here set forth, the said drivers are authorized to demand and receive one-half of the same in addition, when the passenger or passengers are so conveyed by them between the hours of twelve o'clock in the evening and six o'clock in the morning.

SEC. 7. No driver of a cab belonging to said Corporation, who is stationed at or near a railway station, steamboat landing, or ferry, shall leave the seat of the cab on the arrival of the cars, steamboats, or ferryboats, nor shall he leave his stand till he shall be engaged by a passenger, or some person authorized by a passenger.

The bove rates of fare cannot be increased; but the Directors, in the interest of the public at large and shareholders, intend reducing the price as soon as practicable to 20 cents per mile for one, and 25 cents for two persons; and 50 cents per hour for one, and 60 cents for two persons; the intention being to give the inhabitants of New York and Brooklyn the benefit of good, commodious and quick traveling, at rates which will place the vehicles within the reach of all.

ESTIMATE OF PROFITS ON FIFTY CARS.

50 hansoms, at $700 each	$35,000
100 horses, at $250 each	25,000
50 sets of harness, at $100 each	5,000
Total	$65,000

PROFITS.

50 cabs, with use of two horses per day, working 22 hours, at $7 per day	$127,400
Expenses	49,800
Balance	$77,600
75 per cent. on $65,000	48,750
Balance for incidental expenses	$28,850

EXPENSES.

Feed and stabling for 100 horses, at $24 per month each	$28,800
Wear and tear of horses, 10 per cent	2,500
Wear and tear of cabs, 10 per cent	3,500
Salaries of Working Manager, Secretary, Superintendent, Foreman of Yard and men	15,000
Total	$49,800

The above estimate for fifty cabs is merely to show what profit can be made; and it is but natural that an increase of the number of vehicles will considerably diminish the working expenses in proportion. The Company purposes to have 2,000 hansoms and cabs running by the end of the present year.

Wisconsin Railroads.

We are happy to know that the citizens of Milwaukee are waking up. Some days ago their Chamber of Commerce held a meeting and appointed a Committee to draw up an address for the people on the subject of their railroad interests. The address will place the following projects before the people:

First—The construction of a railway from this city to Burlington, on the Western Union Road.

Second—The extension of a road from Monroe to Dubuque, Iowa.

Third—The extension of the road to Fond du Lac, and

Fourth—Extending aid to the West Wisconsin Railroad to complete the line between Black River Falls and St. Paul.

What we are most interested in is the extension of the road from Monroe to Dubuque. Let the committie bring in a favorable report and they will find Dubuque ready to meet them half way.—*Dubuque (Iowa) Times.*

Milwaukee and St. Paul Railway.

The railway of this company embraces the following lines: Milwaukee to Prairie du Chien, 193 miles; Prairie du Chien to St. Paul and Minneapolis, 215 miles; Milwaukee to La Crosse *via* Watertown, 196 miles; Milwaukee to Portage *via* Horicon, 95 miles; Horicon to Berlin and Winneconne, (5 miles of which, from Omro to Winneconne, was finished in November, 1868,) 58 miles; Watertown to Sun Prairie, 26 miles; Milton to Monroe, 42 miles—total length, 825 miles. In 1867, the road, for 10 months was 740 miles; for the other 2 months, 820 miles. In 1868, for 10 months, 820 miles; and for the other 2 months, 825 miles. The following is a comparative statement of the earnings and operating expenses for the years ending December 31, 1867 and 1868:

Earnings:	1867.	1868.
From Freight	$3,791,114 31	$4,266,283 89
" passengers	1,421,410 22	1,695,295 72
" mails, express, etc	471,084 06	556,066 10
	$5,683,638 59	$6,517,645 71
Operating expenses:		
Repairs of track	$543,470 59	$591,804 31
" bridges	42,737 06	51,796 89
" fences	5,744 92	4,848 37
" buildings	85,929 10	81,718 04
" locomotives	282,300 90	253,946 66
" cars	365,281 08	365,390 94
" tools, etc	44,778 23	41,085 38
Management and general office	99,507 82	111,743 06
Foreign agency and advertising	25,541 39	26,952 62
Station service	304,773 80	381,901 48
Conductors, etc	144,976 98	173,100 80
Engineers, etc	208,070 50	222,263 55
Train and station supplies	92,753 14	92,530 31
Fuel consumed	365,818 74	432,380 75
Oil and waste	45,694 05	53,274 04
Personal injuries	14,532 44	6,689 48
Damage to property	15,528 53	17,914 72
Loss and damage of freight and baggage	14,244 46	16,123 91
Legal expenses	50,102 28	44,686 86
N. Y. office expenses	10,354 28	14,297 94
Taxes, State and local	151,852 25	75,467 19
Insurance	17,093 35	26,839 89
Miscellaneous exp	11,938 60	18,282 89
Car service	15,383 75	8,272 91
Extraordinary exp	707,279 58	919,728 50
	$3,665,685 82	$4,033,040 99
Net earnings	$2,017,922 77	$2,484,604 72

The gross earnings show an increase of $834,037 12, the expenses an increase of $367,355 17, and the net earnings an increase of $466,681 95 over those of the previous year. The revenue from passengers shows an increase over last year of $273,885 50—being an increase of $52,951 44 on through, and $220,934 66 on local travel. The revenue from freight shows an increase over last year of $475,169 58—being an increase of $143,002 33 on through, and $332,167 25 on local business. The mail, rents and express earnings show an increase of $84,982 04 over last year, which is due to the increase of the mail and express service on the through line between Milwaukee and Minneapolis. The operating expenses for 1867 were 65 per cent., and for the year 1868, 62 per cent. of the gross earnings. The extraordinary expenses included in operating expenses were as follows:

	1867.	1868.
Renewal of track	$246,434 10	$391,697 93
New bridges	63,708 87	38,016 59
New fences	36,617 18	47,793 57
New buildings	79,319 36	52,431 01
New locomotives	20,609 15	16,705 50
New cars	190,386 71	269,451 89
New tools & machinery	12,852 14	16,479 80
U. S. Government taxes	46,586 94	49,606 44
Rents	5,393 81	.....
Interest and exchange	4,220 66	7,109 35
Telegraph	121 16	.....
Furniture	80 00	.....
Expenses Elevator A	.....	20,272 70
" B	.....	10,163 72
Patents	950 00	.....
Total, as above	$707,279 58	$919,728 50

The following is a statement of all expenditures not charged to operating expenses in 1868:

Purchase of road and payment of claims against same	$63,425 17
Construction of road (P. du C. Cut-off, etc	17,472 28
Omro Extension	82,618 47
Sun Prairie Extension	43,810 28
St. Paul Branch	12,107 58
Decorah Branch	3,376 93
Purchase of Elevator D. (Nor. Div.)	71,487 00
Purchase of Elevator B. & C. (P. du C. Div.) part payment on same	200,000 00
Equipment purchased (9 locomotives)	102,572 00
Right of way	44,951 44
Real estate	4,521 45
Milwaukee depot grounds	63,259 34
St. Paul "	9,533 26
Minneapolis "	14,759 64
Survey for P. du C. Bridge	818 00
Survey of Monroe and Dubuque R.R.	578 33
Sinking Fund Second Mortgage bonds (cancelled during the year)	66,000 00
Total	$801,291 17

The earnings and expenses by Divisions for the year 1868, were as follows:

	Earnings.	Expenses.
La Crosse Division	$2,843,516 47	$1,412,096 58
Northern Division	700,120 29	440,750 98
Prairie du Chien Div.	2,129,092 67	1,368,044 40
Iowa and Minnesota Division	1,344,916 28	812,149 03
Total	$6,517,645 71	$1,033,040 99

The cost of the property represented by bonds and shares, December 31st, 1867 and 1868, is as follows:

	1867.	1868.
Mortgage debt	$16,796,500	$16,613,000
Increased since Jan. 1, for purchase of Elevators, building roads, &c	.....	600,000
Preferred stock	8,050,892	8,188,272
Common stock	5,406,883	5,554,599
Common stock dividend Feb. 15, 1869	.....	1,596,470
Total cost of road	$30,254,225	$32,552,341

A portion of the debt outstanding December 31, 1867, against the Prairie du Chien Company was held for the benefit of the St. Paul Company, which was merged in 1868, when the St. Paul Company acquired the Prairie du Chien road.

In pursuance of the authority of the stockholders, conferred January 1, 1869, the Directors declared a dividend of $7 per share, cash, and $10 per share, in common stock, on the preferred stock, from the net earnings of the road for 1867 and 1868; and $14 per share in common stock on the common stock, from the earnings of 1866, 1867 and 1868.

During the year 1868 they have purchased additional property, not charged to operating account, to the amount of $801,291 17.

The company have no floating debt which they are not prepared to pay at sight.

Since our last Annual report we have perfected our purchase of the Milwaukee and Prairie du Chien Railway, and that line of road is now owned in fee by this company.

At the time of the purchase of the Milwaukee and Prairie du Chien Railway, Messrs. Angus Smith & Co. owned the Elevator Buildings, standing on the railway company's lands, in Milwaukee, paying no rent therefor, or if any rent, a nominal amount. The railway company had the option to purchase the Elevators, which expired on the 1st day of December, 1868. The Milwaukee and St. Paul Railway Company have availed themselves of this option, and purchased the Elevators for $300,000, which they have leased for five years to Messrs. Angus Smith & Co., at a price which will give the railway company a fair profit on the purchase. The rent to be paid is not a fixed sum, but is dependent upon the amount of business done by the Elevators. Our future reports will show the workings of this lease.

We completed the line of road from Omro to Winneconne, about five miles, in November of the past year, at a cost of $82,600. This line of road was purchased by this company in 1863. At that time it was built and in operation from Ripon to Omro, and mostly graded to Winneconne. The right of way and depot grounds were either purchased by us at that time or have since been donated to the company. The iron upon this branch is forty-five pounds to the lineal yard. Upon our main lines it is fifty-six and sixty pounds. It has not been completed a sufficient length of time to enable us to say whether or not it will bring the large increased business expected from the Wolf River and country adjacent.

The company are now engaged in the construction of the line of road from Sun Prairie to Madison, about twelve miles. This is an extension of our present Watertown line of road, to the city of Madison, and there connects with the present Madison line, and will shorten the distance to Madison, Prairie du Chien, St. Paul, Minneapolis, and intermediate points, about 17 miles, and reduce the cost of haulage of trains pro rata to the shortened distance.

NEW CONNECTIONS.

McGregor and Sioux City Railway.—The stockholders unanimously authorized the Directors to purchase this line of road, as proposed in the Circular of November 28th, 1868.

The Directors regard the acquisition of the McGregor and Sioux City Railway as of the utmost importance for the welfare of the company. The Sioux City Railway Company propose to build in sections of about 60 miles per annum, their line of road from Calmar, on line of our road westerly, on or near the 43d parallel of latitude to the Missouri River; the proposed line runs through as good an agricultural country as can be found in the United States; it reaches the Missouri River about 100 miles north of any other line of railroad now built or soon likely to be, and about 1,700 miles south of Fort Benton, the head of steamboat navigation on the Missouri River; thus giving them the first chance at the business of that immense region of country; embracing Dakota and Montana Territories, the latter of which is now sending to New York large quantities of gold, silver, &c. The trade of this section of country is immense. Twenty-three steamboats left St. Louis alone, for Fort Benton, in the month of April, 1868. There are also regular lines of steamboats from Omaha and Sioux City to Fort Benton. We believe that a large portion of this

trade can be had by our company, with great advantage to the public, and to the company. In addition to the large through business expected to be obtained, this route will have as good a local business as any railroad running through a magnificent agricultural country.

The directors have agreed to purchase or consolidate with the McGregor and Sioux City Railway, from Calmar to Charles City, about 50 miles, which is to be paid for in the St. Paul 1st mortgage bonds, to be secured by a mortgage on the line of road to be acquired by purchase or consolidation, and with the shares of the St. Paul Company; it is expected that this will be consummated before the harvest of 1869. The Directors felt that your interest required them to do this—first, because it will be a very valuable route for railroad traffic of itself, giving us an opportunity to carry the lumber of Minnesota to the Prairies of Iowa, and to bring back coal from the rich mines of Middle and Southern Iowa to Northern Iowa and Minnesota; thus giving employment to our equipment at seasons of the year when otherwise a considerable portion of it would be unemployed; and second, because another very rich and powerful railway corporation, by their extensions were flanking us, they having already reached Charles City, which is 50 miles west of our line of road, and under contract to construct to the State line connecting with the railroad at Austin: thus our line not being extended westerly as proposed, must enable that railway company to divert the new business to be derived from the proposed line of the McGregor and Sioux City Railway from your railroad.

The Directors venture the prediction that, in the event of our company acquiring the whole of said McGregor and Sioux City Railway, and o its completion to the Missouri River, in a very few years thereafter, perhaps five years, the best part of the company's railway property will be the line of road westerly from McGregor to the Missouri River.

The West Wisconsin Railway Company are building their line of railroad from Tomah on the La Crosse Division of our line of road northwesterly, with a view of going ultimately to St. Paul. They completed it to Black River Falls, about thirty miles from Tomah, in December last. We now operate this road for the company building the same, as lessees; either party can terminate the lease at pleasure. Although at present it brings us no new business, or any which we would not get without it; yet running as it proposes to, through a sparsely settled portion of the State, it will materially develop that section of country and ultimately bring a valuable traffic to our railroad.

The Southern Minnesota Railroad starts from La Crescent on the Mississippi River opposite La Crosse. It is now built westerly to Lanesboro, about fifty miles. They propose to rest at the last named placed for the present, and apply all their means and force to building west, from at, or near Austin: to this end the St. Paul Railway Company is to aid them by transportation of material at cost. The S. M. R. R. runs through a rich productive country, and will henceforth prove a valuable tributary to our line of railroad.

The Hastings and Dakota Railroad is built from Hastings westerly to Farmington, about seventeen miles. They expect to continue it westerly to the Missouri River, at or near the mouth of Washtee or Good River. In no section of the country would a railway be of greater benefit to the locality than that of this proposed extension. Congress has aided them by one of the best land grants ever made by that body. The extension of this road westerly is equivalent in traffic brought to us, to an extension of our own road through those vast, and at present mostly unoccupied, regions. Every shareholder in our company must feel a lively interest in the construction of this road,

The Minnesota Valley Railroad is now in operation from St. Paul to Mankato, about one hundred miles, with a fair prospect of rapid extension much further up that very rich valley. It is a very important connection and feeder of the road of our company.

The St. Paul and Pacific Railroad extends northwesterly from St. Paul about sixty miles, with a view of ultimately reaching the Pacific Ocean some where in the vicinity of Astoria, in Oregon. It is understood that a highly respectable party of capitalists of Amsterdam, Holland, have this project in hand. This road is also equivalent to an extension of our line of railway from Minneapolis northwesterly. It will be a very valuable tributary to our line of road.

The Lake Superior and Mississippi River Railroad extends from St. Paul towards Lake Superior, about 30 miles, and promises to reach a point on that lake during the present year. It runs through a most valuable lumber region, and will add largely to our traffic in lumber, which we will be required to carry down to the prairies of Southern Minnesota and of Iowa, bringing back from Iowa coal and provisions: and when proper facilities are furnished, for about four months in the year, it will afford water communication with Buffalo by the use of 150 miles of railway. It is to be regretted that the navigation of Lake Superior closes so early in the season as to be useless to farmers, producers and dealers unless they can hold their crop over from October to the following June. It is hoped that within a few years they will be able to hold their crops over, that they may, if they desire, have the advantage of the markets for two seasons, and of this line of communication. This road for at least eight or nine months in each year will be a most valuable tributary to our line of railroad.

We urge upon our Stockholders the propriety of their going West and seeing their property, both present and prospective. The officers of the Company will at all times do all they can to facilitate their visiting the property, and help to make the trip as pleasant and agreeable as they can. The Directors feel a laudable pride in the development of the property, which they know would be shared by the Stockholders if they would but make a personal visit and examination of their property.

We call your attention to an act of the Legislature of Wisconsin, published with this report, classifying the Directors of the Company, and thereafter electing one-third of the number for three years, instead of electing the whole Board each year, as heretofore; the same act also authorizes the holders of the Company's bonds to vote in the election of Directors. The act will be submitted to you for your action thereon, at the next meeting of the Stockholders.

The Directors feel under particular obligations to S. S. Merrill, their General Manager, for his untiring industry, capacity and fidelity, in the management of their property, and also to all the officers, agents and employes of the Company who co-operate heartily with him in his efforts to develop this great enterprize, and promote the interest of the Shareholders.

The company own 135 locomotives, 64 first class, and 10 second class passenger cars, 6 sleeping cars, 53 baggage, mail and express cars, 2,070 box freight cars, and 430 flat and stock cars. The number of miles run by passenger trains, was 857,412; by freight trains, 1,539,875; by wood and gravel trains, 324,604—total miles run, 2,721,891. Tons of freight carried eastward, 740,352; do., westward, 894,213—total, 1,134,565. Total number of tons carried one mile, 120,046,055. Passengers carried eastward, 367,885; do., westward, 426,698—total, 794,583. Number of passengers carried one mile, 43,576,677. Earnings per mile run on freight, $2 77; do., on passengers, $2 47. Expenses per mile run, $1 68. Amount received per ton per mile, 3.5 cents; do., per passenger per mile, 3.8 cents. Gross earnings per mile of road, $7,900 18; net earnings per mile of road, $3,011 64.

GENERAL ACCOUNT, December 31, 1868.

Cost of road	$31,962,017	13
Stock of material on hand	509,882	62
U. S. Post office department	45,561	72
Balances due from agents & other companies	192,257	28
Miscellaneous accounts	16,019	54
Interest paid on bonds due January 1, 1869	112,184	84
Cash on hand	556,245	92
	$33,294,241	05
Capital stock, preferred	$8,188,272	00
" common	5,544,599	00
First mortgage 7 per cent. bonds	5,425,000	00
Second " " "	1,390,000	00
First mort. 8 p. c. E. Div	793.000	00
" 7 " Iowa & Minn. Div.	3,730,000	00
" 7 " Minn. Cent. R. W.	270,000	00
" 8 " P. du C. Div	3,445,000	00
Second mort. 7 3–10 "	736,000	00
Income 7 per cent. bonds	20,000	00
Milwaukee City 7 per cent. bonds	246,000	00
Mil. and Western 7 per cent. bonds.	294,000	00
Real estate 7 per ct. puchase money	148,500	00
Incumbrances assumed	327,687	57
Unpaid pay rolls and bills	266,176	89
Bills payable	14,573	60
Due other railways, freight & ticket accounts	55,693	96
Divided No. 9 P. du C. Div	4,404	29
Coupon account	65,841	90
Income account	2,409,491	84
	$33,394,241	05

President.—ALEX. MITCHELL.

Vice President.—RUSSELL SAGE.

Directors.—Alexander Mitchell, Milwaukee; Russell Sage, Fred. P. James, N. A. Cowdrey, New York; Selah Chamberlain, Minnesota; Walter S. Gurnee, New York; S. S. Merrill, Milwaukee; E. B. Wesley, Julius Wadsworth, Joseph Rudd, James G. Garner, Henry Keep, James Buell, New York.

Gen'l Manager.—S. S. MERRILL.

Secretary and Treasurer.—ALANSON CARY.

The Railroad to Fond du Lac.

Yesterday we spoke of the necessity of making the connection *via* Burlington with the Western Union Railroad, which now reaches the coal fields of Rock Island. The necessity of that thirty miles of railroad is so obvious that it requires no argument. But we have another connection on our north, from Mayville to Fond du Lac, which should be made. The Iron Ridge Railroad will be extended to Mayville during the ensuing autumn. Thence it is only twenty-one miles to Fond du Lac. If the road can be built, the St. Paul Company will equip and run it.

Fond du Lac has become one of the largest business centers in the State; its trade with Milwaukee is now light; it might be rendered large by this Railway connection. We believe that Fond du Lac city would extend aid to the amount of $100,000, and if Milwaukee would raise $150,000, we think that the St. Paul Railway Company would readily agree to finish the road. Here is 51 miles of railway, acting as it were, like two arms, north and south of our body, which would secure an immeasurable degree of strength to our future growth and prosperity.

Railroads can be constructed much cheaper now than they could one year ago, as labor can be obtained at least twenty-five per cent. less Our city could borrow on as advantageous termh as last year, because our credit is good, though the money for our purpose is absolutely wortmore. If Milwaukee can obtain the railway connection with the Western Union R. R. and its extended line into southern Illinois, and also secure the completion of the road to Fond du Lac, we think that it would be the best $300,000 ever expended by our citizens.—*Mil. Wis., May* 29.

☞ Glasgow (Ky.) has subscribed $25,000 to the capital stock of the Glasgow Railroad.

Railroads of the State of New York.

A tabular statement of their Capital, Bonds, &c., Length and Cost, Earnings, Expenses, Dividends, &c., for the year ending September 30, 1868.

Compiled from the Annual Reports made to the State Engineer and Surveyor.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road Oper.(1)	Gross Earnings. Passenger.	Freight.	Mail,&c.	Total.	Operating Expenses.(2)	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M	$	M.	$	$	$	$	$	$	$	p. c.
Adirondack	4,183,000	915,000	483,715	5,581,715	25.00	.....	0.13	2,146,579	25.00	8,123	12,777	.....	20,900	21,077	.....	.....	....
Albany and Susquehanna	1,861,393	2,802,000	560,000	5,223,393	120.00	.....	11.15	6,387,456	118.00	208,822	248,991	78,010	535,823	308,004	227,819	.....	....
Albany and Vermont	600,000	.....	.....	600,000	12.00	.....	.....	600,000	.....	(Leased to and operated by Rensselaer and Saratoga.)					36,000	36,000	6
Albany and West Stockbridge (B. & A.)	1,000,000	1,389,559	.....	2,389,559	38.00	.....	47.00	2,411,056	.....	(Leased to and operated by Boston and Albany.)					100,000	100,000	10
Atlantic and Great Western	.....	.....	.....	.....	49.14	.....	7.84	5,871,375	49.14	90,096	370,845	25,618	486,559	298,672	187,887	.....	....
Avon, Geneseo and Mt. Morris	194 250	20,000	214	214,464	15.50	.....	0.50	215 811	15.50	18,486	8,188	2,717	29,391	16,792	12,599	8,176	4
Bloosburg and Corning	250,000	48,000	.....	298,000	15.64	.....	5.41	582,346	.....	(Leased to and operated by Fall Brook Co. of Penna.)					12,500	12,500	5
Buffalo, Bradford and Pittsburg	2,286,000	580,000	.....	2,866,000	26.00	.....	2.00	2,866,000	.....	(Leased to and operated by Erie.)					200,620	160,020	7
Buffalo, Corry and Pittsburg.	428,717	700,000	376,234	1,504,951	42.30	.....	1.00	1,431,466	42.30	57,971	154,761	10,008	223,040	163,471	59,579	.....	....
Buffalo and Erie	5,000,000	1,000,000	.....	6,000,000	88.00	.....	35.00	6,718,801	88.00	838,307	1,294,828	13,800	2,146,935	1,709,736	438,199	540,000	10
Buffalo, New York and Erie	950,000	2,389,000	.....	3,339,000	142.00	.....	13.80	3,339,000	.....	(Leased to and operated by Erie.)						66,500	7
Buffalo and Washington	428,473	....	49,900	478,373	16.03	.....	1.00	485,350	16.03	11,176	10,812	.....	21,988	.....	.....	.....	....
Cayuga and Susquehanna	589,110	....	.....	589,110	34.61	.....	4.75	589,110	.....	(Leased to and operated by Del., Lack. and Western.)					53,010	53,010	9
Chemung (5)	380,000	....	.....	380,000	17.36	.....	12.50	400,000	.....	(Leased to Erie; sub-leased to Northern Central.)					22,800	22,800	6
Cooperstown and Susquehanna Valley	210,715	....	.....	210,715	.....	.....	.....	152,846	.....	(New road from Alb. & Susq. V. R. R. to Cooperstown 16 miles.)							....
Dunkirk, Warren & Pittsburg	280,000	....	.....	280,000	.....	.....	.....	365,000		(New road from Dunkirk, N. Y., to Warren, Pa., 41 miles in progress.)							....
Elmira, Jefferson and Canandaigua	500,000	....	.....	500,000	46.84	.....	2.89	500,000	.....	(Leased to Erie and sub-leased to Northern Central.)					25,000	25,000	5
Elmira and Williamsport	1,000,000	1,570,000	.....	2,570,000	78.00	.....	14.50	2,218,000	.....	(Leased to and operated by Northern Central.)						(3)60,000	5
Erie Railway	46,302,210	23,398,800	6,237,326	75,938,336	460.00	97.00	389.60	56,486,606	773.50	3,531,504	10,638,651	206,717	14,376,872	11,132,289	3,244,583	.....	....
Erie and New England	36,800	....	30,400	67,200	.....	.....	.....	....	.....	(In progress from Turner's (Erie Railway) to Conn. State Line 37 miles.)							....
Flushing and North Side	113,130	....	.....	113,130	.....	.....	.....	110,145	.....	(In progress; length about 23 miles.)							....
Fonda, Johnstown & Gloversville	50,810	150,000	3,832	204,642	.....	.....	.....	158,338	.....	(New road of 10 miles approaching completion.)						.....	....
Goshen and Deckertown	32,884	12,039	.....	44,923	.....	.....	.....	40,050	.....	(In progress: length from Goshen to New Jersey line 14.77 miles.)							....
Hicksville and Cold Spring	27,820	17,190	.....	45,010	4.00	.....	.....	45,262	.....	(Leased to and operated by Long Island.)						.....	....
Hudson River	13,932,700	6,074,960	1,167	20,008,827	144.00	.....	170.64	19,185,989	150.00	2,000,475	3,039,126	534,614	5,574,215	3,793,319	1,780,896	1,003,880	8
Hudson and Boston (Boston and Albany)	175,000	....	.....	175,000	17.33	.....	4.00	194,197	.....	(Leased to and operated by Boston and Albany.)					17,500	17,500	10
Lake Champlain and Moriah	70,000	....	28,046	98,046	.....	.....	.....	25,316	.....	(In progress: in Essex County; length 7 miles.)						.....	....
Long Island	3,000,000	825,000	75,000	3,900,000	98.00	25.00	20.00	4,495,814	123.00	356,125	279,724	47,481	683,330	671,624	11,706	.....	....
Middleburg and Schoharie	70,000	....	.....	70,000	5.30	.....	.....	70,000	.....	(Not in operation at date.)						.....	....
Middletown, Unionville and Water-Gap	108,502	212,300	38,886	359,688	13.00	.....	.....	344,870	13.00	4,812	6,373	78	11,263	10,801	462	.....	....
Montgomery and Erie	150,055	176,000	5,000	331,055	10.27	.....	0.66	287,201	10.27	8,110	15,096	.....	23,206	22,406	800	.....	....
Newburg and New York	500,000	250,000	.....	750,000	.....	.....	.....	(In progress; leased to Erie.)					.....	.....	.....	.....	....
New York Central	28,780,000	11,458,904	.....	40,238,904	297.75	296.00	455.40	36,607,697	692.21	4,063,791	9,491,427	826,085	14,381,303	9,238,163	5,143,140	2,110,248	8
New York, Housatonic and Northern	197,800	....	53,952	251,752	.....	.....	.....	248,304	.....	(White Plains, N. Y., to Brookfield, Ct., 39.75 miles, in progress.)						.....	....
New York and Flushing	120,000	125,000	.....	245,000	8.00	.....	.....	245,000	8.00	106,655	7,904	.....	114,559	.....	.....	.....	....
New York and Harlem	7,000,000	5,086,325	34,500	12,120,825	130.75	2.12	45.50	13,098,050	132.87	1,095,201	1,208,576	452,455	2,756,232	1,772,687	983,545	580,423	8
New York and New Haven	6,000,000	1,061,500	239,749	7,301,249	62.25	.....	63.82	7,151,526	132.00	1,122,641	321,511	274,555	2,218,509	1,222,640	995,868	600,000	10
New York & Oswego Midland	454,309	....	.....	454,309	.....	.....	.....	454,309	.....	(In progress 240 miles.)				.....	.....	.....	....
Niagara Br. and Canandaigua	1,000,000	....	.....	1,000,000	98.46	.....	3.65	1,000,000	.....	(Leased to and operated by New York Central.)					60,000	60,000	6
Northern New Jersey	159,400	400,000	47,373	606,773	21.25	.....	4.50	524,226	33.25	184,026	70,453	24,881	279,360	214,127	65,233	.....	....
North Shore	193,445	110,200	15,000	318,645	6.25	.....	.....	298,049	.....	(Leased to and operated by New York and Flushing.)					.....	.....	....
Ogdensburg and Lake Champlain	4,061,000	1,038,000	137,425	4,236,425	118.00	4.00	18.00	5,071,000	122.00	178,228	701,462	24,291	898,981	597,238	301,743	(4)96,925	3
Oswego and Rome	222,987	717,000	2,387	942,374	28.58	.....	3.25	925,999	28.58	48,190	62,284	3,148	113,622	56,811	56,811	.....	....
Oswego and Syracuse (5)	482,400	573,500	4,000	1,059,900	36.29	.....	40.49	1,398,754	36.29	138,112	105,369	30,549	269,030	177,869	91,161	38,592	8
Plattsburg and Montreal	.....	....	.....	....	23.00	.....	.....	....	23.00	30,148	29,195	1,299	60,641	55,329	5,313	.....	....
Rensselaer and Saratoga	2,850,000	1,500,000	.....	3,350,000	174.91	.....	17.49	5,544,459	171.91	595,041	811,799	208,019	1,514,869	1,008,860	506,009	174,750	6
Rochester and Genesee Valley	557,560	70,000	500	628,060	18.45	.....	1.25	656,026	.....	(Leased to Buff., N. Y. and Erie and operated by Erie.)					49,285	.....	....
Rome, Watertown & Ogdensb.	2,500,000	2,000,000	9,213	4,509,213	141.11	48.52	20.83	4,362,525	218.21	477,088	658,144	73,708	1,208,940	779,084	429,856	252,000	10
Roudout and Oswego	726,548	....	.....	726,548	.....	.....	.....	377,286		(In progress of construction, 85 miles.)					.....	.....	....

Saratoga and Schenectady....																.....	6
Saratoga and Whitehall.....	(Consolidated in Rensselaer and Saratogo.)															.....	6
Schenectady and Utica	11,000	.....	.....	11,000	.....	.....	.....	(Length of projected road 78 miles.)								.....	....
Schoharie Valley.....	47,830	25,000	.....	72,830	4.38	.....	0.06	82,102	4.38	7,408	4,598	1,250	13,258	6,612	6,646	.....	....
Skaneateles.....	77,900	20,000	16,505	114,405	5.00	.....	.....	100,846	5.00	9,362	7,267	3,770	20,399	16,559	3,840	.....	....
Southern Central.....	698,115	....	.....	698,115	.....	.....	.....	(In progress from Fairhaven to Owego 99.50 miles.)								.....	....
South Side (L. I.)	489,000	750,000	150,000	1,389,000	53.00	0.75	2.00	1,409,926		(No returns to these items.)						.....	....
Staten Island and Ferry.....	660,000	200,000	65,000	925,000	18.00	.....	0.33	356,301	13.00	77,801	4,555	195,266	277,622	173,942	103,680	49,500	7⅓
Sterling Mountain.....	80,000	350,000	.....	430,000	7.60	.....	1.00	501,122	7.60	628	47,281	.....	47,909	18,200	29,709	.....	....
Syracuse, Binghamton & N.Y.	1,470,130	1,720,000	.....	3,190,130	81.00	.....	8.00	3,468,115	81.00	164,234	371,394	24,000	559,628	347,890	211,738	.....	....
Troy and Bennington..... ...	75,400	109,200	.....	184,600	5.38	.....	0.38	236,953	.....	(Leased and operated by Troy and Boston.)					15,300	.....	....
Troy and Boston.....	607,111	1,575,000	443,289	2,625,400	34.91	.....	7.22	2,285,981	53.29	204,687	289,433	22,980	517,100	272,156	244,944	.....	....
Troy and Greenbush.....	274,000	....	.....	274,000	6.00	.....	6.00	294,908	.....	(Leased to and operated by Hudson River.)					16,464	16,464	6
Troy Union (and Depot).....	30,000	680,000	.....	710,000	2.14	.....	2.14	762,238	.....	(Owned & oper. by the 4 roads entering Troy.)					24,669	.....	....
Union Village & Johnsonville.	70,000	....	.....	70,000	.....	.....	.....	71,000	.....	(In progress: Length 14 miles.)						.....	....
Utica, Chenango & Susq. Vall'y	1,351,594	....	.....	1,351,594	43.00	.....	4.00	1,154,089	43.00	53,079	34,594	2,724	90,397	54,662	35,735	.....	....
Utica and Black River	1,670,100	83,000	.....	1,753,100	59.00	.....	2.87	1,800,000	59.00	83,503	76,641	10,127	170,273	120,735	49,538	.....	....
Walkill Valley.....	233,625	....	.....	233,625	1.00	.....	.....	247,160	.....	(In progress. Total length 20 miles.)					.....	.....	....
Warwick Valley.....	99,000	85,000	.....	184,000	10.33	.....	.....	172,577	10.33	9,485	44,180	2,779	56,445	35,028	21,417	7,920	8
Waverly and State Line.....	....	....	24,974	24,974	0.75	.....	.....	24,974	.....	(Owned and operated by Pennsylvania and New York.)						.....	....
West Shore & Hudson River.	40,350	38,000	12,219	90,569	.....	.....	.....	74,381	.....	(In progress. Total length 120 miles.)						.....	....
Whitehall and Plattsburg....	425,554	....	.....	125,130	15.56	.....	.....	414,129	.....	(In progress. Total length 90 miles.)						.....	....

PASSENGER RAILROADS OF THE STATE OF NEW YORK, OPERATED BY DUMMY AND HORSE POWER.

Albany.....	98,900	40,000	5,000	143,900	5.50	.....	1.87	139,414	5.50	55,800	.....	1,780	57,580	62,049	(loss.)	.....	....
Bleecker st. & Fulton Ferry..	900,000	694,000	40,713	1,634,713	9.00	.....	13.00	1,747,127	9.00	278 845	.....	4,721	302,566	250,806	51,760	.....	....
Broadway (Brooklyn)	200,000	35,000	29,097	264,097	5.38	.....	5.38	277,169	5.38	109,042	.....	6,130	115.172	103,290	11,882	16,000	8
Broadway & Seventh Avenue.	2,100,000	1,600,000	.....	3,700,000	8.00	.....	8.00	522,895	8.00	643,227	.....	21,425	664,652	479 738	184,914	.....	....
Brooklyn, Bath & Coney Island	99,850	80,000	7,538	187,388	9.00	.....	1.00	156,838	7.00	24,265	.....	252	24,517	25,900	(loss.)	.....	....
Brooklyn City	1,500,000	300,000	.....	1,800,000	36.00	.....	36.00	1,840,955	36.00	1,164,204	.....	33,105	1,197,309	913,371	283,938	180,000	12
Brooklyn City and Newtown.	400,000	200,000	14,372	614,372	5.50	.....	5.50	569,620	5.50	118,776	.....	1,649	120,425	101,003	19,422	.....	....
B'lyn, Prospect P. & Flatbush	254,600	300,000	1,487	556,087	3.50	.....	3.00	434,600	.....			(Not yet in operation.)				.....	....
Brooklyn & Rockaway Beach	144,600	45,000	2,500	192,100	3.50	.....	0.78	214,489	3.50	13,603	.....	7,018	20,621	11,600	9,021	.....	....
Buffalo street...	50,000	186,000	109,500	345,500	8.81	.....	6.40	218,969	8.81	99,734	.....	.....	99,734	82,307	17,427	.....	....
Bushwick	262,200	2,000	5,040	269,240	2.73	.....	5.12	264,982	2.73	80,579	.....	129	20 508	20,436	72	.....	....
Central City (Syracuse).....	21,130	6,000	.....	27,130	1.71	.....	0.14	29,758	1.62	18,452	.....	193	18,645	14,548	4,097	.....	....
Central Park, N. & E. River..	1,065,200	626,000	33,644	1,724,844	24.00	.....	12.60	1,627,021	24.00	499,360	.....	13,602	512,962	494,150	18,812	.....	....
Coney Island and Brooklyn..	500,000	218,000	19,589	737,589	10.20	.....	4.63	645,925	10.20	118,351	.....	3,286	121,637	139,685	(loss.)	.....	....
Dry Dock, E. B'way & Battery	1,200,000	700,000	.....	1,900,000	10.73	.....	12.16	772,303	10.73	654,689	.....	14,485	669,174	533,269	135,905	.....	....
Dunkirk and Fredonia..... ...	34,815	....	2,448	37,263	3.50	.....	.....	42,643	3.50	8,721	.....	.....	8,721	5,278	3,443	.....	....
Eighth Avenue.....	1,000,000	203,000	.....	2,203,000	9.00	.....	9.00	1,455,161	9.00	778,941	.....	25,850	804,791	614,400	190,391	120,000	12
Fifth Ward (Syracuse).....	26,170	....	.....	26,170	1.67	.....	0.07	27,543	1.67	5.616	.....	1,145	6,761	4,293	2,468	.....	....
42d st. & Grand st. Ferry	748,000	260,000	.....	1,008,000	5.13	.....	10.25	1,041,204	5.13	334,972	.....	6,809	341,781	256,117	85,664	74,800	10
Genesee & Water st. (Syr.)...	42,500	9 000	400	51,900	3.00	.....	0.25	54,200	3.00	8,332	.....	321	8,653	8,494	159	.....	....
Grand street and Newtown ..	170,000	30,000	.....	200,000	3.00	.....	2.50	200,000	3.00	71,499	.....	1,371	72,870	67,549	5,321	.....	....
Harlem Bridge, Morrisiana and Fordham.....	113,230	130,000	2 500	245,730	5.00	.....	5.00	239,063	5.00	62,909	.....	611	63,520	63,945	(loss.)	.....	....
Hudson Avenue (Brooklyn) .	106,700	74,000	9,272	189,972	2.50	.....	.....	161,585	2.50	.....			(Report defective.)				
Kingston and Rondout.....	75,000	....	.....	75,000	3.35	.....	0.21	78,989	3.35	17,559	.....	3,412	20,971	18,801	2,170	2,500	3½
Metropolitan (Brooklyn)	194,000	191,900	7,000	392,900	4.50	.....	1.50	361,500	4.50	33,419	.....	689	34,108	27,809	6,299	.....	....
Ninth Avenue.....	797,820	167,000	.....	964,320	6.10	.....	6.10	468,322	6.10	91,335	.....	4,513	95,848	95,253	595	.....	....
Rochester City and Brighton.	59,000	15,000	.....	74,000	9.50	.....	1.00	.....	9.50	30,286	.....	1,204	31,490	20,200	11,290	.....	....
Second Avenue	800,000	700,000	170,962	1,670,962	80.0	.....	8.00	1,452,393	8.00	507,180	.....	5,486	512,666	440,960	71,706	.....	....
Sixth Avenue.....	750,000	250,000	.....	1,000,000	4.00	.....	4.87	1,786,977	4.00	600.182	.....	25,159	625,341	484,533	140,808	75,000	10
Syracuse and Geddes.....	25,000	25,000	.....	50,000	2.00	.....	0.07	25,978	2 00	13,600	.....	781	14,381	9,600	4,781	1,000	4
Syracuse and Onondaga.....	31,000	....	.....	31,000	1.88	.....	2.50	31 000	1.88	7,884	.....	.....	7,884	5,685	2,199	1,500	5
Third Avenue.....	1,170,000	1,500,000	50,000	2,720 000	8.00	.....	10.00	2,745,277	8.00	1,239,297	.....	18,179	1,257,476	982,892	274,584	140,400	12
Troy and Albia.....	44,700	20,000	13,978	78,678	3.14	.....	0.33	72,463	3.14	16,311	.....	538	16 849	18,294	(loss.)	.....	....
Troy and Lansingburg..... ...	250,000	100,000	81,095	431,095	9.36	.....	9 86	363,967	9.36	152,653	.....	1,929	154,582	161,916	(loss.)	.....	....
Utica, Clinton & Binghamton.	124,400	200,000	1 200	322,600	13.00	.....	2 50	305,828	13.00	72 217	.....	8,051	80,268	66,120	14 148	.....	....
Van Brunt st. & Erie Basin..	75,000	12,000	1,612	88,612	1.25	.....	1.25	87,000	1.25	17,821	.....	104	17,925	14,724	3,201	3,000	4
Watervliet.....	240,000	131,000	4,000	375,000	7.25	.....	8.25	297,145	7.25	110,746	.....	6,847	117,593	86,203	31,390	9,600	4

(1) Including leased roads, but not second track and sidings. (2) Including National, State and local taxes. (3.) Dividend on preferred stock 7 per cent. (4) Dividend on preferred stock 8 per cent. (5) Has a third rail for wide cars.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
Allegheny Valley 50	2,000,000		
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,226		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,161,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger....	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont.100	459,800		
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J.A. J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City 10	1,000,000	F. & A.	Feb.'69 3½
Brooklyn City & Newt'n..100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		
Cape Cod Branch 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110		Jan.'69 4
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J.	Jan. '69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'69 5
" " prof...100	2,425,400	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000		Jan.'69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,585,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,864	April.	Apl.'69 1½
Cincinnati City Passenger....		J'n & J'ly	Jan.'68½
" Street.....		J. & J.	Jan.'68½
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jun.'69 3½
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ..100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn 100	600,000		
Conn. & Passum'c. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jan.'69 3
Connecticut River..... .00	1,700,000	J. & J.	Jan.'69 5
Cumberland Valley 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norw.k ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do. do. pref 100	1,937,351	J. & J.	J'ly '69 4½
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.) 100	492,800	J. & J.	Jan. '69 4
East Pennsylvania 50	654,900		
East Tenn. and Georgia...100	2,389,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	600,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248 000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Apl. '69 3
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....			Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill* 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,586,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 50	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,386	J. & J.	Jan'69 1½
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	588,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
" " " 2d pref..100			
Milw. & St. Paul.....100	7 151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '69 4
Mobile and Ohio 50	3,762,400		
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... 100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,066,544		
Naugatuck 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey..... 100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates..100	22,829,600		
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue..... 100	797,400		
North Carolina..... 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.100	135,000		May '67 4
Northern of N. Hampsh..100	3,06',400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500,000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	231,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515		
Panama..... 100	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan '69 3½
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,926,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	2,058,300	J. & J.	Jan. '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '69
Portland and Kennebec...100	879,800	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '68 5
Rutland preferred..... 100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,841		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,278		
South Shore..... 100	259,686		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,800	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		.....3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.)- 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000		
" " (K. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,800,000		
Tol., Wabash and West....100	5,700,000		
" " pref 100	1,000,000	M. & N.	May'69 3½
Troy and Boston..... 100	607,111		
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River..... 100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*..... 100	2,500,000	J. & D.	Jun.'68 4
Vermont Central..... 100	5,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon..... 100	1,463,776		
Winchester and Potomac....		J. & J.	Jan. '69 3
Warren..... 100	1,547,650		.....3½
Worcester and Nashua ... 75	1 622,500	J. & J.	Jan'69 $4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan. '69 2
American Coal..... 25	1,500,000	M. & S.	M. '66 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'68 2
Central Coal 100	2,000,000	J. & J.	Jan.'66 4
Fulton Coal..... —		J. & J.	Jan. '69 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb'69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	FMA&N	M'y '69 3½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,041	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,459	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,308	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	671,348	661,971	588,210	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,556	109,526	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,681	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,790	350,348	372,618	412,553	284,319	3,793,005
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	437,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,392	691,556	914,082	7,120,486
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	553,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,753
1869	132,628	127,817	175,950	171,868	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	152,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374.024	377.981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,909,363
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
1869	284,192	265,137	242,705	311,833	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,199	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,987
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	121½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,400	6	" "	1881	121½
.. .. coupon		6	" "	1881	121½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	117
.. .. .. (5-20s).....coupon		6	" "	1882	122½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	116½
.. .. .. (5-20s).....coupon		6	" "	1884	117
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	116½
.. .. .. (5-20s).....coupon		6	" "	1884	117
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	117½
.. .. .. (5-20s).....coupon		6	" "	1885	118½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	119½
.. .. .. (5-20s).....coupon		6	" "	1886	119½
.. .. 3d series (5-20s)...registered	379,534,450	6	" "	1887	119½
.. .. .. (5-20s).....coupon		6	" "	1887	119½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	119½
.. .. .. (5-20s).....coupon		6	" "	1888	....
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s)....coupon		5	" "	1904	109½
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	53,075,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	132,100	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	222,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	.....	Due.	....
Treasury Notes (7-30s).....	35,000	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,956,350	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,610	var	.....	Due.	....
U. S. Notes (greenbacks).....	389,511,567	nil.	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	67½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,086,500	7	Jan. & July.	1877	132
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	96
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	83
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100½
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1883	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	....
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	73½
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	67
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	....
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	90
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	109
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	....
.. —	720,000	6	" "	'74-'75	120½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	109
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	80½
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	95
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'60-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	101½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	103
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	102½
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
.. — .. Bonds.....	22,186,000	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	61
.. — .. (new).....	3,059,045	6	" "	'92-'98	67
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").	1,600,000	6	" "	1875	100
.. — .. (").	4,095,309	6	" "	1881	....
.. — .. (").	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. ..		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	93
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	93
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	108½
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	....
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	....
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	....
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	....
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	....
.. — .. Bonds.....	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92½
Loan of 1850	579,500	6	" "	"	1880	90½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	91
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	63
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	98
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	89½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259.000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	100
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	"	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	95
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	100
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'77	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	6,099,000	7	" "	" "	1896	98½
Cin. & Chic. A.L.(C.C.& I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130.000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603.000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $45,000,000	.....	7	April & Oct.	New York.	1908	85½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	85½
2d Mortgage	816,000	7	" "	" "	18—	80
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	94
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	94
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,00 0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	" "	18—	....
3d Preference Stock	3,414,094	4*	" "	" "	18—	....
4th Preference Stock	25,592,800	4*	" "	" "	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £48,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	95
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108½
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund.	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	104
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	25
Illinois Centrak						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	—1
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96¾
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	97½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	....
Louisville Loan, Main Stem	840,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,630	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	123
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	93½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	105
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	93½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	91
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,900	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$800,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	94½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1883	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	73
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,009	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for R. & N. Falls R.R. Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	....
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1866	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	94½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	91
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	—— & ——	"	18—	88½
North Shore, S. I:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	187-	93½
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	92
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia, Var.	....	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	7	" "	"	1901	89½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	96½
Bonds of 1861	100,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible reg'stered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	87
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	91½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	78
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	68
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96¾
Convertible Loan	1,201,850	6	" "	"	1877	83
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80½
2d Mortgage	3,980,676	6	Jan. & July.	"	1882	70
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	*	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,592	.....	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	119
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23¼
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	160
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.L,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	23½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	68,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119 4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	142
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,815	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Grand Trunk)		176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	.....	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	894,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	.....	66,962	721,926	.....	6,134	370,527	47.1	93,388	4,107,000	1,122,038	197,981	61,251	6½	100	60
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by West Jersey.)		100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	202,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,500	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	118½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. and Ohio.)		888,080	.....	—	100	31½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,667	984,667	431.0	2,137,681	.....	.....	4,508,643	1,987,896	10	100	157
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,989	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	198
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	92½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	125½
Jun. 30, 1867		Lease	es	of S	an.	&	Ol	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin.and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin.and Laf.		54,000	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin., H. and D.)		183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	137.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....							
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	75							
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased to Atl. & Gt. W n			.....	.....	8	100	....							
Dec. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	114½							
Oct. 31, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	103½							
Nov. 30, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,516	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,623	32,121,284	61,206,114	2,492,215	932,497	14	100	96½							
May 31, 1867	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	—	.....	.....	11,420,000	13,900,000	1,350,000	—	600.0	(Consol. Col. and I		nd. Centr.	Chic. &	G. Etn.)	—	100	43							
Feb. 12, 1868	—	—	—	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....							
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	77							
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....							
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87							
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87							
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	134							
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....							
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....							
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec.	1867.		.....	.....	—	100	....							
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,763,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....							
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110							
Dec. 31, 1867	24.0	—	2.5	—	6	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	....							
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,858	313,174	—	100	....							
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....							
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	788,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....							
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....							
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	117							
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....							
Dec. 31, 1867	189.0	—	16.0	—	38	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....							
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissoge	New Hamp.	825.199	—	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....							
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	108							
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....							
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	—	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....							
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	89,800	168.000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....							
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	117							
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....							
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	—	.....	.....	392,550	—	.....	.....	—	(Leased	to Phila.	& Reading.)	23,553	6	50	....							
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,800	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....							
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,389,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	146,823	—	100	....							
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....							
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	—	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....							
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....							
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Centra	l.)	165,000	5	50	60							
Sept. 30, 1868	460.0	97.0	382.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	5,213,335	15,569 588	46,302,210	23,398,800	6,745,809	822,701	774.0	6,882,970	124,312,884	595,699,225	14,376,872	3,244,583	—	100	....							
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	388,004	3,651,201	22,906,110	667,883	227,124	—	50	....							
Dec. 31, 1867	13.0	—	....	97 0	—	—	—	—	European and North American ¶	Maine.	.....	—	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)		108.0	.....	.....	.....	161,136	30,812	—	100	....							
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,250,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....							
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	—	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....							
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....							
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....							
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	133½							
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....							
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....							
Dec. 31, 1867	17.0	—	....	119.0	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....							
Dec. 31, 1867	53.5	—	119.0	—	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,902	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....							
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,345	—	—	—	11.5	.....	.....	.....	55,591	11,362	6	100	....							
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	—	100	....							
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,880	6½	100	80							
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	8,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....							
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....							
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....							
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,814	6,862,308	7,600,000	286,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	133							
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	.....	133,284	7	50	110							
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	210							
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	273,152	12,126,637	.....	766,351	.....	—	100	....							
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,962	2 000,000	287.000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....							
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	104,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....							
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria	Texas.	.....	—	.....	.....	.....	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....							
Sept. 30, 1867	144.0	—	153.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	160							
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....							
Dec. 31, 1868	580.9	146.5	....	—	170	95	39	3,815	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	147							
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	—	.....	.....	.....	.....	*	—	—	.....	.....	.....	.....	.....	—	50	36							
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	362.5	.....	.....	.....	.....	.....	—	50	....							
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	—	.....	.....	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....							
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....							
Jan. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	.....	37,144	17,165	—	50	....							
Dec. 31, 1867	66.0	—	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	—	45.0	.....	.....	(10 mos.)	189,439	94,904	—	100	....							
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	.....	914,725	219,245	—	100	....							
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	95							
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	.....	8	100	....							
Oct. 31, 1867	4 6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	—	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,186	—	100	....							
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	—	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....							
Dec 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg .....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.9	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opened Jan. 1, 1868, & operated by L. C & N.Co. (Open. Jan.1,'68)					—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	113½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	—	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operated by Louisv., Cinc. and Lex.)			45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operated in connection with Col. & Xenia.)			8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	(Leased to Phila. and Read.)			.....	.....	4	50	90
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	—	4,448	—	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	—	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	....
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,082,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased to Boston and Lowell.)			.....	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	.....	(11 mos.)	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,346	164.059	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	—	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,000,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	30
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Operated with Concord.)			.....	97,925	9	100	130
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	—	—	(Owned and oper. by Conc.)			50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,089	—	.....	.....	.....	1,582,000	.....	—	—	(Leased to Louisville and Nashville.)			.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operated by Louisville and Nashville.)			.....	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	131
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	116½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	—	.....	.....	102,365	—	10,649	—	6.6	.....	.....	.....	15.128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	—	—	—	—	(Leased to West Jersey.)			59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	77½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased to Phila. and Reading.)			.....	.....	8	50	112
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	102	32	10	—	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	—	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	91½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,634	.....	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	145
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶..Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2,744,092	79,781	26,289	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operated by Pbg F.W.&C.)			178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned & oper. by Phil., W. and B.)			13,294	—	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	659,000	142,167	—	—	(Operated partly by N. Y. & N. H.)			.....	—	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	558,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	127
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern...Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	357,380	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,197	6,080,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	192½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	.....	—	.....	.....	193,360	—	29,224	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	152½
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	125
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)			.....	60,000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,136	732,835	223.0	350,960	.....	.....	537,940	269 167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5z	50	71½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	96
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	110
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	50.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	65½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	34½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	86
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	19	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	100½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,789	.....	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	300
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				20,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	116
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,386	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,706	36,000	1,323,200	69.526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	219,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	67½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	137
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,801,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135	.....	.....	8,791,937	3,150,837	10	50	99⅝
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,508	102.1	892,376	.....	.....	2,432,531	890,730	9	50	109
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	156
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	.....	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	———	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	112½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	———	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	———	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,940	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,226	15,223,332	11,106,420	1,423,009	366,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469.141	118,378	2,400.000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,566	.....	.....	840,855	.....	—	100	40
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	38
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	(Re-organized by 1st Mortgage bondholders.)								54.0	.....	.....	.....	106.184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	.....	.....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	.....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50,	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	991,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	*	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,900	—	100	....
May 31, 1867	135 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,662	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,000	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	———	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	601,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71 0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	———	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	———	.....	.....	438,300	———	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,009	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,169,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,688	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	9.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶.	3,726,590	*	12,024	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.6	—	...	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Liabilities. Bonds. $	Liabilities. Accounts. $	Liabilities. Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Carried one mile. Passengers. Number.	Carried one mile. Freight. Tons.	Earnings. Gross. $	Earnings. Net $	Dividends. pc.	Value of Shares. Par. $	Value of Shares. Market. p.c.
Dec. 31, 1867	*Southwest Pacific* ¶.....Missouri.	91.0	—	....	200.0	....	....	....	....									91.0						—	100	....
July 31, 1867	106 1 102.9	....	—	22	20	15	242																			
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,006,953	408,959	9	100	90
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196,000	150,000	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	(Leased to Cinc., Dayton and Eastern.)	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,333	—	100	....
Nov. 30, 1867	13.2	....	....	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased to Housatonic.)						—	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Stony Brook.....Massachusetts.	267,385	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased to Housatonic & Lowell.			17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,079	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,059	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	262,569	111,618	8	50	90
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	3,809,353	1,022,471	—	100	77½
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			509,582	188,393	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt & Mass., & T. & B.)				19,208	7	100	46
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy.)				32,000	—	100	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)					—	....	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,302,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased to Vermont Central.)					8	100	100½
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	59
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,091	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	20	13	11	184	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 532	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	.....	.....	.....	.....	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919.550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1867	18.3	—	....	—	.....	.....	.....	.....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	213.5	379,147	6,439,617	6,145,144	564,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—	.....	.....	.....	.....	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	18.3	.....	.....	.....	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	.....	.....	.....	.....	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			458,606	155,926	7	100	87½
Dec. 31, 1867	23.0	—	....	—	.....	.....	.....	.....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	183,966	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,280	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	—	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	580,588	4,917,350	.....	775,075	128,659	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	278,639	119,287	—	100	63½
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554.080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilm. and Manchester...N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Dec. 31, 1867	38.0	—	....	—	.....	.....	.....	.....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	32.0	—	....	—	.....	.....	.....	.....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Winchester and Potomac.....Virginia	600,000	*	.....	.....	300,000	203,333	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	.....	(Leased to Balt. and Ohio.)				27,000	—	100	....
	Wrightsville, York and Gettysburg.Penn.	293,230	.....	.....	.....	317,050	152,000	24,180	.....	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
																			(Leased to Northern Central.)					—	50	....
	CANALS, &c																									
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	95
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	133½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	64,000	.....	.....	.....	65.5	.....	.....	.....	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,037,933	49,067	8,739,800	12,504,297	1,300,985	.....	108.0	.....	.....	.....	.....	247,603	8	50	75½
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	262,654	46,450	—	50	40
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,555,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	1,099,013	.....	6	50	19½
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	155,872	42,170	—	50	24
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length of equiv. single track.	Horses and Dummies.	Cars.	Companies.		Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No			$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany	N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).	Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown	Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City	Md.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)	N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea	Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn)	N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av. (N.Y.C.)	N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.	N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City	N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.	N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flath.	N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.	N.Y.	214,489	144,600	45,000	2,500	20,021	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street	N.Y.	318,909	56,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn)	N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston)	Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	....
Sept. 30,'68	1.76	—	39	Central City (Syracuse)	N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)	N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street	O.	—	—	—	—	—	—	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)	(Ph.) Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg)	Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.)	O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)	N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B.&B. (N.Y.C.)	N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia	N.Y.	42,605	34,815	—	2,448	8,721	3,445	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton	Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)	N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville	Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse)	N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.)	N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark (Ph.)	Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.)	N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.)	Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	....
Oct. 31,'68	5.40	125	25	Girard College (Phila.)	Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)	N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.)	Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	....
Sept. 30,'68	—	—	—	Greenpoint & Wmbg. (Bkn)	N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm. Br., Morr. & F'dham.	N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City	Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield	Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)	Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	....
Dec. 31,'68	—	—	—	Hoboken and Hudson City	N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken	N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn)	N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point	N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	3.56	28	9	Kingston and Rondout	N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.)	Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse	Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston	Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn)	Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston)	Mass.	177,624	177,700	—	—	—	—	—	100	100	....
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn)	Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley	Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)	N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston)	Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	....
Nov. 30,'68	7.42	254	47	Middlesex (Boston)	Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	....
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)	N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.	Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)	Mass.	27,057	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.)	Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark	N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.)	O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)	Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City	Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	....
Oct. 31,'68	5.89	50	14	Philadelphia and Darby	Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry	Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.	Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham	Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland	Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston)	Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk (Ph.)	Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton	N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers	Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.)	Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)	N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.)	Pa.	628,843	573,387	109,300	—	524,611	177,857	11¼	50	30	....
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)	Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)	N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston)	Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston	Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	....
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)	Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston)	Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes	N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga	N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)	Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City)	N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.)	Pa.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	3.47	32	5	Troy and Albra	N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg	N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes	N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston)	Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham	N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)	N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany)	N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken	N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia	Pa	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston	Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport	Pa.	20,867	15,000	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)	Mass.	62,152	57,250	—	—	4,200	2,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester	Mass.	89,573	75,000	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	p c			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J. & J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flath.: 1st Mortgage	300,000	7	M & N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry (N.Y.): 1st Mortgage	100,000	7	J & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M & N	1878	....
Lombard and South st. (Ph.): 1st Mortgage	62,500	7	J. & J	1873	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A. & O	1886	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J. & D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J. & J.	1888	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1879	....
Philadelphia and Darby: 1st Mortgage	89,000	7	J. & J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M & N	1879	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	18—	....
1st Mortgage	15,000	6	J. & J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J. & D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J. & J.	1868	....
2d Mortgage	100,000	7	J. & J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J	1877	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M & N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Worcester: 1st Mortgage	72,000	6	A. & O	1873	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	74½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	72½
Chicago and Alton, pref.	2,425,400	7	10	100
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10	104
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	132
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	22
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	89⅝
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	79½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	65½
Schuylkill Navigation, prf.	2,888,997	6	6	41
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	36
Mariposa Mining, pref.	5,774,400	7	7	50½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 45 —
Pig, American, No. 1 (good to best)	40 — @ — —
Pig, American, No. 2	38 — @ — —
Pig, American, Forge	36 — @ 37 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
—Store Prices.—	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	— — @ 92 50
Bar, English and American, Common	— — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9¾
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 13½
Sheet, Single D. and T. Common	— 5½@ — 6½
Rails, English (gold) per ton.	— 55 @ 56 —
Rails, American	— — @ 75 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— — @ — 35
Braziers'	— — @ — 35
Nails	— 40 @ — —
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 23½@ — 24

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 34 @ — 34½
Straits (gold).	— 31½@ — 32
English (gold).	— — @ — 30½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 37½@ 8 62½	12 — @ 12 50
I. C. Coke	6 75 @ 7 50	9 25 @ 10 75
Coke Terne	6 12½@ 6 25	8 75 @ 9 —
Charcoal Terne	7 75 @ 8 12½	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 14½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 19 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 29
Refined, Standard White (in ship'g order)	— — @ — 30
Refined, prime White (in shipping order)	— 30 @ — 31
Refined, S. W. (in merchantable order)	— — @ — 29
Naptha, Refined, (60 @ 63 gravity)	— — @ — 10
Residuum per bbl.	6 25 @ 6 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	65	64½	....	64	65½	67½
Central of N. Jersey	114½	114½	116½	117	116½	117½
Chicago & Alton	158	158	158	....	....	157
" pref.	160	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds. 94	....	....	....	....	....	....
Chicago, Burl. & Q.	191	195½	198	....	....	....
" 8s, 1883	....	....	....	....	....	112
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	91½	91½	93⅜	93	92½	92⅜
" pref.	104	103½	105⅜	104½	104½	104½
" 1st M.	....	....	95	95	94½	95
" Interest	....	91½	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol. 100	100	....	100	....	....	....
Chic., Rock Isl. & Pac.	126	126	127½	125½	126½	125⅝
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	98⅜	98⅜	....	98½	....
Clev., Col., C. and Ind. 74	....	....	....	75	75	75
Clev. and Pittsburg	97½	97½	97⅝	99⅜	104½	104½
" 2 M.	....	....	....	....	....	98
" 3 M.	....	....	....	....	....	....
" 4 M. 75⅜	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s. 100½	....	....	....	....	....	....
Col., Chi., & Ind. C.	43⅜	43½	43⅜	43⅜	43½	....
" 1 M. 85⅜	85⅜	85⅜	85½	85	85½	....
" 2 M.	80	....	....	....	....	....
Cumberland Coal pref. 30	....	33½	36	36	....	....
Del. & Hudson Canal	131	133½	133½	132	133½	....
Del., Lack. & Western	....	....	....	117	....	....
" 1 M. 7s. 98	98	....	....	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	99½	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	90	....	....	....
" 4 M. 7s, 1880 81	....	....	80½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	79½	....	80	79⅝	....	....
Hannibal & St. Joseph.	117½	117½	119	120	121	139
" pref.	117	117½	117½	119	123½	135
Hudson River	158½	157⅞	157⅝	157⅝	157½	160½
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F. 104	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	146½	....	146½	146⅝	146⅝	146½
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)	108½	110½	112½	117	116½	115⅝
" Div. bonds	....	90½	90⅛	91	91	92
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	8½	....	....	....	....	....
Michigan Central	....	128	128	....	....	130½
" S. F. 8s, 1882.	122	....	....	....	....	123
" conv. 8s, '69.	....	....	....	....	....	....
M. S. and N. I.	108⅝	110½	113½	118⅝	117⅞	117⅝
" 1 M. S. F.	....	99	98	....	....	98⅛
" 2 M.	....	93½	93⅛	....	93⅛	....
Mariposa Mining Co.	....	24⅜	....	....	24½	....
" pref.	50⅜	50⅜	....	50⅜	....	....
" Tr. 10s ctfs.	82	....	....	....	....	....
Milw. and St. Paul.	77½	77	77⅜	79½	79⅝	78⅜
" pref.	87½	87½	87⅜	91	89⅜	91
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	104⅞	105	....	....	....	....
" 7 3-10s con.	93⅜	....	....	....	....	....
Missouri 6s	89	89	89	89	89	89½
" H. & St. J. iss.	92½	....	....	93	95	....
Morris and Essex	91	91	91	91	90⅜	91
" 1st mort.	....	99⅞	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	191½	192⅜	190	189	190⅜	192⅜
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	148	....	148	151½	152	152½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	100	100	....	....
N. Carolina 6s	58½	....	....	59⅜	59⅛	61
" new	55	55½	55½	55½	56	57½
Ohio and Miss.	33⅞	34	34½	35⅜	35⅛	35½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	80½	80⅞	81⅞	81½	80⅛	80⅜
Panama	300	....	....	300	....	....
Phila. and Reading	98⅜	98⅜	99⅛	99½	100⅛	100½
Pitts., Ft. W. & Chicago	158½	158⅜	158	157	155⅞	156⅜
" 1 M.	....	....	....	....	104½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s.	....	....	....	....	....	....
Quicksilver Mining Co.	19½	19½	19	14	15	16½
St. L., Alton & T. H.	38	....	....	....	....	....
" pref.	....	63	....	....	....	62
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	84	....
" Income bds.	....	....	....	....	....	77½
Tennessee 6s	67⅜	67½	67⅜	67⅜	68½	68⅜
" new	65½	63⅜	64	64⅜	65	64⅜
Tol., Wab. & Western	76⅜	77	....	77⅛	77⅛	77⅜
" pref.	82½	....	....	....	82	82
" 1 M. ex.	....	92	....	....	92	....
" 2 M.	....	....	....	....	83⅜	....
" Equipment	....	....	77	....	....	....
Virginia 6s, ex-coupon	58	57⅜	....	....	58	58
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..109¼	....	109¼	109⅜	109¼	....	
U. S. 5s, 10-40s, reg.	108¼	....	108⅜	108⅜	108⅜	
U. S. 6s, 1881, reg.	120¼	120⅜	....	121⅛	....	....
U. S. 6s, 1881, coup.	120⅛	121¼	121¾	122	122⅛	122
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '02.115½	....	....	....	117	117	
U. S. 6s, 5-20s, c. 1862.122	122⅛	122⅛	122⅜	122⅜	122⅛	
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.116⅜	116⅜	117	117⅛	117⅜	117⅛	
U. S. 6s, 5-20s, reg. '65.115½	116	116⅜	118⅛	....	117¼	
U. S. 6s, 5-20s, c. 1865.118⅛	118¼	118⅜	119	118⅜	118¼	
U. S. 6s, 5-20s, r. n. '65.119	....	119⅜	....	....	....	
U. S. 6s, 5-20s, c. n. '65.118⅜	119¼	119⅜	120	120	119⅜	
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.119⅜	119¼	119⅜	120	120⅛	119⅜	
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..119	....	119⅛	....	120¼	119⅜	
U. S. 6s, Pac.R.R.Issue.	106⅜	....	107⅛	106¼	107⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Catawissa	....	....	....	....	....	....
.. preferred	....	35½	....	36	*36	
Camden and Amboy	128⅜	128⅜	128⅛	128⅛	128	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	90
.. 6s, 1883	....	89¼	....	....	89⅛	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89.	....	93	....	....	93¼	93¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.	....	93	....	....	92½	....
Lehigh Navigation	36⅛	35⅛	35¾	36	37⅛	37⅜
.. 6s, 1884	84½	....	....	84	....	84
.. Gold L.	98⅛	99⅛	99⅜	99⅛	100	99⅛
.. R. R. L.	....	88	....	88	....	87¼
Lehigh Valley R. R.	56⅞	56⅞	59⅜	56⅜	56⅝	....
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	44⅛	44⅛	....	....	44⅜	....
.. 7s.	....	....	....	....	....	....
Minehill	....	....	....	....	55¾	56
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	65½	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	35¾	....
.. 6s, 1880	....	....	....	91	....	....
.. 7s.	88½	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	48	....	....	....	....	....
Pennsylvania R. R.	58⅛	57⅞	57⅛	58	58⅛	58
.. 1st M.	....	....	....	101½	101	....
.. 2d M.	97	....	....	....	....	....
Penn. State, 6s, 1st series	104⅛	104⅛	....	104⅜	103⅞	....
.. 6s, 2d series.	....	....	....	....	107	....
.. 6s, 3d series.	108¾	....	....	....	....	....
.. 6s, W. L.	....	....	102⅛	....	....	....
Philadelphia City, 6s.	....	....	....	97¾	97¼	....
.. new	102⅜	102¼	102⅜	102¼	102	90¾
Philad., Germ. & Nor.	....	....	....	....	....	68½
Phila. & Reading	50⅛	49¼	49½	49⅝	49⅜	50¼
.. 7s, 1893	106	....	105⅜	....	....	....
Philadelphia and Erie.	31¼	....	30¾	....	31⅛	31⅜
.. 6s.	....	....	....	88	88	....
.. 7s.	90	89¾	89¾	89¾	89⅞	89⅜
Schuylkill Navigation	....	....	....	....	9¼	9⅜
.. pref.	19	19½	....	19⅛	19⅜	19⅝
.. 6s, 1882	67⅛	....	68	68	....	69
.. 6s, 1876	61¾	....	....	....	....	....
.. 6s, 1872	....	80	....	....	80½	....
Susq. Canal	....	....	12	....	....	....
.. 6s, 1878	57	57	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878.	....	....	....	....	....	....
Hestonville, (Horse).	12⅞	....	....	....	....	12⅝
Chestnut & Wal.	....	....	....	48	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	50	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	18½	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 1.

	W.26.	Th.27.	F.28.	Sat.29.	M.31.	Tu.1
Baltimore City 6s, 1875.	....	....	....	....	....	92
.. 1886	....	....	....	....	....	....
.. 1890	....	....	93½	93½	93⅜	....
.. 1893	....	....	95	....	....	....
Balt and Ohio	119½	....	119	....	....	....
.. bonds, 1875.	....	....	....	....	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	....	....	91	....	....	....
Marietta & Cin. 1st M.	87⅜	87⅜	....	....	....	87⅛
.. 2d M.	70	....	....	70	....	
Northern Central	....	....	....	....	....	....
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900.	....	....	85	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
Boston and Albany	160	....	160¼	160	160	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	142	....	141⅞	....	142	142
Boston and Providence	....	....	135½	....	....	135
Boston, Hartford & Erie	23¼	....	22¼	22⅛	23¼	23¼
.. 7s, new.	60½	....	61	....	....	63
Cheshire, pref.	....	....	72½	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	117	117¼	116½	....	117	....
Fitchburg	....	....	133	....	134	133½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	128½	128	129½	....	129	129½
Northern, N. H.	110	110½	111	....	110	110
Ogdens. & Lake Champ	67	....	....	....	....	65⅞
[redacted] .. pref.	....	....	....	....	....	106
Old Colony & Newport.	99⅞	....	100	100½	....	100½
Ph., Wil. & Baltimore.	54½	....	54½	54½	54½	54⅝
Port'd, Saco & Ports.	....	....	110	....	....	112⅛
Vermont & Canada	100	....	100	....	100½	100¼
Vermont & Mass.	....	....	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s.	....	....	....	....	....	....
Broadway (Horse).	....	....	....	....	....	57½
Cambridge ..	....	....	99½	....	....	99½
Metropolitan ..	....	....	68½	68½	....	68
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	8½	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	18½
Quincy .. 30	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. May 7.	May 14.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880.	65 — 70	65 — 70
Do. do., 2d mort., 1881.	55 — 60	55 — 60
Do. Penn., 1st mort., 1877.	— —	60 — 65
Do. do., 2d mort., 1882.	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890.	23½ — 24¼	24½ — 25¼
Detroit and Milwaukee 1st mort. 7s.	62 — 64	61 — 63
Do. 2d mort. 8 p. c.	62 — 65	61 — 64
Erie shares 100 dol. all paid.	18 — 19	20¾ — 21½
Do. sterig. 6 p. c. convertible bonds	67 — 70	67 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875.	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875.	79 — 81	79 — 81
Do. 100 dol. shares, all paid.	96 — 97	96 — 97
Marietta and Cin. R. R. bonds 7 p. c..	75 — 80	75 — 80
New York Central, 100 dols. shares.	95 —100	95 —100
Panama General mort. 7s, 1897.	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct..	93 — 95	93 — 96
Do. General mort. 6 p. c. 1910.	87 — 88	87 — 88
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, June 5, 1869.

Stock Exchange and Money Market.

Money has been more active, in the speculative line, the calls from the Stock and Gold operators for aid having been more extensive and urgent. The supply, however, has been quite liberal, and the wants of responsible borrowers have been readily met at 6@7, generally at 7 per cent. In discounts, there has been rather more animation, strictly prime to good grades of mercantile paper passing at 7@9 per cent. per annum. The U. S. Sub-Treasury reduced its cash balances last week, nearly 9¾ millions. It held of coin and currency, May 31, $76,888,478, against $83,754,775 at the close of April. The city banks, on their last weekly return showed a gain of $3,640,731 in deposits, and $2,441,826 in specie, while they reported a loss of $27,925 of legal tender notes. They added $4,659,509 to their loan and discount averages. Washington advices state that the aggregate currency balances of the U. S. Treasury Department on the 1st inst., were about twenty millions, and the coin reserves, about eighty-two millions, exclusive of the private deposits represented by the outstanding coin certificates. The Treasury receipts in currency in May were about twenty millions from internal revenue, and eight and a half millions from gold sale, &c., and in gold fifteen millions from customs. The payments in currency were about twenty millions for the public service and nearly five millions for debt purchased, and in gold about twenty-four millions for interest.

The specie reserve of the city banks according to the latest return is $17,871,230, against $17,861,088 same time last year The city bank deposits are now $203,055,650, against $204,746,964 week ending May 30, 1868. The legal tender reserve amounts to $57,810,373, against $65,633,753 same time last year. The circulation now stands at $33,920,865, against $24 145,606 same time last year. The loans are now $274,935,461, against $268,177,490 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $130,274,748 a day, against a daily average of $131,457,975 the preceding week, and $143,453,480 the week ending with May 12, 1869. The current week's exchanges average about $128,381,000 a day. The city banks, last week, reported a gain of $2,441,826 of specie, $3,640,731 of deposits, a loss of $27,925 of legal tender notes. They increased their loans, $4,659,509; and reduced their circulation, $6,521.

The city bank exchanges on Wednesday were $145,596,456, and the resulting balances, $5,956,914.

National Bank notes to the amount of $176,000 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $315,023,131, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $15,157,376, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931;) an actual circulation at this date, of $299,865,755. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,807,800; and for the public deposits, $29,390,350—making a total of $372,198,150. The Treasury Department last week redeemed and destroyed $184,000 of worn and mutilated fractional currency, and issued $365,000 of new. The outstanding amount of fractional currency on the 1st of May, was $35,330,323, against $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with May 29, were $12,071,978, including $2,029,992 from customs duties; payments, $21,805,496, including $1,114,656 of coin interest; balance at the close of the week, $75,891,046, against $85,624,565 at the close of the preceding week, showing a decrease of $9,733,518. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,784,764, including $354,612 from customs; payments, $787,333, including $164,000 of coin interest. On Tuesday, receipts, $2,945,217, including $381,428 from customs and payments $1,367,219, including $88 111 of coin interest. The balance at the close of business on Tuesday stood at $78,466,476, against $85,897,063 a week previous; and $84,886,237 on May 19, 1869. The aggregate receipts of the office in May wer

$53,236,435, including $10,034,613 from customs, aggregate payments, $60,202,733, including $13,-681,439 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,-500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $2,497,-000, and retired $1,931,992 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached $10,-606,080.

Government revenues yielded more liberally, last week. The excises, last week, yielded about nine millions; customs at the port of New York, $2,029,992 and at the outports about $700,-000 (in coin) more, making the grand total income for the week equal to about $12,822,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 141,000,000, according to the latest Washington advices. The customs yielded, same time, about 166 millions in gold. From Washington, we learn that the warrants issued by the Treasury Department during May to meet the requirements of the Government amounted to, in round numbers, the following sums, namely:

Civil, miscellaneous and foreign intercourse	$3,554,600
Interest on public debt	19,831,000
War department	4,180,000
Navy department	1,163,000
Interior department—Territory and Indians	1,638 000
Total	$30,366,600

The warrants issued for redemption of the public debt are not included in the above.

Gold has been more freely offered, and has been less confidently dealt in, at from 138¼@141, closing heavily on Wednesday at 138⅜. The offerings of a million Government coin on Monday were taken at 138.53@138,60. Washington advices state that Secretary Boutwell contemplates increasing his weekly sales of gold to 2½ millions. The Customs demand keeps to an average of nearly three millions a week. The coin reserve of the Treasury on the 1st inst., was $81,-839,469, exclusive of $23,340,720 deposited on private account, and represented by outstanding coin certificates. The export drain has been limited, since our last.

On Wednesday, the U. S. Sub-Treasury disbursed $53,538 of coin interest.

The following shows the average business at the Gold Exchange Bank, during the past week, average amount of loans and discounts, $1,540,680; average amount of specie, $836,783; average amount of deposits, $1,589,858.

The customs demand for Gold last week, averaged $334,999 a day; thus far, this week, it has averaged $379,214 a day, or equal to a weekly aggregate of $2,375,284. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $12,882, and since Jan. 1, $8,657,506, against $3,113,123 same time in 1868. The receipts from California, since our last, have been $184,459. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $115,461,058, against $105,-323,794 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to May 18th, 1869, $2,774,653, against $3,061,826 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $19,156,022, against $32,841,884 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $13,685,862. The exports of specie, from this port, last week, were $921,519, against $4,211,-723 same week last year; total, since July 1, 1868, $35,052,449, against $65,475,966 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,114,656; since July 1, 1868, $84 777,231, against $71,705,637 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to May 18, 1869, were $15,224,497, against $14,750,518 same time in 1868.

Foreign Exchange has been in better supply and less request at drooping rates. Bankers' prime sixty day bills on London closed on Wednesday at 108⅞@109¼, and on Paris to 5.25@5.16¼; sight bills on London to 109¾@110⅛, and on Paris to 5.16¼c.@5.13¾. The offering of produce bills has been again quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,676,437, against $2,692,824 same week last year; total, since July 1, 1868, $154,326,343, against $167,789,298 same time in preceding fiscal year of 1867–'68.

Government securities have been less active, since our last, and prices have been variable closing less buoyantly. The speculative and export inquiries have been less extensive. Some of the speculative holders have been realizing at the going rates, a circumstance which has operated against values. The U. S. Sub Treaturer on Wednesday reported the aggregate offerings of 5 20 bonds to the U. S. Sub-Treasury on that day were $4,145,000. The accepted offers were from Messrs. Fisk & Hatch, $100,000 U. S. 5 20s of 1862, registered, at 116.37, $220,000 registered 1865s at 115.95@116.45; from Messrs. Vermilye & Co., $125,000 conpon 1868s at 116.49; $200,000 coupon 1867s at 116.49; $50,000 registered 1865s at 116.36@116.49; $75,000 registered 1862s at 116.37; $50,000 registered 1867s at 116.49; and from Frank & Gaus, $80,000 1862s, registered, at 116.50; $35,000 coupon 1864s at 116.50; and $65,000 coupon 1867s at 116.56. The public debt statement to June 1, made public late on Wednesday, was a very favorable one, indicating as it did, a net reduction of the debt, during the month of May, of $13,384,778, making the total reduction, since March 1, $20,050,647.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 19.	May 26.	June 2.
Consols	92⅝	93¾	92⅝
U. S. 5-20's of 1862	78½	79½	80½
Erie	19½	19	19¼
Ill. Central	96	95¼	96

U. S. sixes of 1881 closed here on Wednesday at 122@122⅛; U. S. Five-twenties of 1862, ex-coupon, 122¼@122⅜; U.S. Five twenties of 1864 at 117⅛@117¼; U. S. Five-twenties of 1865 at 118⅝@118¾; U. S. Five-twenties of 1865, consolidated, 119⅞@120; U. S. Five-twenties of 1867, 119¾@120; U. S. Five-twenties of 1868, 119¾@120; U. S. Ten-forties at 109¼@109⅜; U. S. Six per cent. currency bonds, 107¼@107½.

Railway and miscellaneous stocks have been unusually brisk at rising, though widely fluctuating, prices closing less buoyantly.

There has been a more active movement in domestic produce, particularly in Breadstuffs, Provisions, Petroleum and Cotton, but at irregular prices. Middling upland cotton closed rather buoyantly on Wednesday at 29¾ cts. per lb. The stock of cotton now here is estimated at about 74,-000 bales. The receipts at the port this week, have averaged about 1,450 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,195,-500 bales, against 2,223,000 bales same time in 1867–8; exports, same time 1,336,600 bales, against 1,627,000 bales same time in 1867–'8; stock on hand at latest dates, 185,000 bales, against 137,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 10,066 pkgs., against 10,813 pkgs., same time last year. From Boston, 3,890 pkgs., against 5,494 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been firm and moderately active, at from 12@16½c., per lb.; week's receipts, 5,832. Milch cows, dull at from $40@$110 each, receipts, 58. Veal calves plenty and slow of sale at from 5@11c. per lb.; receipts, 3,-248. Sheep and lambs moderately inquired for at from 4½@7½c., per lb.,; receipts, 16,373. Swine in less demand at from 9@9⅜c. per lb.,; receipts, 23,776.

Foreign merchandise has attracted less attention at generally drooping rates. The total imports of foreign dry goods, last week, were $1,230,236, and the total amount marketed $963,745. The value of foreign merchandise imported last week, was $4,842,749—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,072,985, against $6,820,770 same week last year; total since July 1, 1868, $267,432,444, against $222,293,464 in 1867–'8. Ocean freights have been more active and firmer. For Liverpool we quote flour at 1s. 9d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 6d. @6½ by sail, and 7d.@7½d. by steamer, per bushel; cotton at ⅛d.@$\frac{5}{32}$d by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods 15s. @25s. by sail, and 17s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 524.

The New York exports, exclusive of specie, for the week ending June 1, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,692,824	$3,676,437
Prev. reported	72,805,766	67,917,740
Since January 1	$75,498,590	$71,594,177

The imports for the week ending May 29, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,185,203	$1,230,236
Gen. merchandise	5,635,567	4,842,749
Total for the week	$6,820,770	$6,072,985
Previously reported	94,923,025	128,832,789
Since January 1	$101,743,795	$134,905,774

The balance in the Sub-Treasury on Wednesday was $78,446,319 65.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :—

New York.—Ohio and Mississippi consol. bonds, 86; New Jersey Central new bonds, 100; Buffalo, New York and Erie 1st mort., ex-int., 86½; Great Western 1st mort., 1888. 89; Hannibal and St. Joseph conv. bonds, 122; Am. Dock and Imp. 7s, 97; Toledo, Peoria and Warsaw 1st mort., E. D., 87; St. Louis and Iron Mt. 1st mort., 85; Toledo, Logansport and Burlington 1st mort., 85⅛; Galena and Chicago R. R. 1st mort., 98; Chicago and Milwaukee 1st mort., 91; New York and New Haven R. R., 125; do., 6s, 94¾; Rome, Watertown and Ogdensburg R. R, 125; Long Island R. R., 50; Dubuque and Sioux City R. R., 108; Georgia 6s, 83; do., 7s, 96; Louisiana 6s, Levee bonds, 67; do., 8s, Levee bonds, 87½; Alabama 8s, 100; Adams' Exp. Co., 60; Wells-Fargo Exp., 81½; Am. Mer. Union Exp., 40½; U. S. Exp., 67; Mer. Union Exp., 15¼; Western Union Telegraph, 42⅞; Brunswick City Land, 8¾; Wilkesbarre Coal, 50; Central Coal, 66; Lehigh and Susq. Coal, 55; Jersey City W. L., 93; New York City 6s, 1878, 100; Brevoort oil, 1.50; Buchanan Farm oil, 0.58; Consolidated Gregory gold, 2.50; Central petroleum, 0.60; Corydon gold, 0.12; Grass Valley gold, 0.80; La Crosse gold, 0.19; Montana gold, 0.15; Northern Light oil, 0.50; Quartz Hill Gold, 1.05; Rutland Marble, 26½; Rocky Mt. gold, 0.08; Rynd Farm oil, 0.15; Smith and Parmalee gold, 2.70; United Farm petroleum, 0.15; United States petroleum, 1.00; Wallkill Lead assented, 0.25.

Philadelphia.—Oil Creek and Allegheny River R. R., 43; West Jersey R. R., 63½; do., 6s, 92; Phila. and Trenton R.R., 128; Junction 2d mort., 90; Elmira and Williamsport 5s, 60; Morris Canal scrip, 67; Lehigh Conv. Loan, 81; Germantown Passenger R. R., 30; N. Y. and Middle Coal Fields, 4⅞; New Creek Coal, ⅞; Ocean Oil, ⅝; Niagara oil, 2¼; Feeder Dam Oil, ⅜; Allegheny County 5s, 77; Penna. State coupon 5s, 93⅛; Pittsburg 5s, 71½; St. Louis Gold Loan, 103⅝. The latest quotations are: City 6s, 95@96; do., free of tax, 100@100; State 5s, reg., 99¾@—; do., coupon, 93½@94½; do., 6s, W. L., 102½@102½; do., 1st series, 104¼@104⅛; do., 2d series, 106½@107½; do., 3d series, 107¾@108¼; Reading, 49⅞@49⅞; do., 7s, 1893, 105½@106; do., 6s, 1880, 90½@90½; Camden and Amboy, 127¾@128; do., mort. 6s, 1889, 93@93½; do., 1883, 88¾@89; Penn. R. R., 58@59⅛; do., 1st mort., 101@102; do., 2d mort., 96@97; Little Schuylkill R. R., 44¾@45; Morris Canal, 30@40; do., pref., 65@65½; do., bonds, —@84; Susquehanna Canal, 13@13¾; do., 6s, 57@60; Sch. Nav., 10¼@—; do., pref., 20¼@20½; do., 6s, 1882, 69¾@70; Delaware Div. Canal, 47¾@48; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 92@92½; do., 5s, 59@60; Lehigh Coal and Navigation, 37⅝@37¾; do., 6s, 1884, 84@85; do., R. R., Loan, 87@88; do., Gold Loan, 99½@100; North Pennsylvania, 36@36; do., 6s, 88@91; do., Chattle 10s, 108@109; Philadelphia and Erie, 33½@33⅝; do., 6s, 88@89; Minehill, 55¾@55; Catawissa, 14@16; do., pref., 37¾@38; Lehigh Valley, 56⅝@56¾; do., 6s, new, 95½@97; Fifth and Sixth streets, (horse,) 36@37; Second and Third, 49@50; West Philadelphia, 61@61; Spruce and Pine, 27@28; Green and Coates, 39½@40; Chestnut and Walnut, 47½@48; Thirteenth and Fifteenth, 18¼@19; Girard College, 28@29¼; Tenth and Eleventh, 71@71⅛; Union, 43½@—; Hestonville, 12¾@13.

Boston.—Union Pacific R. R. 6s, 91½; Vermont Central 1st mort., 78; do., 2d mort., 40; Eastern R. R. 6s, 1874, 95⅞; Western 6s, 1875, 98¼; Cheshire R.R. 6s, 1880, 91⅞; Stanstead, Shefford and Chambly 7s, 75; Jackson, Lansing and Saginaw R.R. 8s, 96¾; Phila., Wil. and Balt. 6s, 1876, 93; Taunton Branch R. R., 116½; Nashua and Lowell R. R. 145; Maine Central R. R., 30; Vermont Central, old, 80c.; Indianapolis and Cincinnati R. R., 18; Eastern (N. H.) R.R., 114; Summit Branch R. R., 22¼; do., 6s, 1870, 91; do., 1875, 90; Conn. and Pass. Rivers pref., 89⅞; Boston Water Power Co., 16¾; Cary Imp., 8⅜; Boston Gas, 810; Massachusetts 5s, 1893, gold, 109; Rhode Island 6s, 1882, 99¾; New Hampshire 6s, 1878, 99½; Maine 6s, 1871@1889, 99½; Vermont 6s, 99¾; St. Louis County, 7s, 1888, 95; Cambridge 6s, 1875@1887, 99¼; Albany 6s, 1879, 94¼; Chicago 7s, 97½; Bangor 6s, 1874, R. R. Loan, 90¼; Boston 5s, 1882, gold, end., 106½; do., 6s, currency, 101½; Hartford 6s, 1876, 93⅜; Brooklyn 6s, 1881@1899, 93⅞; Allouez Mining Co., 5¼; Hecla, 85; Rockland, 1.

Baltimore.—Parkersburg R. R., 23¼; Union R. R. bonds, 90¾; Richmond and Danville bonds, 72; Maryland Defense Loan, 99⅞; Virginia 6s, old, reg., 49⅜; do., 6s, 1867, 52¾; Memphis City 6s, 55; Bare Hill Mining Co., 0.25. The latest quotations are: Balt. and Ohio, 119@120; do., 6s, 1875, 93@94; do., 1880, 92@93; do., 1885, 91@92½; Northern Central, 48@49; do., bonds, 1885, 86@—; do., 1900, 85@85¼; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@95; do., 2d mort., 90@95; do., 3d mort., 1885, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 87¾@88; do., 2d mort., 69¼@72; Central Ohio, 31@31½; do., 1st mort., 83@84; Western Md. 6s, 1890, 69@81; do., guar., 90@95; do., 2d mort., guar., 78@80; Richmond and Danville bonds, 71⅞@72¼; Baltimore 6s, 1875, 91@92½; do., 1886, 93@95; do., 1890, 93¾@94½; do., 1893, 92@95; do., 5s, 1838–'70, 75@80; City Passenger R. R., 18½@19½; George's Creek Coal, 70@74; Santa Clara, 1.50@2 00; Atlantic Coal, 3.00@3.25.

☞ We invite attention to the Advertisement of Messrs. Robert Merrill & Sons, in another column. These gentlemen are manufacturers of Surveyors' and Engineers' instruments, marine, opera and field glasses, sextants, quadrants and spy glasses, ship's compasses, Binnacles, logs, etc. Removed from their old established stand, No. 156 Water street, (where they were nine years) to 141 Water street, N. Y.

☞ The stockholders of the Cheshire Railroad Company have voted to aid the proposed Monadnock Railroad, between Winchenden, Mass., and Peterboro', to the amount of $20,000.

☞ The work on the rolling mill to be erected by the Baltimore and Ohio Railroad Company at Cumberland has been commenced.

The Hansom Cab Co.

This company was incorporated on the 6th of May, 1869, by the Legislature of the State of New York. The capital of the company is $250,000 in 5,000 share of $50 each, with power to increase. Subscribers will be required to pay $12 50 per share on subscribing, the balance to be paid at the call of the directors, of which due notice will be given, which notice shall in no instance be under thirty days. The directors comprise some of our most enterprising and influential citizens, with Edward W. Brandon, Esq., as President, Hon. James W. Husted, and James Stuart Pears, Esq., Vice Presidents, S. P. Slater, Esq., (with Messrs. Duncan, Sherman & Co.) Treasurer, Charles H. Pease, Esq., Secretary, Henry Howard Brandon, Esq., Superiniendent, and Jerome Buck, Esq., Attorney and Counsel. Bankers, Messrs. Duncan, Sherman & Co. We give elsewhere the statement of this company, embracing extracts from the charter, estimates of cost, earnings, expenses, profits, etc., from which it appears that the first cost of 50 Cabs, 100 horses and 50 harnesses will amount to $65,000. The receipts per annum will amount to $127,400; expenses, $49,800—leaving a balance of $77,600, which is $12,600 in excess of the original cost.

The President of this company, Edward W. Brandon, Esq., has already invested largely in the stock, as has also Messrs. Dabney, Morgan & Co., Jay Cooke & Co., Fisk & Hatch, Turner Brothers, Duncan, Sherman & Co., Leland, Brothers & Co., J. & J. Stuart, and other well known capitalists.

Taking into consideration the discomfort and inconvenience experienced daily by a majority of our citizens, owing to the over crowded condition of the cars and omnibuses, the frequent insolence of the conductors and drivers, the offensiveness of many of the passengers, and other crying evils, there is no doubt that these Cabs will be handsomely patronized, and that the company will be enabled, as they propose, to have 2,000 running by the close of the present year.

To Mr. Brandon, the originator of this enterprise, and one of its largest stockholders, great credit is due for the energy and perseverance displayed by him since its first inception. It is to be hoped that he will reap a large reward.

☞ Track laying was commenced upon the Chicago, Danville and Vincennes Railroad on the 21st ult., and the contracts require it to be laid to Momence (about 29 miles from Dalton on the Columbus, Chicago and Indianapolis Central Railroad and 50 miles, from Chicago) by the first of August.

☞ The Directors of the Junction and Breakwater Railroad Company have made a contract for the completion of their road from Georgetown to Lewes, in Sussex Co., Delaware, by July 1st, and for the erection of a pier there by the 1st of August.

☞ The work of laying the track upon the Boston, Concord and Montreal Railroad from Littleton, its present terminus, to a connection with the Grand Trunk Railway at Northumberland, N. H., a distance of about 34 miles, now in progress.

☞ The Savannah and Charleston Railroad has been put under contract, and will be completed in a few months

Report of the Pacific Railroad Commission

Some statements of leading points of the report of May 20 of the commission of February 15, 1869, to examine the Pacific Railroad, have already been made public. We are now enabled to publish the most important portions of the document. The Commissioners say that at the time of their examination " The Central Pacific Company's track was found about 551 miles from Sacramento, and that of the U nion Pacific Company about two miles west of Ogden. Neither of these points is common to the lines of both companies, the end of the Central Pacific track on the line of that company being about one and a half mile distant from the nearest point of the line of the Union Pacific Company, and the end of the Union Pacific track, about one-fourth of a mile from the nearest point of the line of the Central Pacific Company. Practically, the two lines may be considered common at Ogden, a few miles east of the point at which we found the end of the Union Pacific track." The Commissioners all agree in giving the preference, for the portion then unconstructed, to the route of the Union Pacific Company. The detailed report on the condition of the two roads is signed by General Warren and Mr. Blickensderfer only. We quote the following extracts from it:

THE CENTRAL PACIFIC RAILROAD.

Whatever may be said in reference to the general route of the Central Pacific Road (and there is no doubt that it is admirable, with possibly, the single exception of the part across the Sierra Nevada), it is not fortunate in the details of its location, and the advantages afforded by the route have not always been realized. The curvature is excessive and needlessly sharp, and throughout a large portion the ascents and descents are multiplied over and over without necessity. The tangents are not directed towards the controlling points of the valleys, thus involving a loss of distance, an increase of curvature, and of probable ascents and descents. A proper effort has not been made to secure low ruling grades, and thereby at once diminish the demand for motive power and cheapen the cost of operating the road. Grades of 70 to 80 feet per mile are often introduced, where one of 53 feet per mile would have been ample, and grades of 53 feet per mile where not more than half that rate of ascent was required. The most striking instance is in the Humboldt Valley, between Humboldt Lake and Humboldt Wells, the difference of elevation of which is 1,111 feet; but in overcoming this the ascents and descents amount to 6,232 feet, involving, in a distance of 290 miles of road in this most practicable valley, a loss of elevation greater than that of the summit of the Allegheny Mountains above the Atlantic seaboard, and requiring trains to be hauled up an aggregate of ascents more than equal to that on the principal lines between the eastern coast of the Ohio River valley.

There is no doubt that a careful and judicious location of the line would reduce the length from 10 to 20 miles, diminish the sum of its deflection by a very large amount, very much improve the character of the curves, avoid several thousand feet of ascents and descents, and furnish a road which could be operated at a greatly diminished cost. It would materially reduce the time within which trains could pass over the road with safety, permit an increase of from 30 to 50 per cent. in the loads which engines could haul over the greater part of the distance, and in every way enhance the commercial value of the road. It may be supposed such a location would involve heavy work and excessive cost. But this is not the case; for an examination of the official profiles will show that in the Humboldt Valley, where the greatest changes would occur, the work is exceedingly light. Even in the Sierra Nevada, where the work is expensive, many ameliorations can be secured with comparatively small outlays.

The tunnels on the road are 15 in number, of which ten are excavated in solid rock and require no arching. The remaining five are partially or altogether excavated in conglomerate and soft granite, liable to disintegration from exposure to the atmosphere, and will require artificial support to sustain the roof and sides. They are in all cases excavated for single track only, but those requiring artificial support, at present lined with timber, are of sufficient height and width to receive masonry inside the present wood work, and yet retain proper dimensions for single track. This masonry should be supplied, and its cost is included in our estimate.

The track-laying has generally been done in a careful and workmanlike manner, but owing to the rapidity with which the road has been constructed, the track when first laid is not so firm and permanent as it would otherwise be, and the surfacing requires more attention. Without exception the track has been laid on the bare roading, the latter having in no case been previously prepared by a covering of ballast, and nearly always been done with material thrown up from the sides of the embankments or obtained from the sides of the excavations themselves. There has been but a moderate amount of ballast distributed by trains, and that is confined almost exclusively to the line west of Truckee. East of Truckee Station, and especially in Humboldt Valley, the road for almost its entire length is wholly without ballast. The rails are apparently of good quality, generally 28 feet long, and of American manufacture. There are several patterns, all of which are good, varying in weight from about 56 to 66 pounds per lineal yard, the heaviest being used on the mountain division of the road. They appear to wear well, unless an exception exists in the case of that portion of about 16 miles laid between Rose Creek and Tule, which gives indications of being of an inferior quality. Of these rails, we understand about 1,400 tons were formerly laid on the Western Pacific Railroad, f om which they were afterwards removed.

The deep snows of the higher portions of the Sierra Nevada, varying from 10 to 40 feet, exposed the track to such serious obstructions that it became necessary to provide a protection against them. Accordinly extensive structures for this purpose have been erected, entirely covering the track through a great portion of the heavy snow belt, embracing a distance of between 40 and 50 miles. These structures consist of galleries and snow sheds. The former are sloped coverings, extending over the road to the mountain side above, of sufficient strength and so constructed as to carry snow slides over the railway, which, otherwise falling upon the road bed, would effectually obstruct the passage of trains. Great strength and much care in construction were required to enable these galleries to resist the sudden concussions to which they a re liable. The snow sheds are built over such portions of the road as are not liable to snow slides. They are required to sustain no more than the weight of the snow which may from time to time accumulate upon them, and do not require that strength or care, in their construction demanded by the others. Walls are also built in some cases as a defence against snow. The aggregate length of track covered or housed in is about 30 miles, embracing all the through and side hill cuts and many embankments within the upper portion of the snow belt. Whether additional outlay will be required to protect the track against accumulations of snow, it is difficult, without further experience, to decide. Up to the time we examined the road, in the latter part of February, the company was continually increasing these structures, and it is probable the ultimate limit of the requirement of them in the Sierra Nevada has nearly been reached. These protections against the snow, though made of wood are of as permanent a character as the case justifies; considering what future experience may suggest as the best material and design. They at present answer their purpose well, and render communications almost certain where, without them, the road could not be worked during the winter season. The engineers deserve commendation for the manner in which they have grappled and overcome the difficulty.

Estimates for supplying deficiencies on the Central Pacific Railroad between Sacramento and the 551st mile.

Correcting errors of location, reducing curvature, lengthening radii of curves, reducing grades and obviating loss of elevations	$1,600,000
Completing excavations and embankments to full width and increasing height of embankments	152,000
Completing the grading of side tracks.	11,000
17,500 additional ties for sidings, including spikes and laying, at $1	17,500
5,255 yards bridge masonry, including preparation of foundations and materials therefor, at $16	84,080
1,200 lineal feet Howe truss, Sac. & B. C., at $35	42,090
Supplying 192 short openings of trestle work in Humboldt Valley, with permanent works of masonry and girders, including pavement, $400	76,800
Supplying 56 larger openings of trestle work in Humboldt Valley, with permanent works of masonry and girders, $800	44,800
Probable expenditure for additional water-ways at points not provided for, and renewing badly-built culverts	30,000
504,000 yards embankments filling trestle works and approaches to bridges at 40 cents	201,600
Arching 1,705 lineal feet tunnels, at $100	170,500
Ballasting including transportation, lifting track, placing material, surfacing and readjusting track, and curving rails where necessary, 551 miles	626,800
Thorough repairs of parts of locomotives used in construction on hand when road is opened for through business, say 20, at $3,000	60,000
Forty-eight new passenger cars for through trade, at $6,000	288,000
Twenty baggage, mail and express cars, $3,800.	76,000
Three hundred box cars, $900	270,000
Transforming 800 platform cars, part of stock on hand, into box cars, at $150	120,000
Engine houses or locomotive stalls, shops and tools with turn tables at Colfax, Summit, Truckee, Wadsworth, Argenti, Humboldt Wells, with smaller intermediate engine houses and turn-tables	400,000
Additional water stations and wood and coal houses, & enlarging water tanks	82,600
Additional station buildings, section houses, and other accommodations, for employees	137,500
Total	$4,493,380

The foregoing estimate is confined to the 551 miles of road from Sacramento to the end of the track, and is a statement of the expenditure deemed necessary to complete the construction and equipment of that part of the road ready for the traffic when the line is opened through to connect with the Union Pacific Railroad. It is based on the road and equipments as we found them, and no allowance is made for works in progress or for materials and equipments ordered or reported *in transitu* for delivery, or already delivered, except so far as already placed in position on the structures themselves. It is believed by us that some of the deficiencies are being supplied by the company as rapidly as practicable. The estimate being made with reference to the 551 miles, only it does not afford a criterion of what may be required on that part of the line extending beyond the end of the track as we found it. The portion of the line between the two ends of the track (then about 198 miles) we could only report fully upon after another examination.

THE UNION PACIFIC RAILROAD.

The remarks contained in the report of the Special Commissioners made to the Secretary of the Interior, dated November 23, 1868, in regard to the details of construction, present a sufficiently clear view of the road at that date so far as then built, viz.: to a point 890 miles from Omaha; and we shall confine our present remarks to the line between the 890th mile and Ogden, except so far as may be necessary to note changes or improvements on the line previously described.

The track laying seems to have been properly done, but, owing to its having been mostly laid during the winter on frozen ground and on a new and sometimes imperfectly completed road bed, the track, when we examined it, was very much out of surface and in bad condition. On this part of the road, as well as elsewhere, the track has in all cases been laid on the bare roadway without previous preparation by covering it with ballast, and the surfacing, with slight exceptions, has been done with material taken from the sides of the embankments and cuts. Good material for ballast is, however, abundant, and can be obtained for all parts of the road without incurring the expense of long hauls. It was observed at various places on the line east of the 890th mile that considerable ballast had been distributed along the line and placed under the track since November last, but by far the largest part of the ballasting on the entire road yet remains to done. The rails are of good quality, generally 28 feet long, and of American manufacture. The pattern, though not of the heaviest, is considered sufficiently so. They appear to wear well, showing no defects of consequence.

Snow fences were extensively used on the Black Hills and other places during the past winter, but did not accomplish all that was desirable. They will have to be of a more effective character, or sheds will have to be built instead of them. The places where travel was most interrupted, between Laramie River and the Rattlesnake Hills, were at first without snow fences, as snow drifts had not been apprehended there. It is believed that fences and occasional sheds will prevent these interruptions from recurring. Snow protections will have to be employed where the road crosses the rim of the Great Salt Lake basin and at the head of Echo Canon.

It is believed that with the employment of proper means the working of the road can be maintained free from serious interruptions by snows.

Estimate for supplying deficiencies on the Union Pacific Railroad between Omaha and the 1 035 *mile, near Ogden.*

Restoring line to original location at Evanston, Weber Narrows, Round Valley, Peterson's Point Devil's Gate and Clay Bluffs	$78,000
Changing location to improve line and diminish curvature at Black's Fork, Red Desert, Rawlin's Rock Creek, Red Buttes, Dale Creek, Granite Canon, & Hazard, not including cutting off large bends on Rock Creek	200,000
Completing embankments to full width, filling trestle works and riprapping.	224,000
Completing cuts to grade on Black's Fork, Bitter Creek, rim of basin, &c.	24,000
Reducing grades between Omaha and Elkhorn to conform with condition on which change of line was approved	245,000
Four hundred and fifty cross-ties to replace cotton wood ties, including transportion, removal of old ties, and placing new in track, $1	450,000
Ballasting, including transportation, lifting track, placing material surfacing, and readjusting track and curving rails, 1,035 miles	979,000
Abutment and pier foundations, including excavations, piles, grillage, and securing with rip rap	72,000
Bridge masonry	280,600
Bridge superstructnre	286,710
Supplying 121 openings of trestle-work of 50 feet length and under between Omaha and North Platte, with permanent works of masonry and girders, at $400	48,400
Supplying 254 openings of trestle-work of 50 feet length and under, between North Platte and mouth of Muddy, with permanent works of masonry and girders, at $800	203,200
Suppling 90 openings of trestle-work, between mouth of Muddy and end of track, with permanent works of masonry and girders	31,050
Supplying 184 openings of trestle-work, averaging 103 feet each, with permanent structures of masonry and girders on short trusses, including foundations between Omaha and mouth of Muddy, at $1,500	276,000
Renewing Dale Creek bridge, or replacing same by embankment and arched water-way	100,000
Probable expenditure for additional water ways in Mary's Creek, Bitter Creek and other points not provided for, and renewing and enlarging stone culverts	100,000
Sixty-eight new passenger locomotives for through trade, at $14,000	952,000
Thorough repair of part of locomotives used in construction and on hand on opening the road, say 69 engines at $3,000	207,000
Sixty-eight new pass. cars for through travel, at $6,000	408,000
Thirty-three baggage, express, and mail cars, at $3,800	125,000
Four hundred and eighty box freight cars, at $900	432,000
Seventy additional locomotive stalls at $4,000	280,000
Completing shops at Cheyenne, additional shops at Bryan and West End Road, enlarging shops at Omaha, with additional tools	433,000
Additional water stations, and probable additional expenditures to secure full supply of water	40,000
Additional station buildings	40,000
Additional expenditure for snow protection	100,000
Completing excavations and embankments on main line, head of Echo Canon, including the filling of trestle-works	76,750
Araching tunnel head of Echo Canon	70,000
Completing excavation of tunnel No. 3, Weber Narrows	10,000
Total	$6,771,710

The foregoing estimate is confined to the 1,035 miles of road from Omaha to the end of the track, and is to be taken with the same explanations as that for the Central Pacific line.

With reference to this portion of the report, Lieutenant-Colonel Williamson and Mr. Clement say:

There is no doubt that by an increased expenditure of money a better road could have been built in some cases on a somewhat different location; but our opinion is that the road, as built on the present one, after being completed according to the standard prescribed by law, so that the "road bed, cross ties, track laying, ballasting, rolling stock, repair shops, station buildings, culverts, bridges, turnouts," &c., shall have been brought up to the standard prescribed by law (for all defects in which generous estimates have been made in the body of our report, to which we agree), the road will be one in all respects such as the government should accept as a first-class railroad within the meaning of the law, as we understand it.

In consequence of the haste in which it has been built, the reason for which is generally known, there are minor defects, such as a deficient height of embankment or depth of excavation at certain points, that the companies should hasten to remedy, so as to reduce the grades; but as the present grades and curves are all below the prescribed standard, we do not consider it our duty to do more than report upon them.

With these remarks we conclude by saying that we dissent from the views expressed by the other two Commissioners with regard to a suggested change in the location of the road, nor do we agree with the remarks that have been made by them concerning the present location. With regard to the other portions of the report we assent to them.

R. S. WILLIAMSON, Brevet Lieut. Col. U. S. A.,
S. M. CLEMENT, Civil Engineer.
Members of Special Commission Pacific Railroad.
Washington, D. C., May 20, 1869.

Dutchess and Columbia Railroad.

The first section (13 miles) of this road was finished last week, and on Friday was duly transferred to the lessees, the Connecticut Western Railroad, of Which the Hon. Wm. H. Barnum is President. The company of the Dutchess and Columbia Railroad was organized in 1866, under the general Railroad law of New York, and the road was originally projected to Columbia County. The line, as now marked out, is from Fishkill, near Denning's Point, northeastwardly through Fishkill, East Fishkill, La Grange to Pine Plains, thence eastwardly to Millerton, on the Harlem Railroad, near the Connecticut State line, there to connect with the Connecticut Western. The capital stock of the road is $1,000,000, all subscribed. The work was begun in November, 1867, and is being rapidly pushed forward. The country traversed by the road is about one-tenth wooded, four-tenths grazing land, and five-tenths well cultivated farms. Along several miles of the route are extensive hematite iron ore beds, from which shipments of great quantities of ore will be made to the various furnaces along the Hudson, as well as to those on Lake Champlain, and in Pennsylvania, as it is of a kind which improves the texture of iron made from other ores. The rails for this road were imported from England, and are laid with what is known as the "Fish joint," the safest connection in use. As much of the country traversed by the new road is suitable for dairy purposes, the farmers are turning their attention more than ever to the manufacture of butter and cheese for market, and much of the profit of the road will be derived from the transportation of that class of freight. When completed the Dutchess and Columbia Railroad will connect not only with the Connecticut Western, but with the Harlem, the Hudson River, the Boston, Hartford and Erie, and other lines, thus forming a most important link in the chain of roads between the Hudson and prominent points to the East, affording shippers great advantages. The Southern terminus is well chosen. Fishkill-on-the-Hudson will one day be a great railroad center. It is situated at the month of Fishkill Creek, a stream bordered by the River Hills, which slope so gradually as to admit of a descent from the highlands of the interior by a moderate railroad grade. Ample space is provided for depot facilities by flats and shoal water half a mile wide from the shore line to the river channel which at Denning's Point is wide and deep enough to float the largest vessels. At Millerton begins the line of the Connecticut Western Railroad, which when completed will extend through Salisbury, Canaan, Norfolk, Winchester and other towns, to the State line of Massachusetts in the direction of Springfield, connecting with the Western Railroad of Massachusetts, now called the Boston and Albany road. This makes the distance from Fishkill to Boston 218 miles. The Dutchess and Columbia Railroad will be finished to Pine Plains on the 1st of next August, and to Millerton on or about the first of July, 1770. The President is George H. Brown, who is also a Director in the Connecticut Western. The Chief-Engineer is O. W. Barnes, who holds the same position on the latter road.—*N. Y. Tribune, May* 31.

Journal of Railroad Law.

COMMON CARRIERS—ACTUAL DELIVERY TO BE ESTABLISHED—LIABILITY ATTACHES FROM TIME OF ACTUAL DELIVERY.

The facts in the late case of Grosvenor *vs.* The New York Central Railroad Company (39 N. Y., 34,) just decided by the N. Y. Court of Appeals are clearly stated in the following opinion by

MILLER, J.—I am of the opinion that the Court erred in refusing to non-suit the plaintiff upon the trial. To render a party liable as a common carrier, it must be established that the property was actually delivered to the common carrier or to some person duly authorized to act on his behalf. The responsibility of the carrier does not commence until the delivery is completed. [Angell on Carriers, § 129; Story on Bailments, § 532.] It is not enough that the property is delivered upon the premises, unless the delivery is accompanied by notice to the proper person. [Packard *vs.* Getman, 6 Cow., 757; 2 Kent Com., 604; 1 Pars. on Con., 654.] The liability of the carrier attaches only from the time of the acceptance of the goods by him. [Story on Bailments, § 533; 6 Cow., *Supra.*] To complete the delivery of the property within the rules laid down in the authorities, I think it is also essential that the property should be placed in such a position that it may be taken care of by the agent or person having charge of the business, and under his immediate control. It must be accepted and received by the agent. It appears in the case at bar that the cutter of the plaintiff was placed upon the platform of the defendant's freight house by a servant of the plaintiff, the freight having been previously paid, to be transported to Buffalo. At the time when it was thus left, a baggageman in the defendant's employment, who was then engaged in sweeping out the depot, was notified that there was some freight to go to Buffalo in the noon train. The servant of the plaintiff testifies that he had seen this person receive and put freight on the cars, and at this time he apparently had charge of the depot, although the proof on the part of the defendant shows that another employee was the real freight agent, and the person with whom the contract was made for the carriage of the property, and that the baggageman had no authority to receive it. Upon this state of facts, I am inclined to think that the plaintiff had established sufficient *prima facie* to submit to the jury the question whether the baggageman was authorized to receive the property, and whether the notice to him was of itself sufficient. Persons dealing with railroad corporations, and parties engaged in the transportation of freight, have a right to consider that those usually employed in the business of receiving and forwarding it, have ample authority to deal with them. It is enough to establish a delivery, in the first instance, to prove that a person thus acting received and accepted the property for the purpose of transportation, and even although it subsequently appears that another employee was actually the agent having charge of this department of business, yet the company who sanction the performance of this duty by other persons in their employment, and thus hold out to the world that they are authorized agents, are not at liberty to relieve themselves from responsibility, by repudiating their acts. So far then as this branch of the case is concerned, it was at least a question of fact, to be submitted to the jury under proper instructions, whether the baggageman of the defendant, to whom it is claimed by the plaintiff the cutter was delivered, was the agent of the defendant, duly authorized to receive the same, and whether notice of its delivery was given to him as such agent. But, whether he was such agent, or the duty of receiving freight devolved upon another person, the defendant could not be held liable under any circumstances, without an actual and complete delivery of the property into the possession of the corporation, and under its control. This, I think, was not done. The undisputed testimony shows, that the cutter was placed upon the platform, and that within two or three hours afterward, it was carried away and broken to pieces by a passing train of cars. The fact that it was thus carried away, evinces, that it was carelessly exposed by the plaintiff's servant; that the destruction of the cutter was occasioned by his negligence, and that the delivery was not as perfect and complete as it should have been.

The accident would not have happened had the cutter been placed beyond the reach of passing trains. It was not enough that the agent was notified to make out a valid acceptance and delivery. The place of delivery was important, and it was equally essential that due care should be exercised. Suppose the servant had left the cutter on the track of the railroad, and notified the agent, would the defendant have been responsible? Clearly not, for the apparent reason that there was no delivery upon the premises, no surrender of the property into the possession of the agent. Until it was actually delivered, the agent was under no obligation to take charge of the property, even if notified. It is apparent that the plaintiff was in fault in not delivering the property to the defendant, and in leaving it in an exposed condition, which caused its destruction, and having failed to establish this material part of his case should have been non-suited. As a new trial must be granted for the error stated, it is not important to examine the other questions raised and discussed.

Judgment reversed, and new trial granted, with costs to abide the event.

Railroads in the Northwest.

Work has been resumed upon the unfinished portion of the Minnesota Central Railroad, between Austin and the Iowa line, and it will be completed by the time the Cedar Valley Road is finished to the north line of Iowa, which it is asserted, will be completed in a few months. It is thought the whole line of road will be completed through to Burlington, Iowa, another year.

The extension of the Winona and St. Peter Railroad from Waseca, its present terminus, to Janesville, a distance of fourteen miles, is being rapidly pushed forward to completion. The grading for the whole distance is nearly completed, and track-laying will commence in about two weeks. Mr. DeGraff intends to have the road ready for use on or before the middle of July next. It is probable that a further extension westward toward the Minnesota River will immediately follow the completion of the road to Janesville, though it has not yet been definitely decided upon.

The contract for putting down the iron on the Burlington, Cedar Rapids and Minnesota Railroad has been let. Track-laying will begin at Burlington and Cedar Rapids about the 1st of June, and it is expected to have the whole line (one hundred and sixty miles) completed from Burlington to Waterloo by the 1st day of January next. The company has already purchased 5,000 tons of iron, four locomotives, and a number of flat cars.

The contract for grading, grubbing and placing ties ready for the iron for a distance of fourteen and a quarter miles on the Grand Rapids and Lake Shore Railroad, from Muskegan to Nunica, has been let to a party in Buffalo for the sum of $80,000.

Kankakee county, Ill., votes on the 14th of June, on the question of subscribing $100,000 to the capital stock of the Kankakee and Illinois River Railroad.

When the Marshalltown, Iowa, people found their North and South Railway killed by the Supreme Court ruling, they were promised that upon their raising $32,000 by private subscription, the work should go on. Schools were closed, business suspended, and everybody went to talking railroad; the band was out on the street, and, after a sharp canvass, it was found that $35,000 had been subscribed; and the road is now assured.

The Peoria, Pekin and Jacksonville Railroad will be completed from Peoria to Jacksonville by the 15th of June.

Randolph county, Missouri, has a prospect of of being literally 'cut to pieces' with railroads. First, it has the main line of the North Missouri Railroad (completed); second, the West Branch of the same road (completed); third, the Hannibal and Moberly Railroad (under construction); fourth, the Mississippi and Missouri River Railroad (under construction); fifth, the Tebo and Neosho, which crosses the Missouri river at Booneville, and runs by way of Fayette, Roanoke and Mount Airy to Moberly.

The railroad spirit is fully aroused in Milwaukee. It is evident that a road will be built to Burlington; the Monroe Road will be extended to Dubuque; the Fond du Lac Air Line will be looked after; and other roads receive attention.

At a meeting recently held at Brownville, Neb., a recommendation that the County Commissioners of Nemaha county submit to the legal voters a proposition to issue county bonds to the sum of $150,000 with eight per cent. interest, payable in twenty years, to be issued, used and expended as the work on the Nebraska Trunk Railroad progresses in said county, and to aid such work therein, was adopted unanimously.

The contract for grading the Rockford, Rock Island and St. Louis Railroad, from the bridge across Rock River to Moline, a distance of about thirteen miles, was awarded on the 20th.—*Chicago Tribune.*

A Gorgeous Car.

One of the most elegant silver palace cars we have seen came to the city yesterday from the shops of the Pittsburgh, Fort Wayne and Chicago Railroad Company, at Fort Wayne, Indiana, where it was built. The car is built on the Pullman patent and embraces all the latest improvements. The exterior is finished in magnificent style, painted bright and beautiful, and so highly finished as to faithfully mirror objects about it. The car rests on two staunch six-wheel trucks, supplied with the best of elliptic springs, made out of Pittsburgh steel by the "Pittsburgh Cast Steel Spring Company," for which Mr. A. FRENCH is the agent. The bottom of the car has double flooring of heavy timber and lighter boarding running transversely. The floors are carpeted with the richest moquet in bright light colors, in keeping with the elegant upholstery of the silver armed seats. Along the ceilings are bars of silver the full length of the car, and here and there are ornamental designs in silver to please and relieve the eye. The lamps are all silver, and of fine cut glass. The entire wood work is black oiled walnut, with gold trimmings. The windows are of fine plate glass, and between every pair is an adjustable table which can be set up firmly for writing purposes, reading, card-playing or games between passengers *vis-a vis.* The mirror between the windows is so constructed that by

pushing a spring it disappears and a lamp in a neat little silver cove is brought to view.

The berths are perfectly arranged, and would seem to render a sleepless night impossible. Altogether the car is a gorgeous specimen. Mr. Wm. Wadington, the master builder of the Fort Wayne establishment, designed it, and superintended its construction. It cost about $18,000, and is intended to run on the Pacific Railroad. Another car, similar in every way, was constructed at the same time, and left Chicago yesterday for San Francisco.—*Pittsburgh Chronicle, May* 28.

Railroad from Milwaukee to Burlington.

There is a general and wise conviction in our city, that we need more railroads with the country, particularly where we can obtain connections at comparatively little expense. We have long thought that a direct connection with the Racine and Mississippi railway *via* Burlington, in Racine county, would be one of the most fortunate events for this city. By a short line—merely thirty miles—we obtain the use of a road of 154 miles in length, which has connections with southern Iowa and Nebraska, and which now extends to the coal fields of Rock Island. It would bring to Milwaukee a new and large trade in corn, and there is not thirty miles of road in any direction we could construct which would be of so much advantage to Milwaukee.

Three years ago we raised a sufficient sum to make the connection, but it fell through, and for what cause no one seems to know. So soon as this road is extended from Port Byron to Rock Island, only ten miles, we shall have a direct connection with the Mississippi and Missouri Railroad, which is now completed to Omaha. This would give us a connection with the Union Pacific, and by this route Milwaukee is almost as near to Omaha as Chicago. The distance from Chicago to Rock Island is 182 miles. The distance from Rock Island to Milwaukee *via* the Western Union R. R., that is the Racine and Mississippi, via the new route direct to Burlington, will not exceed 194 miles. At Fulton the Western Union connects with the Chicago, Iowa and Nebraska. Fulton would be 160 miles from Milwaukee. Thus we would have two connections with Omaha by our connection with the Western Union at Burlington.

Open the map and it will be perceived that the Western Union R. R. has one of the shortest routes to the Mississippi of any road west of Lake Michigan. It passes through a country of boundless fertility, and the productions along the line must yearly increase.

The Fond du Lac connection is important; that, too, we must have, but the connection *via* Burlington with the Racine and Mississippi is one of those manifest necessities which surprises us that it has so long been delayed. We make the averment that there were never 30 miles of railway connection so important offered to any city in the United States.—*Mil. Wis., May* 28.

To be Bridged.

At a recent meeting of the freeholders of Burlington, N. J., a resolution was passed appropriating thirty-five thousand dollars for the construction of a bridge across the Rancocas river, connecting Delanco and Riverside. The completion of this structure will make a direct road from Burlington to Philadelphia—a route which will be taken by all the residents along the Dalaware front. Yesterday the committee,consisting of Abraham Perkins, E. B. Marter, William R. Herbert, J. H. Bartlett and Joseph Wills, met at Delanco and examined several plans for the proposed structure. As soon as the proposals have been received, and the plan determine upon, the work will be commenced.—*Phila. News.*

☞ A great effort will be made by the people of Hartford to build the Maryland Central Railroad. Meetings will soon be called along the route proposed for the furtherance of the object, and great interest is manifested, especially by the friends, who are settled through this country.

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THE JERSEY CITY LOCOMOTIVE WORKS CO —in order eto lose their concern—offer for sale all the Machinery, Tools and Engineering Plant, situated at their Works, corner of Morgan and Steuben Streets, Jersey City.

The machinery was procured from the best Manufacturers and is in perfect order. A descriptive Catalogue, with price list, will be forwarded upon application to the Company's Agent,

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From 15 to 100 in. Swing, and from 6 to 30 feet long.
PLANERS,
To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.
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SEALED PROPOSALS will be received by the undersigned until THURSDAY, July 1st, at the office of the ELIZABETH AND PADUCAH RAILROAD COMPANY, in Elizabeth, Hardin county, Kentucky, for the GRADUATION, TRESTLING, BRIDGE and CULVERT MASONRY, including 5,000 cubic yards of Bridge Masonry at Green river, on 40 miles of said railroad, between the 52d section and the town of Greenville, in Muhlenburg county. The work can be reached by steamboat from the Ohio river, to South Carrollton and Rockport, on Green river, or by rail to Bowling Green, and from thence by steamboat to Rockport. Specifications and profiles of the work can be seen at the Company's office in Elizabethtown on and after June 15th.

GEORGE MACLEOD,
Chief Engineer.

Elizabethtown, Ky., May 29, 1869.

To Railroad Contractors.

OFFICE MAYSVILLE & LEXINGTON R. R. Co., N. D. }
MAYSVILLE, KY., MAY 11, 1869. }

ON and after Tuesday, June 1st 1869, this company will be ready to exhibit profiles and specifications for the construction of the Railroad from Maysville to Paris, at least as far as Carlisle, thirty three miles, and will receive bids by sealed proposals in such form and for such portions of the work as contractors may propose, either by the section or for the whole road, until Thursday, June 24th, 1869. Cross-ties and iron will be required for about half the road during the present season, and the whole to be completed as rapidly as practicable. The subscriptions of stock justify the assurance that the Company can promptly comply with their contracts.

J. BARBOUR, Vice Pres't.
THOMPSON PARKS, }
W. H. McGRANAGHAN, } Com.
THOS. J. GLENN, Chief Engineer. 3t21

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The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**
DETROIT, May 23d, 1869.

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THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

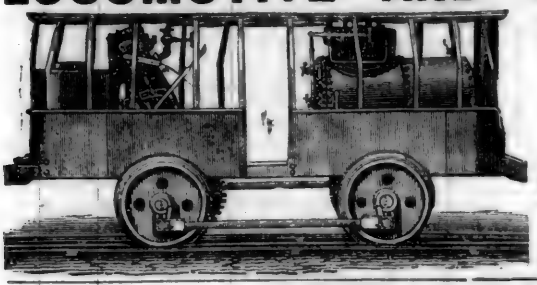
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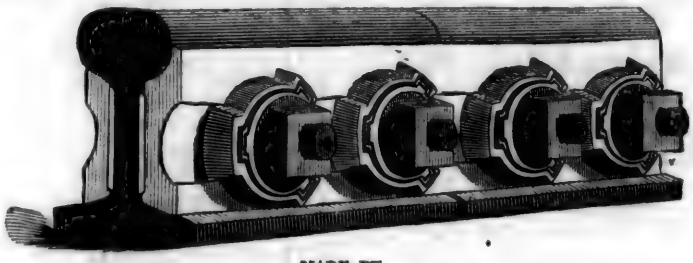
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

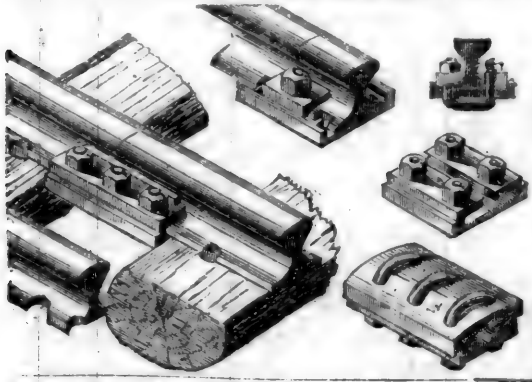
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 24.] SATURDAY, JUNE 12, 1869. [WHOLE No. 1,730, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 12, 1869.

New York Manufactures.

OUR MACHINE-SHOPS.

A recent visit to the establishment of WILLIAM D. ANDREWS & BROTHER, No. 414 Water street, put us in possession of the following facts in relation to their manufactures. Their works were established in 1858, and are devoted exclusively to the manufacture of original patented inventions and the tools used in their construction.

Among their successful inventions are the following:

ANDREWS' PATENT CENTRIFUGAL PUMP.

This Pump, by means of *wings* upon a Conical Revolving Disc, communicates Centrifugal Motion to the water, which is carried through an easy curved passage to the discharge pipe. There being no angles in the passages, no rubbing surfaces in the pumps, and the flow of water being continuous in one direction, they require but very little power to run them, and possess durability far beyond any pumps we have seen. They are especially adapted to irrigating and draining lands, WRECKING, freeing coffer dams, dry docks, &c., as they can pass large quantities of sand, gravel, &c., without injury or derangement. These pumps have a world-wide reputation and are in use in every quarter of the globe. Fourteen sizes are made, of capacities ranging from 90 gals. to 40,000 gals. per minute.

ANDREWS' PATENT OSCILLATING ENGINE.

This engine effectually overcomes the objections to the usual forms, caused by the difficulty of rendering the trunnions steam-tight, and the tendency of the piston to wear the cylinder oval. The piston has no elastic packing, and its rod passing through glands in both cylinder-heads keeps it out of rubbing contact with the cylinder, so that after five years' use the tool-marks are not worn from it.

The trunnions, which are solid, revolve in trunnion-boxes, and are capable of adjustment by set-screws, when required. This firm also make double engines, which having the cylinders set at right angles, are without dead-points, and which can be instantaneously reversed by a simple valve turning the steam into the exhaust pipe, and the exhaust into the steam pipe. The cranks are all bent, so as to leave the fibre of the metal continuous, thus preserving the strength of the shaft. Nearly a thousand engines have been built by this firm within nine years, and they have become well-known and very popular. The cylinders made for these engines are also used as vacuum-pumps.

ANDREWS' PATENT SMOKE-BURNING TUBULAR BOILER.

In this boiler the fire place extends over the entire horizontal area, with the exception of the water-legs, which entirely surround it. The tubes extend the entire length of the boiler in two series; the first being in the water space below, and the return series in the steam space above, the heated gases passing from the fire-place into a breeching in which they are mingled with oxygen admitted from the atmosphere, creating a thorough combustion of the gases, and preventing all smoke; from the breeching the highly heated gases pass in a bright flame through the lower series of tubes in the water space, (extending through the entire length of the boiler,) are received into a second breeching and returned by the second series of tubes in the steam space, again through the boiler, and escape by the smoke pipe at the rear. By this arrangement a large per centage of fuel is saved, the nuisance of smoke avoided, and the steam super-heated to the proper degree for economical use in the engine, while the boiler occupies much less room than the ordinary tubular varieties having the same power.

ANDREWS' PATENT DIFFERENTIAL FRICTION HOISTERS.

These machines are made portable or stationary as required, and are peculiarly valuable in establishments where variable weights are to be raised, as they may be instantaneously changed to run at different velocities without stopping. The drum-shaft, carrying two or more large grooved wheels of different diameters, revolves in bearings in eccentrics at each end, by turning which, either wheel is instantly thrown in or out of gear with one of the smaller grooved wheels or pinions upon the Engine Shaft, each of which gives a different velocity to the drum.

A weight can be raised, lowered or held stationary, even without the use of a brake, (with which each is provided,) by merely changing a lever back and forth, the engine being in continuous motion, and all is accomplished entirely without noise.

These hoisters are made capable of lifting from 1,000 to 25,000 pounds each, and, as arranged with the oscillating engines, are very light and strong, and occupy less room than any other style of the same capacity.

The machines built by this firm have a standard reputation, and it is claimed that for simplicity of design, economy of working, compactness and excellence of workmanship, they are each unequalled for their several purposes.

About one hundred men are employed, and are capable of producing one engine per day, and the other machines in like proportion.

Commerce and Navigation.

From the monthly report of the Bureau of Statistics, just issued, it appears that the imports into the United States during the quarter ending December 31, 1868, amounted to $82,969,913; and the total imports for the year 1868, to $381,336,657. During the same periods the exports amounted to $11,111,840 and $341,347,528; and the re-exports to $4,225,261 and $20,835,802, respectively.

The proportion of the foregoing carried by

American and foreign vessels, during the three months ending Dec. 31, 1868, was as follows:

	American.	Foreign.
Imports	$24,963,657	$58,056,756
Exports	40,917,009	70,194,831
Re-exports	1,954,350	2,227,111

It will thus be seen that over 57 per cent. of our imports, 41½ per cent. of our domestic exports, and 90 per cent. of our re-exports for the period mentioned have been transported in foreign vessels.

The total value of domestic commodities remaining in warehouse Dec. 31, 1868, was $39,722,872.

The number and tonnage of American and foreign vessels entered into and cleared from the United States in the foreign trade during the years 1867 and 1868, was as follows:

Entered—

	—American Vessels.—		—Foreign Vessels.—	
	No.	Tons.	No.	Tons.
1867	9,795	4,028,493	15,956	4,115,575
1868	10,094	3,387,898	17,875	4,812,457

Cleared—

	—American Vessels.—		—Foreign Vessels.—	
	No.	Tons.	No.	Tons.
1867	9,723	4,218,464	16,420	4,369,689
1868	9,858	3,412,209	18,143	5,007,521

Tonnage of vessels engaged in the coastwise trade:

	Entered.	Cleared.
1867	24,013,114	23,365,296
1868	25,937,259	25,108,375

Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 29, 1868, and February 28, 1869, were as follows:

	1868.	1869.
From passengers	$1,264,398 01	$1,302,357 81
" freight	1,584,749 59	1,676,469 16
" express	109,483 79	62,715 32
" mails	45,049 92	45,049 92
	$3,003,681 31	$3,086,591 71
Expenses, viz:		
Repairs of road bed	$60,033 36	$37,525 96
" track	550,656 47	586,463 56
" bridges	34,605 91	29,511 49
" structures	66,480 10	30,189 43
" engines	146,521 39	132,580 22
" cars	181,455 52	146,716 55
" tools, etc	7,045 25	7,588 25
Fuel consumed	236,492 54	104,272 63
Oil and waste	32,260 75	32,798 26
Gen'l superintendence	22,764 86	27,285 39
Agents and clerks	80,855 33	107,458 74
Train hands	239,517 37	252,856 66
Port's, flagmen, watchmen & switchmen	92,041 62	86,736 35
Handling freight	87,376 15	69,380 70
Loss and damage	31,122 61	41,634 85
Office expenses, stationery, print'g, etc.	39,498 20	34,268 39
Telegraphing	21,566 92	23,830 45
Taxes on passenger receipts	32,652 41	30,417 64
Expenses for trains	30,561 67	20,308 08
All other expenses	37,117 95	58,629 57
	$2,030,626 38	$1,959,653 17
Net earnings	$973,054 93	$1,126,938 54

Compared with the previous year, the gross earnings of 1868-'69 show an increase of $82,910 40, with a decrease in expenses of $70,973 21—making the increase in net earnings $153,883 61. The operating expenses in 1868-'69 were 63.49 per cent. of gross earnings; in 1867-'68 they were 67.60; in 1866-'67, 73.10.

The gross earnings of the Missouri River Railroad, between State Line and Leavenworth, 26 miles, for the year ending Feb. 28, 1869 were: from passengers, $46,999 70; freight, $24,200 32; mails, $2,599 92—total, $73,799 94.

The gross earnings of the Osage Valley and Southern Kansas Railroad, between Tipton and Boonville, for the four months ending Feb. 28, 1869 were: from passengers, $5,283 72; freight, $2,295 71—total, $7,579 43. The president in his report says:

In accordance with the provisions of an act of the General Assembly of the State of Missouri, authorizing the purchase by the Pacific Railroad Company of the claim of the State upon the road to five millions of dollars in State bonds, that amount of bonds has been paid to the State, and a deed dated October 10th, 1868, conveying to the Pacific Railroad Company all claims, title and interest which the State of Missouri had upon said railroad, has been executed by the Governor, and delivered to the railroad.

To provide for this purchase from the State of Missouri, and take up the Dresden bonds as they mature, the company has issued seven millions of dollars in first mortgage gold bonds, payable twenty years from August 1st, 1868, with coupons payable semi-annually, in gold, at six per cent. per annum, free from internal revenue tax.

Only $3,599,000 of the seven millions have been disposed of, and the members of the Finance Committee, to whom these negotiations were intrusted, are still liable, including interest, for some $1,230,000, borrowed by them to purchase Missouri State bonds.

If from the $3,441,000 in first mortgage bonds now unsold, $500,000 should be held to provide for that amount of Dresden bonds maturing April 1st, 1870, and the remaining $2,941,000 sold at the rates heretofore obtained, a sufficient sum would be realized to pay the liabilities incurred by the Finance Committee, also the entire present floating debt of the company, and, except that a change of gauge has become necessary, from the requirement of business as well as the provision of the law under which the purchase of the State claim was made, the company would within two months, probably, be relieved from all liabilities except the funded debt of $7,879,000.

In preparation for the change of gauge contracts have been made for the construction of 46 locomotives, 350 cars, 100 sets of trucks, and 1,500 tons of rails, to cost in the aggregate $1,090,000, to which must be added the expense of changing the present rolling stock, and removing the rail, amounting to $130,000, requiring a total expenditure of $1,220,000, for which some provision must soon be made. Of the same, $320,000 can be realized from the unsold real estate bonds, and probably $300,000 from the earnings of the road; but it will be necessary to provide $600,000 from some other source. From the improved financial condition of the company a more economical operation of the road has become practicable, but there should, if possible, be no floating debt; and if this $600,000 can be funded by the close of the current fiscal year, (with the same prosperity as that of the past,) the railroad will be entirely finished, fully equipped, and earning $1,100,000 net per annum, with no very material liability, except a funded debt of $8,800,000.

Notwithstanding the reduction in rates for transportation of both freights and passengers, the earnings have increased $82,910 40; while the expenses are reduced $70,973 21, making a net increase of $153,883 61; the total earnings for the year being $3,086,591 71; the operating expenses, $1,959,653 17, and the net earnings, $1,126,938 54; the road having been operated at an expense of 63.49 per cent. of the gross earnings.

Besides the amount of $257,527 83 expended upon account of construction, and the expenditures for interest and purchasing the State claim, the floating debt other than that incurred for purchase of Missouri bonds, has been reduced $334,000.

The Osage Valley and Southern Kansas Railroad, extending from Tipton to Boonville, twenty-five miles, was opened for business in November last, and is now operated by this railroad under a lease for the term of thirty years; that company to receive thirty-five per cent. of the gross earnings upon said road.

Surveys and estimates have been made for a railroad from Pleasant Hill to Fort Scott, and new connecting lines will soon be opened from Sedalia to Lexington, and between Leavenworth and Atchison.

As another competing road to Kansas City is now in operation, and several different lines are being constructed which will compete for the business from the Southwest, now controlled by this railroad, it becomes very important that the affairs of this company should be conducted with great energy and enterprise, and every effort made to extend its connections, and to develop and command the business which may otherwise be diverted by rival lines.

It is most especially desirable that roads from our line to Fort Scott, and between Pleasant Hill and Lawrence, or Topeka, should at an early day be either constructed or operated under the control of this railroad.

The road bed, superstructure, rolling stock and property of the company, as well as its business and prospects, are now believed to be in a better and more prosperous condition than at any previous period; and if its Directory shall be enabled to offer favorable terms for leasing the branch roads, now about to be constructed, and extend its connections in Kansas, and with the Kansas Pacific Railroad, it will soon become one of the most important enterprises in the country, rendering it a source of profit to the stockholders, and adding largely to the wealth and prosperity of our city and State.

The company have 20 passenger and 32 freight locomotives; 48 passenger, 6 mail, 20 baggage and express, 185 stock, 268 box, 216 flat, 29 caboose, 1 paymaster's, 2 magazine and 4 tool and wrecking cars. The Sleeping Car Co. have on the road 4 sleeping coaches; and the St. Louis and Pacific Express Freight Line, 60 box cars.

Number of miles run, passenger trains, 581,385; freight and switching, 874,385; gravel and wood, 138,765—total, 1,594,535, at a cost for fuel, oil and waste, engine and firemen, labor and materials for repairs, of $447,771 76. Miles run to cord of wood, 35.4; to ton of coal, 30.6; to pint of oil, 16. Cost per mile run with wood for fuel, 12.51; with coal, 10.26—average, 11.39. Total cost per mile run, 28.39.

The receipts from all sources, and expenditures during the year ending February 28, 1869, were:

Balance March 1, 1868		$147,297 33
Received for county bonds and warrants		30,670 82
Received for land note		230 43
Received for sale of town lots		2,993 52
Received for transp	$3,023,988 58	
Less exp. and repairs	1,959,653 17	
		1,064,335 41
Received for Real Estate Security bonds sold		30,000 00
Received for Pacific Railroad bonds sold	$3,544,000 00	
Less discount & commissions	154,770 03	
		3,389,229 97
Discount on Missouri bonds received by the State at par		334,186 63
Advanced by Clark, Dodge & Co., on account State purchase		109,926 92
Bills payable—received for notes issued		801,274 21
Total		$6,210,145 24

Paid for construction	$170,245 79
Rolling stock and machinery	64,585 81
Construction Missouri River R. R.	8,644 70
Construction Boonville Branch	11,510 95
Experimental survey from Holden and Pleasant Hill to Fort Scott	2,540 55
Office expenses and stationery	28,201 26
Interest account	369,047 01
Accounts audited	28,218 49
Contingencies	60,252 12
State of Missouri	5,000,000 00
Mortgage construction bonds	20,000 00
Balance as per general statement	451,898 53
Total, as above	$6,210,145 24

The balance, ($451,898 53) is accounted for as follows:

Due by Southwest Branch	$65,215 44
Cancelled debts	205,680 97
Suspended debts	3,667 12
Cash in hands of fund commissioner	8,970 90
Materials in hands of Superintendent	79,907 14
" Master Mechanic	68,450 44
Bills receivable	3,000 00
Pacific Railroad stock	9,300 00
Due by railroad and express companies	15,296 40
	$459,488 41
Less due Missouri River Railroad and Boonville Branch	7,589 88
Total	$451,898 53

The General Financial Statement of the company up to March 1, 1869, is as follows:

Capital stock	$3,645,186 05
Land Grant sales and rents	219,540 43
Total receipts for transportation	16,987,573 79
Mortgage Construction bonds	1,480,000 00
St. Louis County bonds	700,000 00
Real Estate Security bonds	179,000 00
Pacific Railroad bonds	3,544,000 00
State claim purchase—difference between State claim and amount paid	2,000,000 00
Clark, Dodge & Co., for advances on account State claim purchase	109,926 92
Bills payable	1,450,829 29
Accounts audited	133,507 69
	$30,449,564 17
Construction	$11,646,887 84
Rolling stock and machinery	2,260,241 25
Missouri River Railroad	19,546 56
Boonville Branch	11,510 95
Experimental survey	2,540 55
General expenses	2,648,851 59
Interest, discount and commissions	557,786 36
Land Grant expenses	7,214 78
Interest on State bonds charged to transportation to Jan. 1, 1859	1,222,721 54
Total transportation expenses	11,620,364 22
Balance March 1, 1869	451,898 53
	$30,449,564 17

President.—JAS. H. LUCAS.

Vice President.—DANIEL R. GARRISON.

Directors.—Hudson E. Bridge, T. B. Edgar, D. R. Garrison, Jas. Harrison, Oliver A. Hart, R. J. Lackland, Jas. H. Lucas, H. L. Patterson, Chas. H. Peck, Geo. H. Rea, E. O. Stanard, Benj. Stickney, George R. Taylor.

Secretary and Treasurer.—J. C. PORTER.

Chief Engineer and Sup't.—H. C. MOORE.

☞ The Kansas City, Fort Scott and Gulf Railroad has been opened to Paoli, Kansas. It is expected the road will be completed to Fort Scott by the middle of August.

☞ The Cincinnati City Council have voted unanimously to make Chattanooga the terminus of the proposed Southern Railroad; a popular vote is to be taken in the city on the 28th inst.

The Rogers Locomotive and Machine Works.

The first Locomotive, the "Sandusky," was turned out at these Works, at Paterson, New Jersey, in June, 1837, (then under the firm of Rogers, Ketchum and Grosvenor,) after sixteen months of labor. In this engine was first introduced several improvements, among which we may mention the cone in the smoke-pipe, which was curled over at its base, the cone being perforated with small holes in order to distribute the force of the blast equally over the surface of the wire bonnet. The driving-wheels, which were of cast iron with wrought iron tyres, were cast with hollow spokes, rim and hub, except the spokes opposite to the crank, which were cast solid in order to counterbalance the cranks. The engine was also provided with double eccentrics and hooks on the outside of the frame, and altogether was a very neat and tastefully finished locomotive. Mr. Rogers was the first to use expansion braces; he was also among the first, if not the first, to build ten-wheel engines; and also to appreciate and adopt the link motion at a time when it was pronounced by many to be a humbug. It has always been a special feature in the Rogers engines, to give ample boiler, with large steam room, and they have always been noted for their durability and economy of fuel.

In 1856, at the death of Mr. Rogers, these Works had turned out about 800 engines, when the Works passed into the hands of an incorporated company under its present name, and W. S. Hudson, Esq., was chosen Superintendent, and under whose management the Works continue at the present time. The Works have been enlarged, and other extensive additions are still in progress to keep pace with the demand for engines. Mr. Hudson has introduced many valuable improvements in locomotives, among which we may mention the application of cross equalizing levers to four and six wheel engines, so as to make them equivalent in action to a "three-legged stool" or tripod; also a system of equalizing levers between driving and truck wheels, which has been successfully applied to engines with six drivers and one pair of truck wheels, also to engines with four driving wheels, and a single radiating truck at each end, for which Mr. Hudson has procured a patent. Several of these engines have been built, and are in successful operation. We wish to call especial attention to this engine, as filling all the requirements of an engine which will run equally well either end first. We will quote what Mr. Hudson says about it:—"The locomotive is on eight wheels, four driving and four truck wheels. The truck wheels are arranged in two radiating trucks, one at each end of the locomotive; each truck is connected by a combination of levers with each pair of driving wheels. The front truck and driving wheels are equivalent in action to a centre-bearing truck, and the rear truck and driving wheels to a side-bearing truck. With this arrangement all the wheels accommodate themselves to the vertical inequalities of the track, without changing the distribution of the weight, and without interfering with the radiating of the front and rear truck wheels of the engine. The fixed wheel base may be made very short, so that the engine will pass readily and easily around curves of very small radius without that jumping motion which is inseparable from the ordinary four wheel switching engine, and without danger of getting off the track. The wear of the driving wheel flanges will also be much lessened, and the danger of running off on that account will be very much diminished. For these reasons, the engine is especially adapted to switching, construction and branch traffic, running, as it does, equally well either end first. The locomotive is very easy on the track, the dirtribution of the weight and the accommodation to all inequalities of the rail, whether vertical or lateral, being perfect."

Mr. Buckhout, in his report on the New York City Central Underground Railway, recommends the adoption of this style of engine, with some modifications as to condensing the steam, &c., as being better calculated to supply the want for motive power, than any of the plans which had been brought to his notice, and in his report, pages 19 and 20, describes the general design, and comments as follows:—"Gauge, 4 feet, 8½ in. Fuel, anthracite coal or coke. Cylinder, 14 by 22 in., four 56 in. driving wheels, steel tyres, all flanged. Two single axle radiating trucks, one at each end, wheels 30 in. diameter. Furnace of steel; 126 two-inch flues, 10 feet 5 in. long. Tank on each side of engine to contain 1500 gallons. The engine also to be supplied with a blower or steam jet. The engine to be so arranged as to throw the exhaust steam into the tanks so as to condense it, or throw it up the chimney for the purpose of blast for raising steam, and so that the engineer can make the change *instantly* as required. This engine will take 80 tons in addition to its own weight, (68,000 pounds in running order,) with 1500 gallons of water in the tank, and 600 pounds of coal, up grades of 1 in 39, or 38 feet per mile, with a pressure of steam as low as 80 pounds per inch, (if the steam should get so low,) cutting off at 60 per cent. admission, it being intended to carry a maximum of 130 pounds per inch. About 1400 gallons of water will be required for the condensation of the steam for the distance of two miles, consequently it would require changing every four miles, if the steam were condensed for half that distance. The tanks to have a discharge valve, by which the water can be let out quickly, when it requires changing. The fixed wheel base to be 6 feet 9 in., and the whole base including the radiating trucks at each end, to be about 21 feet 9 in. With this arrangement the truck wheels will not require to radiate over 34 inches from a straight line, on curves of 200 feet radius, which is much within the limits of its capability. With equalizing levers, as applied to this description of engine by Mr Hudson, two thirds or more of the weight can be carried on the drivers, and the arrangement is such as to accommodate itself to all the vertical and lateral undulations of the track without varying the distribution of the weight on the wheels; it is also arranged so as to be equivalent in action to a four wheel centre bearing truck at one end, and to a four wheel side bearing truck at the other end. In addition to these properties the engine can be run either end foremost with *great facility and equal safety:* a feature not embraced in any four driving wheel single truck engine. It has therefore special advantages in saving the time usually occupied in turning an engine around so as to run truck foremost. It has another advantage. The trucks do not deviate from the centre line of engine nearly as much as a four driving and four wheel swing truck engine does on the same curve, being some 50 per cent. in favor of the double track.

The Rogers Locomotive Works are adding facilities to enable them to turn out fifteen to twenty locomotives per month; they are now producing 10 or 12 locomotives per month. They have furnished a large number for the Union and Central Pacific roads, and are still building for those lines. Two of their engines, the "Success, No. 156," and the "Excelsior, No. 157," were built for the Central Pacific, to make the first through trip from the Atlantic to the Pacific shores, and their whistles have already been heard sounding through the Sierra Nevada mountains. These Works have also furnished many for South America, to climb over the Andes mountains, over grades of 264 feet per mile. The good working qualities of the Rogers engines are well understood and appreciated by the engineers, with whom they are great favorites; they are tasteful in design, and in finish and ornamentation second to none others. These Works are using steel largely in their engines, both for tyres, axles, boilers, slides, crank pins, and for many other parts.—*Am. R. W. Times.*

☞ The New Jersey Western Railroad, now constructing, will be running from Paterson to Pompton and Bloomingdale this year.

Vicksburg and Meridian Railroad.

The earnings of this road for the fiscal years ending February 29, 1868, and February 28, 1869, were as follows:

	1868.	1869.
From passengers	$164,500 77	$147,555 32
" freight	272,273 70	194,199 55
" mails	10,738 12	12,633 73
" incidentals	25,876 16	36,014 67
	$488,407 02	$390,403 27

The expenses in 1868–'69, were:

Conducting transportat'n	$54,075 83	
Motive power	60,687 54	
Maintenance of way	91,420 80	
" cars	12,532 47	
Contingent expenses	1,253 30	
General salaries	12,160 44	
		232,130 38
Net earnings		$158,272 89

Compared with the previous year the gross earnings show a decrease of $98,403 75, with a decrease in operating expenses of $133,909 55—making the increase in net earnings, $35,505 80. The expenses were 59½ per cent. of gross earnings. In reference to the funded debt of the company the report says:

In the readjustment of the debt of the company early in 1866, it was found necessary to increase the mortgage debt to three millions, two millions having been the previous limit. Consequently a new mortgage for that amount was created, and the original mortgage debt was merged into it—together with the bonds given for arrears of interest, which had accrued between 1861 and 1867, and also all the debts of the company then outstanding having no mortgage security, so far as the holders were willing thus to convert them.

The intention being to consolidate all the debts of the company under one general mortgage, and to issue bonds under the cover of that mortgage, payable in 1890, bearing seven per cent. interest—preserving unimpared the pre-existing liens and priorities of the old bonds, for which they were substituted. With that view four classes of bonds, secured by the three million mortgage, have been issued.

The grade, and security, belonging to each class, is distinguished and expressed by the superscription or endorsement, placed on the back of the new mortgage bonds, and further by the color of the ink, in which the endorsements are printed.

For instance—the first mortgage bonds are endorsed in red ink, giving the name of the Trustees and the date of the original mortgage, indicating the security which belongs to that description of bond, and constitute the first class.

Those of the second mortgage are endorsed in blue ink, with like reference to date and Trustees appertaining to the original second mortgage, and they are the second class.

Those of the third mortgage, in like manner, are distinguished, and they are endorsed in black ink, and are the third class.

The fourth mortgage are the bonds given for arrears of interest and for common debts, then outstanding, and they have no endorsement, and are the fourth class, under the three million mortgage.

The services of the Pennsylvania Co. for the Insurance of Lives, &c., 304 Walnut street, Philadelphia, were engaged by the Trustees of the three million mortgage to make the necessary settlements, and to take up all the old bonds and debts of the company, with the seven per cent. bonds secured under that mortgage placed in their possession for that purpose, and also to safely keep all the bonds and other evidences of debt against the company, together with the collaterals taken up by such conversions and settlements. Up to the last report from that company, the following amount of new seven per cent. bonds have been paid out—including a portion paid out for conversions and settlements, made with the Southern creditors by this company:

First class, red endorsed bonds	$520,500
Second class, blue endorsed bonds	668,000
Third class, black endorsed bonds	106,000
Fourth class, unendorsed	623,900
	$1,918,400

The floating debt of the company at the close of the past fiscal year was as follows:

Bills payable	$161,465 60
Due on back pay rolls	20,784 19
Due on open account	16,765 36
	$199,015 15

WESTERN CONNECTIONS.

The North Louisiana and Texas Railroad formerly known as the Vicksburg, Shreveport and Texas Railroad was completed in 1861 from Vicksburg to Monroe, La, a distance of 75 miles. It was seriously damaged by the war, has also been much impaired by natural decay, and the road has not been used for several years. The present owners are now earnestly at work repairing it, and it is stated by well informed persons, that it will be placed in running order between the Mississippi river and Monroe in time for the fall business of 1869.

The distance from Monroe to Shreveport is also about 75 miles, upon which line but a small amount of work has been done. When built to the latter point it will connect with a railroad in operation between Shreveport and Marshall, in Texas, a distance of about 40 miles.

The State of Texas made munificent grants of land as an inducement to the Government and capitalists to build the line through the State, from Marshall to El Paso. Several millions of acres of the most valuable land in the State were donated for that object.

If this road were built from Vicksburg to Shreveport it would be a powerful lever for reinstating the public interest in behalf of the Southern Pacific Railroad, on the line of the 32d Parallel.

That will be much the shortest, and least costly route to build between the two oceans, decidedly the cheapest line to maintain and operate, and will be greatly preferred by passengers and shippers on account of its passing through a country blessed with a mild and delightful climate at all seasons of the year. In passing through North Louisiana and Texas, it will develope a region of the most fertile lands in the United States—admirably adapted to the production of cotton, wheat, corn, and affording an unlimited supply of cattle, besides which, it would open the way to the rich mineral regions that abound in Arizona. The line, starting from Savannah or Charleston, would intersect the great Father of Waters at Vicksburg, 673 miles from the former, and about 770 from Charleston, thence through the rich alluvial lands of North Louisiana to Shreveport, distance about 160 miles—thence due West through the most productive and populous portion of Texas to El Passo, about 750 miles—and thence to San Diego, in California, about 670 miles.

In a very able Majority Report submitted to the U. S. Senate on the 19th of February, 1869, by Mr. Stewart, chairman of the Committee on the Pacific Railroad, on the policy of extending Government aid to additional railroads between the Atlantic and Pacific, strong grounds are taken in favor of building two additional trunk lines to the Pacific. The Committee contend that one line is insufficient—that with the present population and business of California, Utah, Colorado, Nebraska, Oregon, Nevada and Dacota, the single track railroad from Omaha to San Francisco will be wholly incapable of performing the service that will be required of it; that the local traffic will immediately become so large, and the through traffic so immense, that when to both of these is added the trade from China, Japan and India, it is clear that a single track railroad cannot possibly do the business that will be crowded on it—the road will clog—and what service will be performed will be done under such disadvantages as to damage the character of the new route from India to Europe, discontent shippers, and make wide-spread trouble.

The Committee are sure, that within a year after the Union Pacific is opened, it will be unequal to the traffic that will be crowded upon it. They object, that the gradients and curves of the line at its passage of the Sierra Nevada, presents difficulties of the most serious character, that six locomotives will be required at these points, to do the work of one elsewhere—and a double track cannot be built except at a duplication of the cost of the road.

These engineering obstructions will of themselves and alone necessitate other railway connections with the Pacific. No single track road, that crosses the Sierra Nevada, will be able to do the duty required of a trans-continental Railway—1,100 miles of the line of the Union Pacific have an elevation of 4,000 feet above the sea—and more than 500 miles of it have an elevation of 7,500 feet above the sea. The Report wisely argues, that a single line will be a monopoly, and that with three lines across the continent, there would be a competition that would keep charges at living rates, and fair profits—that the competition would create an effort to make fast time and punctual running and attention would be given to the comfort and safety of passengers, &c.

The report insists that the South is entitled to a line; that the Southern States are in the Union; that they have the same rights that the Middle States or the Northern States have. They have the right of access to the Pacific on their Parallels of latitude—they have a right to their share of the trans-continental commerce between Asia and Europe—that Norfolk, Charleston, Savannah, Mobile and New Orleans can justly complain of a Middle State monopoly, which pours all this intercontinental traffic into New York and Philadelphia.

The Southern States lately engaged in war are ruined, and impoverished. Their peculiar products of sugar, rice, tobacco, &c., are of the utmost value to the nation. It is sound policy to aid the restoration of the annual production of this wealth, which is confined, by the laws of climate, to the South. To the extent that a Southern Pacific Railroad will stimulate the growth of the peculiar Southern agricultural products, the Northern and Middle States have each a large and direct interest in having it constructed, and the prosperity of the foreign commerce of the United States demands that it shall be constructed.

The arguments urged by the Committee apply with equal force in many respects to the lines projected, both on the 32d and 35th Parallel—the first being the Vicksburg, Shreveport and El Passo route, and the second, the Memphis, Little Rock and Albuquerque route. In regard to the survey made by the officers of the United States Government through Texas for the purpose of making the best location of a line of railroad to connect the seaports of the Pacific with those of the Atlantic. The report of Captain, now General, John Pope, of the U. S. Army, then in charge of the survey through Texas to the Rio Grande, says: "This country exhibits the fact, that the vast deserts between the Valley of the Rio Grande and the frontiers of the Western States contract to their least width along the belt of country between the 32d and 34th. Parallel of latitude—the average distance of six hundred and fifty miles over these vast deserts is here reduced to less than three hundred miles, and along a route where the extremes of heat and cold are absolutely unknown.

He states that for 311 miles west of the prairies the belt of country along the 33d parallel presents a remarkable combination of all the favorable circumstances for the establishment of a chain of military posts, affording every facility of wood, water, grass—traversing a region of fertile soil and abundant timber, with a mild and genial climate at every season of the year, avoiding more than one-half the desert country between the Rocky Mountains and the Valley of the Mississippi.

The distance from Vicksburg to San Diego, on the Pacific, on the 32d parallel, is between fifteen and sixteen hundred miles, pronounced to be the shortest line that can be successfully built between the Mississippi and the Pacific—as well as between such prominent seaports as San Diego on the Pacific, and Savannah and Charleston on the Atlantic—all three of those cities being between the 32d and 33d parallel of latitude.

This line is pronounced by eminent Engineers to be the shortest and cheapest that can be built between the two oceans—and one promising to be far the most attractive, on account of the superior advantages it possesses in mildness and uniformity of climate, as well as light grades and easy curves. Passengers would feel that there was more certainty and safety in traveling such a long distance through a mild and pleasant climate, and over a road of light grades and easy curves, than in crossing the Rocky Mountains, exposed to the intense severity of the winters in that region, and the danger of being blocked up for weeks in the mountain passes by immense accumulations of snow.

The route on the 32d parallel possesses such decided engineering and climatic advantages as to make it the great reliable and favorite route across the continent, and must become the most important mail route between the two oceans. The travel and tonnage that it would attract will be only limited by the capacity of the road for their accommodation, and the roads east of Vicksburg, in all directions, would enjoy a portion of the California and Texas business, thus drawn to them.

In addition to the cogent reasons urged by the able report of the Senate Committee, and Major General John Pope, in favor of a Southern Atlantic and Pacific route, the new position of our national misfortunes, and status, makes the speedy completion of that grand national enterprise still more important.

Nothing would so immediately and effectually conduce to the prosperity and strength of the Union as the building of that road. If it were built to Marshall, in Texas, it would there find a road built to meet it, 240 miles west of Vicksburg, and from that point it would penetrate and permeate the principal cotton States of the South—Texas, Louisiana, Mississippi, Alabama, Georgia and South Carolina.

No influence would be so potent as the speedy building of the Southern Pacific Railroad for restoring to our common country the blessings of union, amity and strength, and in developing the vast sources of wealth and prosperity that lie within the easy grasp of a re-united and enterprising people.

EASTERN CONNECTIONS.

In February last the Selma, Rome and Dalton road was completed and put in operation from Selma to Rome, 198 miles, making connections at Kingston, on the Western and Atlantic Railroad, with Atlanta and Chattanooga.

The schedules were promptly changed on our road, in harmony with the connecting roads, to induce Atlanta and Chattanooga travel to patronize that route. It is now the shortest line in operation from Vicksburg, or New Orleans, to Washington and the Northern cities *via* the Tennessee and Virginia roads—as the General Superintendent states in his report in reference to this line—"We cannot immediately expect the pecuniary results to be great as it is a new line, and must become known to the traveling public before we can realize the fruits of a short line, close connections and good accommodations."

But it is an event of great public interest that we now have an unbroken line of railroad running through the heart of the State of Mississippi, from the Mississippi River at Vicksburg to all the Atlantic seaports, and to every city and village in the United States approached by a railroad. Montgomery and Selma will also be connected by rail in November next—and that will unite both Montgomery and Selma with Vicksburg in the iron bonds of fraternity and commerce—the distance from the capital of Alabama, Montgomery, to the Commercial Emporium of Mississippi, Vicksburg, will be 292 miles—45 miles further than from Vicksburg to Selma.

As soon as the railroad connections are completed between the two Alabama cities, a train of cars will be started from Savannah and run through to Vicksburg, by the shortest line of railroad yet built between the Mississippi River and any Atlantic seaport, the distance by rail from Vicksburg to Savannah being 673 miles—and to Charleston 774 *via* Montgomery, Ala.

We have also in prospect another highly important connection with the Chattanooga and Alabama Railroad, formerly known as the N. E. and S. W. Ala. R. R., which, when completed, will extend from Chattanooga to Meridian, 295 miles in length, running diagonally through the State of Alabama, passing through one of the finest mineral regions in the South, as well as a choice agricultural country.

The coal and iron mines that will be developed are said to be unsurpassed in quality, and inexhaustible in quantity—and some of the most valuable mines in the vicinity of Tuscaloosa will be not more than 100 miles distant from Meridian—near enough for transportation to Jackson and Vicksburg. The connection of our road with that, at Meridian, will give us a link of 95 miles, on the shortest through line in operation, from New Orleans to Washington and New York, *via* Jackson, Miss., Meridian, Chattanooga and Lynchburg. By that line, from New Orleans to Washington, it will be 1,197 miles, and to New York 1,425 miles—against 1,276 and 1,504—by the present shortest existing mail route. When the Meridian and Chattanooga route is fairly opened, with such an advantage over other routes in mileage, and with all the facilities and inducements provided for, by which other routes attract travel, there can be no doubt that it will become the great thoroughfare of travel and mail transportation between New Orleans and the North Eastern cities, as well as between Texas and those cities. A company of Boston capitalists have purchased the line between Chattanooga and Meridian, and are now vigorously pressing forward the work of construction, with the avowed intention of completing it as soon as possible, and of making it a first class road in all its appointments—with the legitimate and inevitable advantages which this road will derive from the completion of these valuable and greatly needed lines now confidently anticipated, and which, at no distant period, must be realized—the business of our road will be greatly extended, and with it will follow the disenthrallment of the company from all its financial difficulties.

It would be greatly to the advantage of this company to extend its road to the Mississippi River to secure an easy and economical direct transfer of freight from the steamboats to the cars, and from the cars to steamboats. It would lessen the expense of transfer, and prevent the extra handling of freight, incident to drayage between the river and depot. It would be of great advantage to the lumber trade; would induce the erection of additional saw mills on the line of the road, and create a steady market for our valuable pine lumber, to supply St. Louis and Louisville.

This road being much the shortest, of any road running eastwardly from the Mississippi River, to several important commercial points in South Alabama and Georgia—together with the advantage of cheap river freights charged by regular packets plying between Vicksburg and the principal Western cities for western produce, we think we ought to successfully compete for a fair proportion of that class of business; and for the same reasons, for Eastern merchandise freights, forwarded to Vicksburg for transhipment westward by rail, or to points on the Mississippi river as high as Memphis and as low as New Orleans.

The company have 19 locomotives, 8 passenger, 5 baggage, 4 caboose, 70 box, 58 flat and 1 wrecking cars. Number of passengers carried east, 30,904; do., west 33,230—total, 64,134. Number carried one mile, 2,565,360. Bales of cotton shipped, 23,343. Feet of lumber, 3,478,810.

BALANCE SHEET, February 28, 1869.

Cost of road	$3,020,794 04
Bills receivable	10,667 24
Railroad expenditures for fiscal year	261,783 35
Profit and loss	411,689 74
	$3,704,934 37
Capital stock	$357,407 69
Funded debt	2,652,899 95
Bills payable	161,465 60
Railroad receipts for fiscal year	435,590 69
Special loan fund	52,690 58
Land and preferred stock scrip	12,995 14
Sundry accounts	31,884 72
	$3,704,934 37

President.—MORRIS EMANUEL.

Directors.—Morris Emanuel, Thomas Rigby, A. B. Reading, Wm. Crutcher, Adelbert Ames, Peter Anderson, Thomas M. Smedes, James R. McDowell, Thomas S. Dabney, D. W. Flowerree, Wm. E. Morris.

Vice President.—THOMAS RIGBY.

Secretary & Treasurer.—N. G. BRYSON.

Gen'l Superintendent.—E. F. RAWORTH.

Changeable Gauge Cars.

A correspondent of the Boston *Commercial Bulletin* writes as follows of the changeable gauge cars now running between Chicago and Portland:

I visited the Lowell Railroad depot, where I saw several of the cars of the line loading with furniture, shoes, and other merchandise, for different points in the West. These cars make quick trips, and work satisfactorily. The change from the New England narrow gauge to the Grand Trunk broad gauge is made at Montreal, with another change at Port Huron, Michigan, from the Grand Trunk, or broad gauge, to the four feet eight and a half inch gauge, which is the general gauge of the Western States. The cars are built and owned by an incorporated company, and are rented to the different railroads forming the through line, at a fixed rate per car, per mile; it thus becomes the interest of the Car Company to see that their cars are kept moving, and hence the freight with which they are laden must have dispatch.

Specie Movement at New York in 1869.

Received from foreign ports:		
In January	$221,278	
February	1,882,755	
March	1,771,668	
April	4,818,287	
May	403,267	
		$9,097,255
Received from California:		
In January	$1,810,536	
February	1,359,226	
March	842,920	
April	1,105,001	
May	1,825,598	
		6,943,281
Total supply		$16,040,536
Exported to foreign ports:		
In January	$3,214,380	
February	3,232,083	
March	2,389,968	
April	1,767,601	
May	2,512,330	
		13,116,362
Gain since January 1st, 1869		$2,924,174

☞ A. L. Dennis has been elected President, H. J. Southmayd Treasurer, and F. W. Rankin Secretary of the New Jersey Railroad and Transportation Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley ---------- 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br. ----100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line ---------100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire* ----------100	600,000	J.A J&O	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany ------100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....100	1,891,500	J. & D.	Dec. '68 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City ---------- 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch ---------- 50	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa. ---------- 50	1,150,000	----------	----------
Catawissa, pref.---------- 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	----------	Jan.'69 4
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J.	July.'69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan.'69 7½
Central Ohio.----------100	2,800,000	J. & D.	Dec.'68 3
Do. pref.----------100	400,000	J & D.	Dec.'68 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.----------100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred ------100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.------100	5,141,800	M. & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	----------	Jan.'69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,586,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton ------100	3,521,664	April.	Apl.'69 5
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68½
" Street ----------	----------	J. & J.	Jan.'69½
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleve., Painsv. & Ashta...100	3,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jun.'69 3½
Concord.----------100	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passum'p. Rivers.100	139,000	----------	----------
Do. do pref 100	1,822,100	J. & J.	Jan.'69 3
Connecticut River.---------100	1,700,000	J. & J.	Jan.'69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*.----------50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.------100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do. do. pref.100	1,987,351	J. & J.	J'ly '69 3½
Eastern (Mass.).----------100	3,883,100	J. & J.	Jan. '69 4
Eastern (N. H.) ----------100	492,500	J. & J.	Jan. '69 4
East Pennsylvania ---------- 50	654,000	----------	----------
East Tenn. and Georgia...100	2,389,730	----------	----------
East Tenn. and Virginia....100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway ----------100	57,765,300	F. & A.	Feb.'66 4
Do. pref.----------100	8,538,910	Annual.	Jan. '68 7
Erie & Pittsburg ---------- 50	600,000	----------	----------
Evansville & Crawfordsv.100	1,148,445	----------	----------
Fitchburg.----------100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly ----------100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia.----------100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.----------100	----------	----------	May'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.----------100	820,000	----------	----------
" pref ----------100	1,180,000	J. & J.	Jan.'68 4
Hudson River ----------100	13,937,100	A. & O.	Apl.'69 4
Huntingdon & B'd Top ... 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.----------100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.------100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley ----------100	10,731,400	J.A.J&O	Apl.'69 2½
Lehigh Luzerne.---------- 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami.---------- 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'68 3
Little Schuylkill*.---------- 50	2,646,100	J. & J.	Jan.'69 4½
Lumb. and South St (Ph.) 25	90,030	----------	----------
Long Island.---------- 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Apl.'69 3
Macon and Western.------100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount n* 50	1,676,915	----------	----------
Maine Central.----------100	1,800,800	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,018,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '69 5
Michigan Central 100	8,477,366	J. & J.	Jan'69 15
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb. '69 4
" " guaranteed.100	586,800	F. & A.	Feb.'69 5
Middlesex (Boston).------100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
" " " 2d pref.100	----------	----------	----------
Milw. & St. Paul.---------100	7 151,009	J. & J	J'n'69 14s
" " " pref.------100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '69 4
Mobile and Ohio .----------100	3,762,400	----------	----------
Montgomery & W. Point..100	1,444,104	J. & D.	Dec.'67 4
Morris and Essex .---------- 50	3,016,350	----------	Dec'68 7½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.------100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,066,544	----------	----------
Naugatuck.----------100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	738,538	----------	----------
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 5
New Jersey.----------100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.------100	28,537,000	F. & A.	Feb.'69 4
" Int. certificates...100	22,829,600	----------	----------
New York and Harlem.... 50	5,285,050	J. & J.	Jan.'69 4
" " pref. 50	1,500,000	J. & J.	Jan.'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue ----------100	797,400	----------	----------
North Carolina.----------100	4,000,000	----------	----------
Northern Central .------ 50	4,648,900	F.M.A.N	May'69 2
North Eastern (S.C.) pref.100	155,000	----------	May'67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania.------ 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester ---100	2,363,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.------100	3614,515	----------	----------
Panama.----------100	7,000,000	J.AJ&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan.'69 3½
Pennsylvania ----------50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,538,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.------100	1,099,120	F. & A.	Feb.'69 5
Phila., Wil. & Balt.------ 50	9,058,300	J. & J.	July'69 4
Philadelphia City.------ 50	100,000	J & J.	Jan.'69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan.'69 2
Pittsb., Ft. W. & Chicago.100	11,400,000	J. A. J&O	Apl.'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec...100	676,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'68 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '69 4
Raleigh and Gaston.----------	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport ----------100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '69 5
Rutland preferred. ---------100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susquch'n. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* ------ 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke...100	868,200	----------	----------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.----------100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) ----100	750,000	----------	Nov.'67 5
Somerville ----------100	75,000	M. & N.	May'69 3
South Carolina ----------100	5,819,275	----------	----------
South Shore ----------100	259,686	----------	Jul. '68 3
South Western, Georgia...100	3.203,400	F. & A.	A'g.'68 4
Staten Island.----------100	660,000	J. & J.	Jul. '67 4
Stony Brook ----------100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch.---------- 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch ----------100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama ...100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.).----100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (R. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,500,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref 100	1,000,000	M. & N.	May'69 3½
Troy and Boston.----------100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) ----------50	291,475	J. @ J.	Jan.'69 3
Utica and Black River.----100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.----100	2,500,000	J. & D.	Jun.'68 4
Vermont Central.----------100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburgand Meridian ...100	357,408	----------	----------
Virginia Central .----------100	2,353,679	----------	----------
Virginia and Tennessee....100	3,497,791	----------	----------
Western Union ----------100	2,707,693	----------	----------
West Jersey .----------100	804,150	----------	Feb.'69 5
West Philadelphia.------ 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.------100	1,463,776	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren.----------100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'69 2½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'68 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division.------ 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated).---- 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).---------100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water.---- 50	2,002,746	----------	----------
Union.---------- 50	2,907,850	----------	----------
" preferred ---------- 50	----------	----------	----------
W. Branch and Susq..---- 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley.---------- 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation.------100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jan.'69 2
American Coal.---------- 25	1,500,000	M. & S.	M. '68 6
Ashburton ---------- 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal.---------- 25	500,000	J. & D.	Dec '68 2
Central Coal ----------100	2,000,000	J. & J.	Jan.'65 4
Fulton Coal.----------	----------	J. & J.	Jan. '69 4
Lackawanna Coal.----------	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal.------ 40	200,000	----------	Dec'68 2½
Pennsylvania Coal ------ 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.----	200,000	----------	Dec'68 2½
Short Mt. Coal.---------- 50	800,000	----------	Jan. '69 5
Spring Mountain Coal.---- 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal.---------- 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.---------100	8,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.----------100	10,000,000	FMA&N	Apr. '68 5
American Express.------500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	FMA&N	M'y '69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,606,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,506,643
1869	339,762	304,828	393,648	331,149	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	202,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,388,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,850	585,145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,396	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	516,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,006	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,029
1869	681,656	558,783	711,559	595,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,066	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,043	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,830	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,460	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,065
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,787	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	655,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,907	745,504	729,778	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,983	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,750	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,894
1869	284,192	265,137	242,705	311,833	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,696	84,462	100,312	75,248	54,408	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	64,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	121½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered / coupon	282,732,400	6	" "	1881	117
		6	" "	1881	121½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	117
(5-20s).....coupon		6	" "	1882	122½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	117½
(5-20s).....coupon		6	" "	1884	117½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	117½
(5-20s).....coupon		6	" "	1884	117½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	117½
(5-20s).....coupon		6	" "	1885	118½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	115½
(5-20s).....coupon		6	" "	1886	119½
.. .. 3d series (5-20s)...registered	379,534,450	6	" "	1887	119½
(5-20s).....coupon		6	" "	1887	119½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	....
(5-20s).....coupon		6	" "	1888	119½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
(10-40s)....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	53,075,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	132,100	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	222,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	.....	Due.	....
Treasury Notes (7-30s).....	35,000	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,956,350	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,610	var	.....	Due.	....
U. S. Notes (greenbacks).....	389,511,567	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	67
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	100
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	132
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
Nov., 1863		6	" "	1883	....
My.'64,(10 or 20yr)		6	April & Oct.	'74-'78	....
May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	97
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	83
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100½
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97¾
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	73½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	66½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	....
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	289,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South. Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'60-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	109
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	....
.. —	720,000	6	" "	'74-'75	120½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	6	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	109
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,506,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	92
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	94
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	101½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'90	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	6	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	103
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	102½
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109½
.. — Bonds.....	22,186,000	7	" "	1877	111
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	57
.. — .. (new).....	3,059,045	6	" "	'92-'98	54
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		6	" "	Due.	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	93
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	....
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	....
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	....
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	62
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	50½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext).	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93½
Loan of 1850	579,500	6	" "	"	1880	90½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	91½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	63
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	100½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	100
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	94
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1837	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	91½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	99½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1889	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	98½
Cin. & Chic. A.L.(C.C.& I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,663,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84
2d Mortgage	816,000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	808,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	100,500	8	" "	" "	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	94
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	94½
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds	570,000	5	April & Oct.	"	1972	60
European and North American:						
1st Mortgage, S. F., £411,0[illegible]	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92½
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	98
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	94
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1883	122
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	94
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	104
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96¾
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	97½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	125
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	....
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	105
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	94¾
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling / 1st *Mortgage*, Sterling	4,593,000	6* / 8*	May & Nov. " "	London. Mobile.	1882	 52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	129
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	91
Chattel Mortgage	377,365	10	April & Oct.	"	1887	109
2d Mortgage	274,500	7	—— & ——	"	18—	88½
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage. Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	187	95
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	....
2d Mort. " "	573,500	8	May & Nov.	Richmond.	1875	72
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	200,000	7	Jan. & July.	New York.	1877	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	92
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	208,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901	89½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	96½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	90
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	91
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S. F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	—— & ——	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	87
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	94
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	78½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154.000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420.000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494.000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1886	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,337,000	7	—— & ——	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct	New York,	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400.000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	68
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88-'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	**den and**	**A**	**mboy R. R.)**			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,980	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,102	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99
Convertible Loan	1,201,850	6	" "	"	1877	90½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	51½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	60
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1876	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. & E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	o's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766		364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	.....	.....	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,061,364	4,250,199	535,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	2.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshir	e.)	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,833	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	.....	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	6.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶ .....Md. & W. Va.	22,561,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	120½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,500,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*.... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housa	tonic.)	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	142	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	159
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	*	.....	.....	624,600	400,000	20,784	—	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	.....	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	29.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	23½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	134½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306,973	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	145
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,815	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	185½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,592	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb..... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	.....	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	127½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	.....	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	60
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville..... New Jersey.	701,633	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	—	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	—	.....	.....	—	(Leased	to Dela., L	ack. and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	9,777,000	.....	.....	.....	5,432,000	8,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	111½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	31½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	154
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	197
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	87½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	118½
Jun. 30, 1867		Lease	es	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,862,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,847	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,360,000	164,914	31,394	132.1	283,018	.....	6,338,108	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,557	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,026	1,087,176	..	100	73
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	.....	.....	.....	2,056,400	1,542,600	.....	.....		(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash. Ohio & Penn	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,669,347	983,418	10	50	105
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	94
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	97½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	36,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	42
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846		(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	77
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	134
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....		(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	40,291	18,088	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	.....	9,62	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	.....	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,066	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,040	1,260,925	.....	147,475	30,349	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....		(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,084,524	.....	.....	2,613,979	loss.	10	50	117
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	.....	.....	.....	480,000	.....	.....	.....		(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	108
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,350,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....							—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....		(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	.....	.....	.....	280,000	570,000	.....	.....		(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	392,550	.....	.....	.....	392,550	.....	.....	.....		(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	536,734	145.823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,661	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....		(Leased	to Northe	rn Central	.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....		(Leased	to Northe	rn Centra	l.)	165,000	5	¢¢	60
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	5,213,335	15,569 58	46,302,210	23,398,800	6,745,809	822,701	774.0	6,882,970	124,312,884	595,699,225	14,376,872	3,244,583	—	100	....
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	.....	.....	.....	.....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)		108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8 0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	.....	21,759	.....	150,000	260,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....		(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	.....	109,074	510,281	93.5	505.332	19,820,919	14,268,518	1,101,444	354,744	9	100	133½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	300,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	..	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	236,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	*	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,807	.....	.....	1,003,724	491,889	6½	100	89
Dec. 31, 1867	20.0	—	....	330.0	2	.....	.....	.....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	208	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,1	3,035,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶ ...S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	87,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	7	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	455,214	6,862,308	7,600,000	206,710	2,077,987	219.0	972,147	12,965,380	19,922,754	1,716,270	516.270	—	100	123
Oct. 31, 1867	36 0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pen sylvania.	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	.....	.....	.....	.....	.....	133,284	7	50	110
Aug. 31, 1868	61 4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut.	3,407,285	254,000	958,949	3	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	210
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Cont. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	273,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74 0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	308,696	50,000	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,637	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,025	5,111,800	1,815,851	8	100	158½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1868	560.9	146.5	....	—	170	95	39	3,815	*Illinois Central* .....Illinois.	31,900,487	*	10,195,465	2,012,927	2	9,377,500	9,434,500	.....	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	144½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	32
Dec. 31, 1867	159 0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,1	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	—	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,959	.....	13.0	.....	.....	.....	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	(10 mos.)	189,439	94,904	—	100	65
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	2 0,825	788,959	226.0	.....	.....	.....	914,725	219,245	—	100	95
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	.....	(Leased	to Chicag	o and Al	on.)	152,927	7	100	
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	.....	(Leased	to Michig	an Centra	l.)	.....	8	100	
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	.....	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	83.0	--	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	84.0	2	1	1	22	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	...
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	...
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	—	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	(Open. J	an.1,'68)	—	100	...
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	—	.....	.....	375,100	200,000	.....	—	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N.Co.	—	50	...
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	.....	.....	.....	534,154	193,776	6	50	...
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	113
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	...
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	...
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	...
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	...
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	.....	2,646,100	868,000	.....	—	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	90
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	57,382	8 036	—	100	...
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington..Ky.	2,496,288	—	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	...
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	66½
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,318	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	67
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	—	.....	.....	.....	.....	.....	—	343.0	597,077	.....	.....	854,222	109,607	—	100	...
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	...
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	—	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	...
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	50.0	.....	.....	.....	(11 mos.)	94,046	288	—	100	...
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	286,832	.....	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	—	...
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	...
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	30
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	.....	(Operat	ed with C	oncord.)	.....	97,925	9	100	130½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	—	.....	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	...
Jun. 30, 1867	190.8	36.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	...
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	—	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	...
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	33.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	—	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	—	100	...
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	—	100	...
May 31, 1868	284.8	—	36.5	—	98	36	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	130½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	105
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	—	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	...
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	.....	.....	—	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	...
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,378,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	74½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	—	.....	(Leased	to Phila. a	nd Readin	g.)	.....	.....	8	50	111½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	...
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	—	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	472.0	14.5	....	102	32	10	—	799	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	—	486.5	1,167,204	.....	.....	2,300,289	776,505	—	100	...
Jan. 31, 1868	22.0	—	1.3	56.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	...
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411.714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	89
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	—	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	140½
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	...
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	.....	(9 mos.)	374,039	110,232	—	100	...
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶..Tenn. & Ky.	4,600,455	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	...
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2.744,092	79,781	26,269	—	100	...
Oct. 31, 1867	14.2	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	...
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil.,W	. and B.)	13,294	—	50	...
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	—	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	...
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	130
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,287	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382 944	93,894	8	100	...
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	—	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	—	.....	.....	.....	.....	.....	—	80.2	137,696	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	185½
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	.....	193,360	.....	22,924	—	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	144
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	65,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,992	6,279,840	2,218,509	864,879	10	100	189
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,358,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,188	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1865	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,960,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269 167	6s	100	...

Feb. 29, 1868	26.5	—	....	—					*Northeast and Southwest Alabama*.....Ala.												(Leased	to Selma a	nd Meridi	an.)		12,500	—	100	....
Feb. 28, 1868	102.0	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,063,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—				North Missouri ¶.....Missouri.																							
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	877,206	5a	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....			
Dec. 31, 1867	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	98
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	111
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....			
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0			(9 mos.)	155,098	22,699	—	100	....			
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,982	5,009,432	26,654,145	898,981	301,742	3	100	65
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,459,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	86
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	102½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....			
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased	to R., W.	& Ogdens.	111,196	55,598	—	100	....			
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	299½
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	....			
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.															—	100	....			
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	65,000				(Leased	to Erie.)			26,500	5	100	....			
Dec. 31, 1867	—	—	—	109.0					Peninsular .....Mich. Ind. and Ill.					400,000										—	100	....			
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114½
Oct. 31, 1867	47.0	—	64.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....			
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....			
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....			
Dec. 31, 1867	71.0	—	....	—	....	....	....	....	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0						—	100	....			
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....			
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....			
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased	to Pennsy	lvania.)	2,333,760	677,239	—	50	65½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	137
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,218	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135			8,791,937	3,150,837	10	50	97
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418	.....	1,099,120	200,000			33.3				863,705	254,288	10	100	127
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	109½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....			
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....			
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., C., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	155½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville..Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased	to Pbg., C	ol. and Cl	incinnati)		—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....			
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....			
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,600,000		358,581	317,370	51.3	227,394			529,325	230,825	6	100	110
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)	76,425	26,673	—	100	....			
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....			
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶.....North Carolina.															—	100	....			
Dec. 31, 1867	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....			
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....			
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	642	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9°2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12°	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	66,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	....	....	....	....	Richmond and York River ¶....Virginia.					650,000	400,000				(Not op	erated sin	ce the war	.)		—	100	....			
Sept. 30, 1867	22.0	—	....	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....			
Dec. 31, 1867	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria.....Illinois.									12.0						—	100	....			
Dec. 31, 1867	142.0	60.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,856		—	100	32
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*..Minn. & Wis.															—	100	....			
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute..Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased	June 1,'67,	I. & St.L.)	2,218,402	608,112	—	100	38
Dec. 31, 1866	80.9	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Compl	eted Jan.	1, 1868.)			—	100	....			
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....			
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.		*													—	100	....			
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.		*				1,500,000									—	100	....			
May 31, 1868	80.0	—	....	160.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....			
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	100	....			
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell .....Massachusetts.	381.471	82,542	.....	6,679	243,305	226,900	487			(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....			
Dec. 31, 1867	155.0	16.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,896	1,362,873				(Leased	to Cin., D	ayton and	Eastern.)	125,000	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....			
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,896	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....			
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	....			
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,999	—	100	....			
May 31, 1867	135 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....			
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				849,450	700,000				(Leased	to Northe	rn Central	.)		5	50	....			
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....			
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)		—	100	....			
May 31, 1867	50.0	—	4.1	—	20	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....			
Dec. 31, 1867	71 0	—	2.9	—	....	....	....	....	*Sioux City and Pacific*.....Iowa.									71.0	(Opene	d near clo	se of 1867	.)		—	100	....			
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				230,000	560,000				(Leased	to Portlan	d and Ken	nebec.)	36,000	—	100	....			
Dec. 31, 1867	16.0	—	—	—					South Branch.....New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)		6	100	....			
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436			1,169,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	84.0	—	....	21.0	8	17	2	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....			
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Peterab'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. R.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* †.....Missouri.	.....								91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union †..South Carolina.	.....								68.0								
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				190,000	150,000										130	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	(Leased to Cinc., Dayton and Eastern.)				100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*		.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700												
Nov. 30, 1867	13.2	—	....	—					Stony Brook.....Massachusetts.	267,383	—		.....	267,300					(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.									13.2	(Leased to Nashua & Lowell.			17,700	14.118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,764	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific †.....Tennessee.																	
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180			576,400	250,000	35,000		30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	70½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	364,360	6,517,655	3,505,861	509,582	188,393	—	100	46
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908				274,400					(Leased to Hudson River.)							
Nov. 30, 1867	27.0	—	....	15.7					Troy and Greenfield †.....Massachusetts.	2,086,640					680,000				(Operated by Vt & Mass., & T. & B.)				19,298	7	100	....
Sept. 30 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238				30,000	310,000				(Owned by railroads centring in Troy.)				32,000		100	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000									(Leased to Pennsylvania.)							
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000									.....	.....	.....	.....	.....			
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000				5,000,000	17,600,000											
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*			1,000,000	3,200,000											
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*			5,000,000	11,392,000											
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*			831,300												
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000				693,712				34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,500,000				12.0								
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*			2,860,000	550,000	3,172	212,120	77.3	(Leased to Vermont Central.)					8	100	100½
May 31, 1867	23.7	—	....	—	4				Vermont Valley .....Vermont.	1,221,886	*			5,000,000	5,500,000			184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*			516,164	793,200			140.0	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	175,540	205,698	357,408	1,997,693	882 533	392,872	205.4	(Leased to Rutland.)						100	....
Sept. 30, 1867	204.0	9.5	....	—					Virginia and Tennessee †.....Virginia.	7,190,550	*	33,759	147,308	3,353,679	1,919,550	372,297	618,143	213.5	300,405	4,936,004	5,225,008	554.511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—					Warren.....New Jersey.	2,000,000	*	174,231		3,497,791	2,393,382			18.3	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—					Warwick Valley .....New York.	172,577		59,050	.....	1,547.650	511.400											
Dec. 31, 1867	7.0	—	....	—					Washington, Alex. & George..D. C. & Va.					98.650	35,000	600		10.3	(Operated by Erie.)			458,606	155,926	7	100	87½
Dec. 31, 1867	23.0	—	....	—					Washington County.....Maryland.			(In hands of receiver.)						7.0				51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.																	
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western †.....Massachusetts.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened Nov. 20, 1867.)						100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	12,692,361	*	5,230,945	.....	8,725,100	5,764.520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	5,000,000	*	(Built by State.)			4,972,000			173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland †.....Maryland.	1,025.016	*			1,942,000				138.0	700,504	.....	.....	1,273.191	588,729	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5					Western North Carolina..North Carolina.	1,850,000				750,000	1,200,000			43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—					Western Pennsylvania.....Pennsylvania.						2,318,000			45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	2,876,329		40,660		822.450	1,283,600	630,919		84.5							100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	6,065,874	897,463	182.404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	(Leased to Pennsylvania.)						100	....
Dec. 31, 1867	—	—	....	90.0					Whitehall and Plattsburg †...New York.	1,259,172	*	420.000	97,357	804.150	1,018,000			37.5	580,588	4,917,350	.....	775,075	128,659	—	50	80
Mar. 31, 1868	20.8	—	....	—					White Mountains.....New Hampshire.			(Under construction.)		200,000								278,639	119,287	—	100	63½
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	290,000															100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	5,572,702	*	554.080	39,269	1,195,600	2,480,982	266,315	223,154		(Leased to Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon †...N. Carolina.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	134.0				224,357	27,441	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234		171.0				463,289	201,369	—	100	....
Dec. 31, 1867	38.0	—	....	—					Winchester and Alabama †...Tennessee	233,000				213,000				181.0				583,837	118,053	—	100	....
Dec. 31, 1867	32.0	—	....	—					Winchester and Potomac.....Virginia.	950,000	*				1,160,782				(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	600,000	*			300.000	203,333			38.0							100	....
Dec. 31 1867	13.6	—	....	—					Wrightsville, York and Gettysburg. Penn.	1,352,587	169,613	126,626	.....	1,522,500		69,906	56,720	45.7	(Leased to Balt. and Ohio.) 260,000	4,932,160	5,288,067		27,000	—	100	....
										293,230				317,050	152,000	24,180			(Leased to Northern Central.)			449,383	151,361	8	100	124½
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*			8,229,594				184.5							25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—			1,633,350	800,000			(Leased to Lehigh Nav. Co.)						4	50	95
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000			108.0						16	100	124
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	584	Delaware and Raritan Canal.New Jersey.	4,381,251	*			2,521,300	(See Cam. & Amb.R.R.)			65.5				871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*			64,000		1,300,985		161.0				120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0				.....	247,603	8	50	72½
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3 362,221	*		68,683	2,200,000	1,049,260	120,553	61,091	101.0				449,652	162,972	—	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*			2,751,765				178.0				282,654	46,450	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,276	109.2				1,099,013	.....	6	50	40
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506		45.0				155,872	42,170	—	50	20
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000			87.6				75,279	loss.	—	50	24
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0				211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0				132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length of equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,264	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach. N.Y.	214,489	144,000	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	....
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.	—	—	—	—	—	—	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	280,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st.(Syr.).N.Y.	54.200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	30
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	....
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Mort. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	....
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	3.50	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3¼	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,816	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .....Mass.	1,843,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	....
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	....
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,920	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City.....Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	....
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	19,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	....
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	....
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)...N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).... Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester .....Mass.	89,573	75,800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.& D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1888	....
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J	1875	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1888	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston):					
1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1885	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	....
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M.& N	1876	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M.&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Bloesburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	....	44
Catawissa,* pref. and guar....	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	75½
Chicago and Alton, pref....	2,425,400	7	10	169½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	16,356,287	7	10s	99½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, ; referred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89⅞
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	504,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref....	5,253,836	....	....	120
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	23½
" " 2d pref....	4,051,744	6	....	8½
Manchester and Lawrence*....	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	....	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref....	3,500,000	7	7	79½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,120	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	....	7	....
Rutland, preferred....	....	7	7	70
St. Louis, Alton and T. H., pref....	2,040,000	7	7	61
Sandusky and Cincinnati, pref....	445,596	6	6	34
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,950	....	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	65
Schuylkill Navigation, pref....	2,888,997	6	6	38
Union, preferred....	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	35½
Mariposa Mining, pref....	5,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	40 —	@ 45 —
Pig, American, No. 1 (good to best)		41 —	@ 42 —
Pig, American, No. 2		38 —	@ 39 —
Pig, American, Forge		36 —	@ 37 —
Bar, Refined, English and American		85 —	@ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50	@ 87 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— —	@140 —
Bar, English and American, Refined		— —	@ 92 50
Bar, English and American, Common		— —	@ 87 50
Scroll		120 —	@150 —
Ovals and Half-round		117 50	@142 50
Band		117 50	@ — —
Horse Shoe		117 50	@ — —
Rods, ⅛@3-16 inch		97 50	@155 —
Hoop		125 —	@180 —
Nail Rod	per lb.	— 8½	@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11½	@ — 13½
Sheet, Single D. and T. Common		— 5½	@ — 6½
Rails, English	(gold). per ton.	55 50	@ 56 —
Rail-, American		— —	@ 75 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9	@ — 11½
English Blister (2d and 1st quality)		— 11½	@ — 19
English Machinery		— 12½	@ — 15
English German (2d and 1st quality)		— 14	@ — 16
American Blister "Black Diamond"		— 10½	@ — 16
American, Cast, Tool,	do.	— 19	@ — —
American, Spring,	do.	— 10	@ — 13
American Machinery	do.	— —	@ — 13
American German	do.	— 10	@ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 33
Bolts		— —	@ — 35
Braziers'		— —	@ — 35
Nails		— 40	@ — —
Sheathing, &c., Old		— 22	@ — 23
Sheathing, Yellow Metal		— —	@ — 27
Bolts, Yellow Metal		— —	@ — 27
American Ingot		— —	@ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 34	@ — 34½
Straits	(gold).	— 31½	@ — 31½
English	(gold).	— 30	@ — 30½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal....	per box.	8 37½@ 8 62½	12 —	@ 12 50
I. C. Coke		6 75 @ 7 50	9 25	@ 10 75
Coke Terne		6 12½@ 6 25	8 75	@ 9 —
Charcoal Terne		7 75 @ 8 12½	11 25	@ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— 16½	@ 17 —
Crude, 40 @ 47 gravity (in shipping order)		— 22	@ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29	@ — 30
Refined, Standard White (in ship'g order).		— 32	@ — 32½
Refined, prime White (in shipping order).		— —	@ — 33
Refined, S. W. (in merchantable order)....		— —	@ — 32
Naptha, Refined, (60 @ 63 gravity)		— —	@ — 10
Residuum	per bbl.	6 25	@ 6 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 9.

	Th.3.	F.4.	Sat. 5.	M.7.	Tu.8.	W.9
Boston, Hartford & Erie....	....	....	....	....	....	....
Canton Co.... 67	66½	65½	....	64½	....	64
Central of N. Jersey...121	120½	120	117½	116½	116	114
Chicago & Alton.... 156	157	....	....	....	....	155
" pref.... ...159	159½	....	....	....	....	....
" 1 M....	....	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Inc. bds....	....	....	....	....	....	....
Chicago, Burl. & Q....	196	....	197	....	....	....
" 8s, 1883	112	....	....	....	....	112
Chi. & Gt. Eastern 1st m....	....	....	....	....	....	....
Chic. & Northwestern . 92½	92½	92½	92½	90½	90½	
" pref.....103½	104	104	103½	101½	101½	
" 1st M....	....	....	95½	95½	....	....
" Interest....	....	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Consol. 100	....	100	....	....	100	
Chic., Rock Isl. & Pac..123½	122½	120½	119½	119½	120	
Chicago & R. I. 7s, 1870 100	....	100½	100½	....	101	
Chi., R. I. & Pa. 7s, 1896 98½	98½	99	98½	99	98½	
Clev., Col., C. and Ind.. 75	....	75	75	74½	73	
Clev. and Pittsburg.....100½	101½	101½	100	97	97½	
" 2 M....	....	....	....	....	....	....
" 3 M....	....	....	....	....	....	....
" 4 M....	....	....	....	....	....	....
" Con....	....	....	....	....	....	....
Clev. and Toledo....	....	....	....	....	....	....
" S. F. 7s....	....	....	....	....	....	....
Col., Chi., & Ind. C.... 43	43	....	43	42½	42	
" 1 M.... .... 85½	85	85	84½	84	84	
" 2 M....	....	81	....	....	....	....
Cumberland Coal pref.. 33	35½	34½	35½	....	....	
Del. & Hudson Canal....	133	132½	133	133½	134	
Del., Lack. & Western....	117½	118½	118½	118½	117½	
" 1 M. 7s....	....	....	....	....	....	....
" 2 M. 7s....	94	....	....	....	....	....
Erie Railway....	....	....	....	....	....	....
" pref....	....	....	....	....	....	....
" 1 M. 7s, 1867....	....	....	....	....	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883....	....	....	....	....	....	....
" 4 M. 7s, 1880....	81½	82½	....	82	82	
" 5 M. 7s, 1888....	....	....	....	....	....	....
Great Western 2d mort....	....	....	....	....	....	....
Hannibal & St. Joseph.135	134	132	128½	125½	125	
" pref.133	130	128	123	123	120	
Hudson River.....159½	159½	159½	157½	157½	158½	
" 1 M. 7s, 1869....	....	....	....	....	....	....
" 2 M. S. F....	....	....	....	....	....	....
" 3 M. 7s, 1875....	....	....	....	....	....	....
Illinois Central 147	144	144	....	....	143	
" bonds	....	....	....	....	....	....
Lake Shore (C., P. & A.)112½	112½	114	112½	109	108	
" Div. bonds....	....	....	92½	93	....	
Marietta & Cin. 1st pref....	23½	....	23½	....	....	
" 2d pref....	....	....	....	....	....	8½
Michigan Central.....131	131	130	....	130½	....	
" S.F. 8s, 1882....	....	125	....	125	125	
" conv. 8s, '69....	....	....	....	....	....	....
M. S. and N. I.....113½	115½	115	112½	108	107½	
" 1 M. S. F....	....	98½	....	....	....	....
" 2 M.... 93½	94	....	....	94	....	
Mariposa Mining Co... 24	23	23	....	....	17½	
" pref.... 50	49½	48½	47½	42½	27½	
" Tr. 10s ctfs. 82	....	82½	80	81½	85	
Milw. and St. Paul.... 77½	78	77	77	75½	77	
" pref.... 89	90	88½	87½	86½	87½	
" 1st mort.... 95	95	96	96	96	95	
" 2d mort....	....	....	94½	....	....	
" 8s....	....	....	....	....	....	....
" 7 3-10s con....	....	....	....	....	....	....
Missouri 6s	90	90	91½	92	92	
" H. & St. J. iss....	....	....	....	94	....	
Morris and Essex.... 89½	91½	92	92	93	93	
" 1st mort....	....	99½	99½	....	99½	
" 2d mort....	....	....	....	....	95½	
New York Central.....192½	192½	192½	191½	189	189½	
" 7s, S.F. 1876....	....	....	....	....	....	....
" 7s, conv. '76....	....	....	....	....	....	....
" 6s, S.F. 1883 91	91	....	....	....	....	....
" 6s, S.F. 1887....	....	....	....	....	....	....
N. York and Harlem...151	150½	150	150	....	148	
" pref....	....	....	....	....	....	....
" 1 M. 7s, 1873....	....	....	....	100½	....	
N. Carolina 6s 60½	60½	60	60	60	59	
" new 58½	58½	58½	58½	58½	58½	
Ohio and Miss..... 34½	34½	34	34	33½	33½	
" pref....	....	....	....	....	....	....
" 1st M....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 82½	82½	83½	83	83	84½	
Panama 300	....	....	....	....	299½	
Phila. and Reading..... 99	99½	99	99	97½	98½	
Pitts., Ft. W. & Chicago.155	156½	158	157½	157½	157	
" 1 M....	....	....	....	....	....	....
" 2 M....	....	....	98½	....	98½	
" 3 M....	....	....	....	....	....	....
" Equip. 8s....	....	....	....	....	....	....
Quicksilver Mining Co.. 16	16	15½	16	15½	16	
St. L., Alton & T. H.... 40	....	....	....	....	38	
" pref.... 61	....	....	....	....	....	
" 1 M....	....	....	....	....	....	....
" 2 M. pref... 84½	....	....	....	84	....	
" Income bds....	....	....	....	....	....	....
Tennessee 6s..... 68	67½	67½	67½	67½	65½	
" new..... 64½	64½	64½	64	62½	62½	
Tol., Wab. & Western.. 77½	76½	76½	75½	73½	74	
" pref....	....	....	....	....	....	....
" 1 M. ex....	92	....	....	....	91½	
" 2 M....	....	....	....	....	....	....
" Equipment....	....	....	....	....	....	....
Virginia 6s, ex-coupon.. 57½	....	....	....	....	57½	
" new..... 61½	61½	....	62	....		

New York Stock Exchange.

Actual Sale Prices for the week ending June 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	109½	109½	109½	109½	
U. S. 5s, 10-40s, reg	108½	....	108½	....	108½	
U. S. 6s, 1881, reg	117½	117	....	117½	117½	117½
U. S. 6s, 1881, coup	122	....	....	121½	121½	121½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	117	....	....	....
U. S. 6s, 5-20s, c. 1862	122½	122½	122½	....	....	122½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	117½
U. S. 6s, 5-20s, c. 1864.117	117	117½	117½	117½	117½	117½
U. S. 6s, 5-20s, reg. '65	....	....	....	117½	117½	
U. S. 6s, 5-20s, c. 1865.118½	118½	118½	118½	118½	118½	
U. S. 6s, 5-20s, r. n. '65	....	....	....	115½	....	
U. S. 6s, 5-20s, c. n. '65.119½	119½	120	120	119½	119½	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.119½	119½	120	120	119½	119½	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..119½	119½	....	119½	....	....	
U. S. 6s, Pac.R.R.issue107½	....	....	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa	....	....	....	....	....	....
.. preferred ..	37½	38½	39½	39	....	38½
Camden and Amboy	128	127½	....	127½	127½	
.. 6s, 1870	....	....	....	....	99	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	88½	80	....	....	....
.. 6s, 1889	....	....	....	....	85½	85½
.. mort. 6s, '89	93	....	93½	93½	93½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	92	....	92½	....	....	....
Lehigh Navigation	37½	37½	36½	36½	36½	36½
.. 6s, 1884	84	....	....	....	84	....
.. Gold L	99½	99½	99½	98½	98½	98½
.. R. R. L	....	....	88	87½	88	88
Lehigh Valley R. R.	56½	56½	56½	56½	56½	56½
.. 6s new coup	92½	....	....	....	93½	93½
.. 6s new reg	93	....	....	....	94½	94½
Little Schuylkill R.R.	45	....	45	45	....	45
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	55½	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	65	....	....	65
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	36	....
.. 6s, 1880	....	90½	....	91½	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	49	49	49	....
Pennsylvania R. R.	58	58	57½	57½	57½	57½
.. 1st M	101½	....	102	102	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	104½	....	....	104	104½	....
.. 6s, 2d series	....	107	....	107	107	....
.. 6s, 3d series	....	108	....	....	....	....
.. 6s, W. L	....	....	....	....	102½	....
Philadelphia City, 6s	....	....	....	93½	93½	94
.. new	100	100	100	100½	100½	100
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	50	49½	49½	49½	49½	49
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	33½	33½	33½	33½	32½	33
.. 6s	....	....	88	....	....	89½
.. 7s	89½	89½	....	89½	89½	....
Schuylkill Navigation	10	....	....	....	10	10
.. pref	20½	20	20	20½	....	20½
.. 6s, 1882	70	....	69½	....	69½	69
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	81½	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	68	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	13	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	48½	....	....	48½	....
Green & Coates	39½	....	....	....	....	....
2d and 3d streets	....	....	48½	....	48½	....
Spruce and Pine	....	....	....	....	27	27
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 8.

	W.2.	Th.3.	F. 4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	....	92½	....	....	92½	....
.. 1886	....	....	....	....	....	....
.. 1890	93½	93½	93½	....	....	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	120	....	....	....	....	120½
.. bonds, 1875	....	93½	....	....	93½	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	91½	91½	....
Marietta & Cin. 1st M	88	89	89	....	....	88½
.. 2d M	....	....	....	70½	....	....
Northern Central	48½	48½	49	....	....	49½
.. bonds, 1885. 88	87½	....	88	....	....	....
.. .. 1900. 85	....	....	....	....	85½	....
N. W. Va. 1st mort	....	95	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort. 90	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston and Albany	....	159	....	158½	159	
Boston and Lowell	....	....	....	....	134½	
Boston and Maine	142	....	....	145	145	
Boston and Providence	135	....	....	....	135½	
Boston, Hartford & Erie	24½	24	24	24	23½	
.. 7s, new	65½	65½	65½	65½	....	
Cheshire, pref	....	74½	....	75	75½	
Concord	75	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	118	....	118	118	....	
Fitchburg	133	....	....	....	130½	
Manchester & Lawr'ce	....	....	....	....	130½	
Michigan Central	129½	130	131½	130½	130½	130
Northern, N. H	110½	110½	109½	110	....	111
Ogdens. & Lake Champ	66	....	66	65	....	
.. pref	106	....	....	....	....	
Old Colony & Newport	100½	102	101½	102	102½	
Ph., Wil. & Baltimore	54½	54½	55	....	54½	
Portl'd, Saco & Ports	110	....	....	110	....	
Vermont & Canada	....	....	....	100	100½	
Vermont & Mass	60	60	....	....	....	
Vt.C. & Vt. & C. Eq. 8s	....	....	....	100½	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge ..	....	99½	....	....	....	
Metropolitan ..	....	68	67½	....	67½	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	8½	8½	....	....	....	
Franklin ..	....	18	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	10	9½	9½	....	....	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. May 21.	May 14.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	25½ — 26½	24½ — 25½
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c.	61 — 64	61 — 64
Erie shares 100 dol. all paid	19 — 19½	20½ — 21½
Do. sterlg. 6 p. c. convertible bonds	65 — 70	67 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	79 — 81	79 — 81
Do. 100 dol. shares, all paid	94 — 95	96 — 97
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	90 — 95	93 — 95
Do. General mort. 6 p. c. 1910	85 — 88	87 — 88
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, June 12, 1869.

Stock Exchange and Money Market.

In Money, a more active movement has been noted since our last, especially in the line of temporary loans to the stock houses, whose wants have been apparently more urgent but has been generally met with promptness, by lenders, particularly on private account, at the legal rate of seven per cent. The large dealers in the public funds have been amply accommodated at six per ct., as the rule. In discounts, the business has been on a moderate scale, and rates have been quoted at from 7@10 per cent. per annum, on strictly choice to good mercantile paper. The city banks, have been heavy losers, in the deposit and legal tender lines, during the week, the falling off in the former having been nearly four millions; and in the latter over 4½ millions. The loss has been accounted for by the Treasury sales of Gold in excess of its purchases of 5-20s for the Sinking Fund, and by the free receipts of the week for Internal Taxes, which tell upon the Country Bank balances in New York, without reference to the quarter in which they are originally collected. The specie reserve of the banks showed a gain of $1,179,903. The U. S. Sub Treasury added $3,687,164 to its cash balances, closing the week with a reserve of over 79½ millions, against $75,891,046 the preceding Saturday.

The specie reserve of the city banks according to the latest return is $19,051,133, against $14,328,531 same time last year The city bank deposits are now $199,124,049, against $209,089,655 week ending June 6, 1868. The legal tender reserve amounts to $53,289,429, against $68,822,028 same time last year. The circulation now stands at $33,982,995, against $24,188,159 same time last year. The loans are now $275,919,609, against $273,792,367 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $127,718,504 a day, against a daily average of $130,274,748 the preceding week, and $131,457,975 the week ending with May 19, 1869. The current week's exchanges average about $131,906,119 a day. The city banks, last week, reported a gain of $1,179,903 of specie, with a loss of $3,931,558 of deposits, and $4,520,944 of legal tender notes. They increased their loans, $984,148; and their circulation, $62,130.

The city bank exchanges on Wednesday were $135,050,646, and the resulting balances, $3,375,686.

National Bank notes to the amount of $199,820 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $315,662,038, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $15,819,856, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,842,182. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,891,200; and for the public deposits, $28,786,350—making a total of $371,677,550. The Treasury Department last week redeemed and destroyed $390,400 of worn and mutilated fractional currency, and issued $117,576 of new. The outstanding amount of fractional currency on the 1st of June, was $33,452,523 against $35,330,323, on May 1, $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with June 5, were $11,051,404, including $2,137,147 from customs duties; payments, $7,364,241, including $1,041,798 of coin interest; balance at the close of the week, $79,578,210, against $75,891,046 at the close of the preceding week, showing an increase of $3,687,164. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,151,179, including $319,258 from customs; payments, $749,607, including $276,918 of coin interest. On Tuesday, receipts, $2,348,170, including $351,860 from customs, and payments $1,821,256, including $199,455 of coin interest. The balance at the close of business on Tuesday stood at $80,506,697, against $78,466,478 a week previous; and $85,897,063 on May 26, 1869. The aggregate receipts of the office in May were $53,236,435, including $10,034,613 from customs, aggregate payments, $60,202,733, including $18,681,439 of coin interest.

The outstanding amount of coin certificates on

the 1st of May, was $16,307,200, against $21,672,500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $2,852,000, and retired $1,917,068 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached $10,606,080.

Government revenues have been quite liberal, since our last, particularly in the line of excises, which last week, yielded about 7½ millions; customs at the port of New York, $2,137,147 and at the outports about $750,000(in coin) more, making the grand total income for the week equal to abou $11,830,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 147,500,000, according to the latest Washington advices. The customs yielded, same time, about 169 millions in gold.

Gold has been more freely offered and has been depressed and variable in price, on a less confident speculative, and quite limited export, demand. The customs inquiry has been up to a fair average. The range of the price through the week has been from 137¾@139⅜; and the closing quotation on Wednesday was 139¼. The award of the million of Government Gold on Monday was made at from 138.63@138.76. The aggregate of the bids was $5,905,000. The latest dealings showed a more active call for Gold, chiefly from speculative sources, leading to a rally in the price from the lowest figures of the week, to 139⅛@139⅜, during the afternoon of Wednesday. The California steamer on Wednesday delivered $75,212.

The customs of the port on Wednesday yielded $424,500. The U. S. Sub-Treasury disbursed $51,367 of coin interest, on that day.

The following shows the average business at the Gold Exchange Bank, during the past week, average amount of loans and discounts, $1,501,264; average amount of specie, $738,262; average amount of deposits, $1,524,170.

The customs demand for Gold last week, averaged $356,196 a day; thus far, this week, it has averaged $337,223 a day, or equal to a weekly aggregate of $2,223,338. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $150,380, and since Jan. 1, $8,807,886, against $3,241,313 same time in 1868. The receipts from California, since our last, have been $75,212. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $117,598,305, against $107,445,794 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to May 28th, 1869, $3,017,414, against $3,323,323 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $19,156,022, against $33,843,804 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of $14,687,878. The exports of specie, from this port, last week, were $527,242, against $3,575,594 same week last year; total, since July 1, 1868, $35,589,691, against $69,051,560 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,041,798; since July 1, 1868, $85,819,029, against $72,372,737 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to May 28, 1869, were $15,970,194, against $15,623,792 same time in 1868.

Foreign Exchange has been offered less freely, and quoted firmer on a fairly active market. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109½, and on Paris to 5.22 @5.16¼; sight bills on London to 110@110⅜, and on Paris to 5.16¼c.@5.13¾. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,587,763, against $2,546,370 same week last year; total, since July 1, 1868, $157,914,106, against $170,335,668 same time in preceding fiscal year of 1867-'68.

Government securities have been moderately active during the week, on very limited offerings of the coin bearing obligations, at generally well supported prices, though there have been some trifling fluctuations in values, mainly the result of the changes in the Gold quotation. On Wednesday, the market exhibited rather more firmness, on a somewhat livelier inquiry from local and export purchasers. On Wednesday, the offers of U. S. 5 20s to the Sub-Treasury reached an aggregate of $4,950,000. The accepted proposals for the million advertised for were as follows: Jay Cooke & Co., $670,000 coupon 1867s at 116.21, $80,000 coupon 1868s at 116.20, $100,000 registered 1865s at 116.20; Fisk & Hatch, $100,000 coupon 1867s at 116.20; O. A. Dodge, $50,000 registered, 1868s, at 116.

U. S. sixes of 1881 closed here on Wednesday at 121¾@122; U. S. Five-twenties of 1862, ex-coupon, 122⅝@122¾; U.S. Five twenties of 1864 at 117⅜@117½; U. S. Five-twenties of 1865 at 118⅜@118¾; U. S. Five-twenties of 1865, consolidated, 119¾@119⅞; U. S. Five-twenties of 1867, 119¾@119⅞; U. S. Five-twenties of 1868, 119¾@119⅞; U. S. Ten-forties at 108¾@109; U. S. Six per cent. currency bonds, 107@107⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 26.	June 2.	June 9.
Consols	93¾	92⅝	92¾
U.S. 5-20's of 1862	79½	80½	80⅝
Erie	19	19¼	18¾
Ill. Central	95¼	96	94½
At. & Great Western.	..	..	25

Railway and miscellaneous share property has been more eagerly pressed for sale at lower and irregular prices, on a less confident speculative demand. Brooklyn loans have been in more request. Messrs. Jay Cooke & Co., corner of Wall and Nassau streets, are now the fiscal agents of the city and county for the sale of its bonds. They are offering the Prospect Park seven per cent. bonds at 100½, and are marketing them more freely than these bonds have been recently disposed of. This particular loan is a fifty year obligation, bearing interest at the rate of 7 per cent. per annum, payable semi-annually.

Domestic Produce has been moderately active but variable in price. Middling upland cotton closed buoyantly on Wednesday at 31¼@31⅜ cts. per lb. The stock of cotton now here is estimated at about 60,000 bales. The receipts at the port this week, have averaged about 1,050 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,211,000 bales, against 2,265,000 bales same time in 1867-8; exports, same time 1,361,000 bales, against 1,651,000 bales same time in 1867-'8; stock on hand at latest dates, 153,500 bales, against 131,500 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 11,481 pkgs., against 10,926 pkgs., same time last year. From Boston, 4,002 pkgs., against 5,721 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in moderate demand, at from 12@16½c., per lb.; week's receipts, 5,997. Milch cows, dull at from $40@$110 each, receipts, 80. Veal calves in less request at from 5@11c. per lb.; receipts, 3,197. Sheep and lambs more active at from 4½@8c., per lb.,; receipts, 14,671. Swine in limited demand at from 8¾@9⅜c. per lb.,; receipts, 27,214.

Foreign merchandise has been in moderate demand and more firmly held. The total imports of foreign dry goods, last week, were $1,262,530, and the total amount marketed $1,194,324. The value of foreign merchandise imported last week, was $4,169,700—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,432,230, against $4,259,340 same week last year; total since July 1, 1868, $272,864,674, against $226,552,804 in 1867-'8. Ocean freights have been less active and quoted easier. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 6d.@1s. 9d. by steamer, per bbl.; grain at 5d. by sail, and 5½d.@6d. by steamer, per bushel; cotton at ⅛d.@$\frac{5}{32}$d by sail, and $\frac{3}{16}$d.@¼d. by steamer, per lb.; and heavy goods 10s. @25s. by sail, and 17s. 6d.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 522.

The New York exports, exclusive of specie, for the week ending June 8, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,546,370	$3,587,763
Prev. reported	75,498,590	71,594,177
Since January 1	$78,044,960	$75,181,940

The imports for the week ending June 5, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,047,219	$1,262,530
Gen. merchandise	3,212,121	4,169,700
Total for the week	$4,259,340	$5,432,230
Previously reported	101,743,795	134,905,774
Since January 1	$106,003,135	$140,338,004

The balance in the Sub-Treasury on Wednesday was $81,702,757 52.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Central new bonds, 100; Toledo, Wabash and Western consol. bonds, 84; St. Louis and Iron Mt. 1st mort., 85; Marietta and Cincinnati 1st mort., 89; Mariposa 1st mort., 81½; New York Central subscription bonds, 87; Peninsular R. R. 1st mort., 76; Mil. and St. Paul 1st mort. Iowa Div., 92; Hannibal and St. Joseph Land Grant bonds, 108; New Jersey R. R., 130; York and New Haven R. R., 139; do., 6s, 95;

Long Island R. R., 50; N. Y. State 7s Bounty Loan, 111; Louisiana 6s, Levee bonds, 66¾; do., 8s, Levee bonds, 87½; Georgia 7s, 97; Ohio 6s, 1881, 102; Alabama 5s, 67; Jersey City W.L., 93; Western Union Telegraph, 39⅜; Wilkesbarre Coal, 65; Boston Water Power Co., 62; Brunswick City Land, 8½; Adams' Exp. Co., 58¼; Wells-Fargo Exp., 30¼; Am. Mer. Union Exp., 39¾; U. S. Exp., 66; Mer. Union Exp., 14¼; Brevoort oil, 1.70; Central petroleum, 0.66; Consolidated Gregory gold, 3.20; Grass Valley gold, 0.50; Home Company petroleum, 6.25; Phillips Co. oil, 0.25; Quartz Hill Gold, 0.82; Smith and Parmalee gold, 2.80; United petroleum Farm, 0.15; United States, 1.00.

Philadelphia.—Junction R. R. 2d mort., 91; Phila. and Reading 6s, 1844–'80, 91; Oil Creek and Allegheny River R. R., 43; Phila. and Trenton R. R., 127; Phila., Wil. and Balt R. R., 54; Lehigh Nav. Conv. Loan, 80½; Morris Canal scrip, 67; Germantown Passenger R. R., 30; Pittsburg 5s, 72; St. Louis W. L., 105; Allegheny County 5s, 77; Camden County bonds, 95; Big Mt. Coal, 6; New Creek Coal, ⅝; McClintock Oil, ½; Niagara oil, 2¼; Feeder Dam, ⅜. The latest quotations are: City 6s, 93½@94; do., free of tax, 100⅛@100¼; State 5s, coupon, 93@93¾; do., 6s, W. L., 103@—; do., 1st series, 104@104⅛; do., 2d series, 107@107¾; do., 3d series, 108@108½; Reading, 49⅛@49¼; do., 7s, 1893, 105½@106; do., 6s, 1880, 90@90½; Camden and Amboy, 127¾@128; do., mort. 6s, 1889, 93@93¼; do., 1883, 88¼@88½; Penn. R. R., 57@57⅛; do., 1st mort., 101@102¼; do., 2d mort., 96@96¾; Little Schuylkill R. R., 44¾@45; Morris Canal, 30@40; do., pref., 64@65; do., bonds, —@83; Susquehanna Canal, 13@13¾; do., 6s, 57@58; Sch. Nav., 10@12; do., pref., 20@20¼; do., 6s, 1882, 69¼@79½; Delaware Div. Canal, 49@50; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 92¼@92½; do., 5s, 59@60; Lehigh Coal and Navigation, 36½@36⅝; do., 6s, 1884, 83@84; do., R. R., Loan, 87@88; do., Gold Loan, 98¾@99; North Pennsylvania, 36@36; do., 6s, 90¾@91; do., Chattle 10s, 109@109; Philadelphia and Erie, 32¾@32⅞; do., 6s, 88@88½; Minehill, 55@55½; Catawissa, 17@20; do., pref., 38¼@38½; Lehigh Valley, 56½@56⅝; do., 6s, new, 94@95; Fifth and Sixth streets, (horse,) 36@37; Second and Third, 48½@49; West Philadelphia, 61@61¼; Spruce and Pine, 27@27½; Green and Coates, 39@40; Chestnut and Walnut, 48@48¼; Thirteenth and Fifteenth, 18@19; Girard College, 28@29¼; Tenth and Eleventh, 71@71⅛; Union, 44@—; Hestonville, 12@12⅞.

Boston.—Vermont Central 1st mort., 78¼; do., 2d mort., 40; Summit Branch R. R., 22¼; do., 6s, 1870, 91; Eastern R. R. 6s, 1874, 95½; do., 1885, 94¼; Cedar Rapids and Missouri River R. R. 7s, 1916, 91¼; Cheshire R. R. 6s, 1880, 92; Union Pacific R. R. 6s, 94; Burlington and Missouri River R. R. 8s, 1879, 100½; Ogdensburg and Lake Champlain R. R. 8s, 102; Eastern (N. H.) R.R., 114; Rutland R. R., 32; Conn. and Pass. Rivers R. R. pref., 90; Indianapolis and Cincinnati R. R., 16; Nashua and Lowell R. R., 140¼; Marginal Freight Railway, 30¼; Boston Water Power Co., 17; Cary Imp., 8⅛; Maine 6s, 99⅜; Massachusetts 5s, 1888, gold, 108; New Hampshire 6s, 1884, 99½; Connecticut 6s, 99½; Vermont 6s, 1871, 100; St. Louis 6s, 85½; do., 7s, 95; Cambridge 6s, 1875@1887, 99½; Charlestown 6s, 1874, 98¾; Chicago 7s, 97½; Boston 6s, 1874, currency, 101; Lynn 5s, 1882, 90¼; Allouez Mining Co., 4½; Calumet, 55; Hancock, 3¾; Phœnix, 9; St. Clair, 75c.; Superior, 37½c.

Baltimore.—Virginia 6s, old, reg., 50⅞; Maryland 6s, 1883, Defense Loan, 100½; Richmond and Danville bonds, 72⅛; Western Maryland 2d mort., pref., 51; Orange, Alex. and Manassas 4th mort., 60; Memphis City 6s, 56; Parkersburg R. R., 23¼; George's Creek Coal, 69; Baltimore Copper, 46. The latest quotations are: Balt. and Ohio, 120¼@120½; do., 6s, 1875, 93¾@95; do., 1880, 93½@93¾; do., 1885, 91¼@92; Northern Central, 49@49¼; do., bonds, 1885, 88@—; do., 1900, 85@86; Parkersburg Branch, 23¼@23½; N. W. Va. 1st mort., 95@96; do., 2d mort., 91@95; do., 3d mort., 1885, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89½@90⅞; do., 2d mort., 70@70⅛; Central Ohio, 31@31½; do., 1st mort., 83@84; Western Md. 6s, 1890, 69@75; do., guar., 90@95; do., 2d mort., guar., 89@—; Richmond and Danville bonds, 72@72⅛; Baltimore 6s, 1875, 92@92⅜; do., 1886, 93@93; do., 1890, 93½@94; do., 1893, 92@95; do., 5s, 1838–'70, 73@80; City Passenger R.R., 18½@21; George's Creek Coal, 69@70; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

Safety on Railroads.

COMPRESSED AIR APPLIED TO BRAKES.

Recent experiments on the Erie Railway have demonstrated the utility of a newly applied power for stopping trains, which secures highly satisfactory results as a preventive of accidents.

The compressed-air brake places the entire train under the control of the engineer, who is able to bring his train to a full stop within a distance of six hundred feet while going at the rate of twenty-five miles an hour. The services of brakemen are not required; the engine-driver performs the whole service by a simple manipulation of the mechanism of the atmospheric apparatus. Thus, if the engineer sees, or suspects, danger ahead, instead of "whistling down brakes," and waiting for the guards to "break up" the train, he instantly applies the whole power of the air apparatus on the whole train; and by the same movement the engine itself lends its whole power as a brake, without danger of accident to the machinery.

The element of power is simply pure air, which at the will of the engineer is forced into the cylinders, forming a "cushion," which becomes harder with each revolution, and the retarding force is consequently rapidly multiplied. At the same time, while the power of the engine is exerted to oppose the motion of the train, the air is forced into a special reservoir, and the power applied directly to all the brakes throughout the train, by means of a strong india-rubber tube passing under the cars and fitted with double valves at the couplings, so that any number of the cars may be detached and switched off without disarranging the air apparatus of the cars remaining attached to the locomotive. The jarring, grating noises of the ordinary method of putting on the brakes are altogether avoided. There is no strain on the "running gear;" the engine-driver is able at will to regulate and modify the force of the brakes; while, as there is no limit to the amount of power which can be developed, the length or weight of the train are of no importance.

The feature of this novel invention which will receive the largest share of the attention of railway managers is the closing of the exhaust into the smoke arch, or pipe, and the opening of a passage by which pure air, unsoiled with ashes or cinders, is admitted into the steam cylinder, thereby preventing excoriations of the pistons and cylinders, and avoiding injury to the machinery, involving expensive repairs.

The new apparatus can be readily adapted to any locomotive. It is at present to be seen in full operation on the Erie road, on the train which leaves daily at 3:45 P. M. for Middletown.

From the Bridgeton (N. J.) Patriot.

Railroad Improvements in New Jersey.

Within the past nine years South Jersey has made rapid strides in traveling facilities. In 1860 there were but eight miles of railroad between Camden and Cape May and the towns on the Delaware, while now there is one hundred and sixteen in running order, besides the Marl company's road, and the twelve miles between Woodbury and Swedesboro' already graded for the iron. In addition to the above is the Camden and Atlantic of sixty miles, running from Camden to Atlantic City. The Vineland Railroad now under contract will add fifty-five miles more to this District. This road is being rapidly graded between the junction with the West Jersey Railroad and the Delware Bay, a distance of twelve miles and which will be completed during the Summer. We took a look over that portion of the road under contract to Pratt & Kimble, which extends from Sheppard's mill to the Cohansey and found them pushing the work through vigorously. The section they have has the heavy work of the road, some of the cuts being eighteen feet. There are also a number of bridges, among them one over the canal of the nail works, and over the Cohansey Creek. They have been delayed, owing to the failure of getting the right of way, and much of their work is now in the heavy cuts. We understand that they have given satisfaction to the company, and their work is well done. Their work would have been nearly completed had the right of way been secured early in the winter, but owing to this failure it will be August before their section is finished, and it is expected they will take another section which they will push with dispatch, as they understand their business.

The distance between Vineland and Winslow is also under contract, and will be completed before cold weather. The subscribers to the stock should see that their subscriptions are paid in as they become due, so that those having charge of the work will not have to stop for want of funds. Such improvements add much to the value of property, and as this will make a direct route to New York it will no doubt be a paying road from the time of its completion. Mr. C. K. Landis, President of the road has energy, as is evidenced by the success of Vineland, and he is as vigorously pushing the Vineland and New York Railroad.

☞ Work upon the Air Line Railroad, from Atlanta, Ga. to Anderson Court House, S. C., is being energetically pushed forward, and the present prospect is that before Winter sets in the cars will be running over the first twenty miles of the track.

☞ By joint resolution of the National Legislature, approved April 10, 1869, the time for the completion of the Portage Lake and Superior ship canal is extended to the third day of March, eighteen hundred and seventy-one.

From Herapath's Railway Journal.

Railway Economy:—The Locomotive.

The cost of locomotive power forms a very important item in railway expenditure. It may be taken on an average at about double that of maintaining the permanent way on the same line, although this proportion will vary greatly according to circumstances; and as it forms so considerable an item in the accounts, it offers a proportionate field for the exercise of economy. The aggregate expenditure may be divided under two heads—the one embracing the cost of generating the power to draw the trains, and the other the cost of keeping the machine for generating and applying that power in working order. It offers a more intricate field for investigation than that of the permanent way, for this simply involves the question of providing the best and most economical means for supporting the rolling load, in fact an apparatus only required to exercise the passive qualities of support and resistance to the wear and tear imposed on it by the active power of the engine; but the locomotive engine itself is a complicated machine, and its construction in such a manner as to develop economical working requires a large amount of practical experience, technical and scientific attainments of a high order, embracing a considerable knowledge of chemistry, together with mechanical and philosophical engineering.

Notwithstanding the great advance being made by mechanical engineers generally in philosophical knowledge, it is astonishing how far from perfection are their productions generally when chemical operations form part of the means used to mechanical results, and how greatly the actual effect produced falls short of the theoretical. This would indicate that pure mechanical science had arrived at a much more advanced stage of development than the sister science chemical philosophy; for instance, a good mechanical engineer having a given amount of mechanical power at his disposal, derived (say) from a fall of water, a steam engine, or other source, will utilize that power in any way desired by transferring it with the aid of mechanical appliances in such a perfect manner that a very small percentage of it will be lost; but place at his disposal a pound of coal which is known to contain within itself a certain amount of power, and ask him to utilize it in the most economical manner he is acquainted with, and it will be found that the utmost he can do will be to obtain about one-tenth of the theoretical duty, the remaining nine-tenths being lost or dissipated.

That such is the case is known to those who have investigated the subject, and that it is capable of proof is fully admitted. It has been ascertained by careful labratory experiments that 1 lb. of carbon will convert about 12 lbs. of water into into high pressure steam, and it can also be conclusively demonstrated that if that steam be applied in a theoretically perfect manner it will raise in round numbers 10,000,000 lbs. one foot high, but the average duty done by the best Cornish pumping engines is only about 1,000,000 lbs. raised one foot, or about one-tenth of the full theoretical duty, and these are the most economical engines known. But when we descend in the scale we find a much more marked discrepancy; the next engine in rank to the Cornish engine in economical working is the double cylinder, or Wolfe engine, the duty of which in its most improved form, and aided by the mechanical perfection in the working parts which can now be attained, may be taken at about 750,000 foot pounds. The next in order, the improved form of double-acting Boulton and Watt engine, will barely accomplish 500,000 foot pounds, while high pressure non-conducting engines, which class includes the locomotive engine, seldom reach 300,000 foot pounds of duty.

Now when it is known that the same pound of coal or coke which is burnt in the furnace of a locomotive boiler is really capable of performing a duty of 10,000,000 foot pounds, if the means employed for its utilization are in perfect accordance with theoretical deductions, it appears almost incredible that the mechanical appliances for converting the pound of coal into power should be so deficient, and that in the case of the locomotive engine, aye and even in the best type of locomotive, less than one-thirtieth of that power is utilized in drawing the trains, and that the remaining twenty-nine parts cannot be accounted for. This is a matter which deserves grave consideration. It is not only a question for the railway Shareholder to con over in relation to the amount of his dividend, but as the same thing goes on to a more or less extent wherever coal is consumed, it is a question of the highest national importance. Nature in her beneficence has buried in the soil of this country an almost illimitable quantity of power in the shape of that valuable mineral coal. It is known and admitted that the wonderful prosperity to which Great Britain has attained is in a chief measure derived from this scource, in supplying the power requisite to develope her numerous manufactures, drive her steam ships, and drag her railway trains, and yet this power is being wasted as a prodigal wastes his substance, and with the same indifferance as to the future. But is such a course wise, is it consistent with the practical notions which, as a rule, actuate men in this practical country? It would seem as if the general notion with respect to our coal fields is of such an indefinite character as to impart the idea, from their great extent, of their being inexhaustible, but such an idea requires but a moment's consideration to expose its absurdity: granted that our coal-fields are extensive, the impression made on them is only beginning to become apparent, yet extensive though they be, finite they are, and when anything finite is drawn upon unceasingly and at an increasing rate probably as the square of the time, the end will surely arrive, and that probably much sooner than expected. Knowing, then, how greatly the prosperity, nay, perhaps, even the existence of this country as a first-rate power is dependent on our coal, does not the matter deserve our serious attention? ought we to be satisfied in dissipating this mine of wealth and prosperity with which nature has so bountifully provided us, and detroying twenty or thirty pounds of this valuable mineral only to obtain the effect of one? "*Mais revenons a nos moutons*"—let us return to our locomotive.

When the Liverpool and Manchester Railway first commenced working, the amount of coke consumed in drawing one ton a distance of one mile was found to be about ·7lb., but now on the London and South Western Railway, where Mr. Beattie's improved coal burning engines, fitted with his feed-water heating apparatus, are employed, the same duty is accomplished with an expenditure of about ·2 lb. of coal. We quote these engines as being, we believe, the most economical of all the improved varieties lately introduced, although those of several leading locomotive engineers approach them closely; and yet a careful estimate of the work even they perform only gives a duty of under 300,000 foot pounds for one pound of coal, notwithstanding their consumption is less than one-third of the first engines used on the Liverpool and Manchester Railway. Here, then, we have extraordinary progress, and at the same time a result still a long way off from theoretical perfection. It will therefore form a most interesting enquiry to ascertain how this great advance has been obtained, and by what means a still nearer approach to perfection can be brought about.

We have before stated that 1 lb. of carbon is capable of converting about 12 lbs. of water into steam, and that if the steam so obtained be employed in a theoretically perfect manner it will raise 10,000,000 lbs. 1 foot high. Now, if we compare these two standards of duty with the actual, evaporation obtained in the locomotive engine and the amount of work done respectively, we we shall be able to determine under which head the greatest loss occurs. The evaporative power of locomotive boilers as at present made may be taken on an average at from 9 lbs. to 9½ lbs. of water per 1 lb. of coal or coke, which thus amounts to about three-fourths of the theoretical effect, so that of the 29 out of the 30 parts of the theoretical duty lost only about 7 parts, or one-fourth, can be attributed to defective combustion or imperfection in the mechanical means employed in transferring the heat resulting therefrom to the water and converting it into steam, the remaining 22 parts being lost in applying the steam after it has been generated, or in converting that steam into power, that is to say the loss in using the steam is about three times as great as the loss in producing it.

It is therefore evident that there is a larger scope for the exercise of economy in the locomotive in introducing improved means of using and preventing waste of the steam than in the apparatus for producing it; and this also accords with the past history of the locomotive engine, as it is mainly in the construction of the boiler and in the means introduced for burning coal, heating the feed water, &c., that the chief improvements have been made, and it appears to be generally admitted that there is not now room for much greater improvement in this direction.

When we compare the amount of work done by a given quantity of coal in the modern coal burning engine with the duty of the early coke burning engines, and find that in them 1 lb. of good coal now does more than three times the work formerly obtained from 1 lb. of coke, we must admit that very satisfactory progress has been made; and this has been brought about by the able and scientific manner in which the subject has been investigated by our leadiug locomotive engineers, and the increased amount of chemical and philosophical knowledge they have brought to bear in connection with their practical mechanical skill.

Whatever might have been the precise reasons that led the first inventors of the locomotive engine to adopt coke as fuel, it was at that time undoubtedly a judicious selection. No doubt its freedom from smoke had much to do with it, and a notion seemed to prevail in the earlier days that a given weight of good oven coke would evaporate not only a greater quantity of water than the same weight of coal, but even more than the coal from which it was originally produced, and that this was an error has only of late years been demonstrated; but there was one other quality that gave coke the preference over coal for a locomotive boiler which might have had its influence, viz., the much less quantity of oxygen carbon requires than hydrogen to effect perfect combustion.

It has now, however, been satisfactorily ascertained that good coal, if perfectly consumed, will evaporate as much as and even more than an equal weight of oven coke, and consequently as much more than the coke produced from it as is represented by the loss in conversion. That this fact should have remained in doubt so long seems strange, for the very operation of converting the coal into coke evolves a large amount of heat which is lost in the process, and it is clear that if this heat were utilised the total effect produced from it and the coke combined must be more than from the coke alone. This view of the case has no doubt led to the introduction of coal in place of coke as a fuel in locomotives, and means have been devised to increase the supply of oxygen and to maintain the gaseous products of the coal at a sufficiently high temperature to ensure their perfect combustion.

Carbon, or coke which is nearly pure carbon, requires 2.66 times its weight of oxygen, or 1 lb. will require about 138 cubic feet of atmospheric air at 60° to effect perfect combustion, but hydrogen, the most valuable product of the bituminous portion of the coal, requires no less than eight times its weight of oxygen to burn it; but then the quantity of hydrogen contained in coal of average quality does not amount to more than about one-twentieth of the carbon, so that the total quantity of air required for the perfect combustion of 1 lb. of coal is about 150 cubic feet, or only 12 cubic feet more than required for the combustion of the same weight of coke, but the amount of heat generated from the combustion of the hydrogen is about five times as great as that from the same weight of carbon, so that the actual amount of heat derived from the hydrogen, in the coal is about one-fourth that of the carbon,

although the quantity of carbon is twenty times as great.

This will show what a wasteful error has been committed in dissipating the hydrogen, which possesses five times the heat producing powers of the carbon, in order to convert the coal into coke before using it; and what a mistaken notion it is to suppose that the employment of coal in place of coke necessitates a very much larger supply of oxygen; this is not the difficulty that has had to be overcome, the real difficulty lies in the fact that coal is a compound substance, whose component parts have different affinities for oxygen, and that the bituminous portion will distil off into vapor at a less heat than is necessary to effect combustion, whereas coke is a simple substance, which can only be converted into gas at a heat sufficient to burn it when in contact with oxygen; with coke, therefore, it is only necessary to ignite it in the fire box and supply the requisite quantity of air to obtain perfect combustion, but with coal other means have to be resorted to in order to raise the volatile ingredients up to a sufficiently high temperature, and bring them in contact with the requisite supply of oxygen to effect their combustion before they can escape.

It is to effect these objects that the ingenuity, chemical and philosophical knowledge of our locomotive engineers have been taxed in no slight degree, and a large amount of success has attended their efforts. There are now many plans in operation differing much in the details of their construction, but all aiming at carrying out these principles, and by which a large saving in the consumption of fuel has been effected, the expenditure per ton mile having during the last thirty years been reduced from about ·7 lb. of coke to from ·23 to ·30 lb. of coal, while a still further reduction of about 15 per cent. more has been effected by heating the feed-water, which in Mr. Beattie's engines brings the consumption down to about ·2 lb. of coal per ton mile; but even this, as before stated, falls short of theoretical perfection by nearly 25 per cent., so that in this field there is still some room for further improvement, and we cannot yet say that even the most perfect coal-burning engines are entirely free from smoke; and the worst feature in them is that the smoking generally occurs while the engine is at rest at the stations, which is no doubt owing to the supply of air being less than when the engine is at work and the blast is drawing the air into the furnace, but this nuisance is certainly diminishing, and no doubt further improvements combined with good stoking will eventually cure it.

We cannot, however, look forward in future years to as great an advance in the economical production of steam as we have seen accomplished during the last thirty, as that would go beyond the theoretical effect, and therefore if further important economy is to be obtained we must search for it in improving the means of using the steam. Here is a mine open to us which has scarcely yet been touched, nearly 75 per cent. at present lost, and this capable of being regained, perhaps not wholly but certainly to a large extent, if proper means are employed; but we must reserve the examination of the causes of this loss and the principle upon which the remedy should be applied for a future article.

☞ The State Treasurer of North Carolina has delivered to H. S. Cowan, Esq., President of the Wilmington, Charlotte and Rutherford Railroad Company, $1,000,000 of North Carolina State bonds for that road. Mr. Cowan will call a stockholders' meeting on the 28th of July next, to elect officers of the road.

☞ The Raritan and Delaware Bay Railroad is being put in order, so that through trains to Philadelphia can be run. This will be a great accommodation to many localities between Manchester and Philadelphia. New rails are to be laid on the road beyond Manchester.

Statement of the Public Debt, June 1, 1869.

DEBT BEARING COIN INTEREST.

Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	When Redeemable or Payable.	Accrued Interest.	When Payable.
June 14, 1858	Bonds, 1874	5 per ct.	$20,000,000	After 15 yrs. from Jan. 1, 1859	$416,667	Jan. and July.
June 22, 1860	Bonds, 1871	5 per ct.	7,022,000	After 10 yrs. from Jan. 1, 1861	146,292	Jan. and July.
Feb. 8, 1861	Bonds, 1881	6 per ct.	18,415,000	After Dec. 31, 1880	460,375	Jan. and July.
March 2,1861	Oregon War, 1881	6 per ct.	945,000	20 years from July 1, 1861	23,625	Jan. and July.
July 17, and Aug. 5, 1861	Bonds, 1881	6 per ct.	189,317,400	At pleasure of Gov't after 20 yrs. from June 30, 1861	4,732,935	Jan. and July.
Feb. 25, 1862	Bonds, 5-20s	6 per ct.	514,771,600	Redeemable after 5 & payable 20 yrs. fr. May, 1, '62.	2,573,858	May and Nov.
March 3,1863	Bonds, 1881	6 per ct.	75,000,000	After June 30, 1881	1,875,000	Jan. and July.
March 3,1864	Bonds, 10-40s	6 per ct.	194,567,300	Redeemable after 10 & payable 40 yrs. fr. Nov. 1, '64.	2,432,091	Mar. and Sept.
March 3,1864	Bonds, 5-20s	6 per ct.	3,882,500	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64.	19,413	May and Nov.
June 30, 1864	Bonds, 5-20s	6 per ct.	125,561,300	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '64.	627,806	May and Nov.
March 3,1865	Bonds, 5-20s	6 per ct.	203,327,250	Redeemable after 5 & payable 20 yrs. fr. Nov. 1, '65.	1,016,636	May and Nov.
March 3,1865	Bonds, 5-20s	6 per ct.	332,998,950	Redeemable after 5 & payable 20 yrs. fr. July, 1, '65.	8,324,974	Jan. and July.
March 3,1865	Bonds, 5-20s	6 per ct.	379,534,450	Redeemable after 5 & payable 20 yrs. fr. July 1, '67.	9,488,361	Jan. and July.
March 3,1865	Bonds, 5-20s	6 per ct.	42,539,350	Redeemable after 5 & payable 20 yrs. fr. July 1, '68.	1,063,484	Jan. and July.
Aggregate of debt bearing coin interest			$2,107,882,100		$33,201,517	
Coupons payable May 1, 1869, and not presented for payment					5,860,486	
Total					$39,062,003	
Less amount paid in advance					585,441	
Total accrued interest					$38,476,562	

DEBT BEARING INTEREST IN LAWFUL MONEY.

Authorizing Acts.	Character of Issue.	Rate.	Amount outstanding.	When Redeemable or Payable.	Accr'd Int. Est. 8 mos.	When Payable.
March 2, 1867 and July 2, 1868	Certificates	3 per ct.	$53,075,000	On demand	$1,061,500	Annually or on Redemption of Certificates.
July 23, 1868.	Navy pension fund	3 per ct.	14,000,000	Interest only applicable to payment of pensions.	175,000	January and July.
Total debt bearing currency interest			$67,075,000	Accrued interest	$1,236,500	

MATURED DEBT NOT PRESENTED FOR PAYMENT.

Authorizing Acts.	Character of Issue.	Rate.	Amount Outstanding.	Matured.	Accrued Interest.
April 15, 1842	Bonds	6 per ct.	$6,000	Dec. 31, 1862	$360
Jan. 28, 1847	Bonds	6 per ct.	36,250	Dec. 31, 1867	2,175
Mar. 31, 1848	Bonds	6 per ct.	89,850	July 1, 1868	9 mos. 4,043
Sept. 9, 1850	Bonds, Texas indemnity	5 per ct.	242,000	Dec. 31, 1864	12,100
Prior to 1857.	Treasury Notes	— to 6 p. ct.	104,512	At various dates	3,135
Dec. 23, 1857.	Treasury Notes	5 to 5½ p. ct.	2,400	March 1, 1859	120
March 2, 1861	Treasury Notes	6 per ct.	3,300	April and May, 1863	198
July 17 1867	Treasury Notes, 3 years	7 3-10 p. ct.	35,000	Aug. 19, and Oct. 1, 1864	2,555
March 3, 1863.	Treasury Notes, 1 and 2 yrs.	5 per ct.	340,492	Jan. 7 to April 1, 1866	17,025
March 3, 1863.	Certificates of indebtedness	6 per ct.	12,000	Various dates in 1866	720
Mar. 3, 1863, & June 30, '64.	Compound Interest Notes.	6 per ct.	2,956,350	June 10, 1867, and Oct. 16, 1868	573,632
June 30, 1864	Temporary Loan	4, 5 & 6 p. c.	186,610	Oct. 15, 1866	7,650
June 30, '64, & March 3, '65.	Treasury Notes, 3 years	7 3 10 per ct.	1,507,100	Aug. 15, 1867, and July 15, 1868	102,718
Total matured debt			$5,421,864	Accrued interest	$726,340	

DEBT BEARING NO INTEREST.

Authorizing Acts.	Character of Issue.	Amount Outst'g.
July 17, 1861, Feb. 12, 1862	Demand notes	$122,812
Feb. 25, July 11, 1862, March 3, 1863	United States legal tender notes	356,916,432
July 17, 1862	Postal Currency	33,462,223
March 3, 1863, June 30, 1864	Fractional currency	
March 3, 1863	Certificates for gold deposited	23,340,720
Aggregate of debt bearing no interest outstanding		$412,862,287

RECAPITULATION.

Total debt, principal outstanding	$2,583,221,251 04
Interest accrued $41,024,843 06, less amount of interest paid in advance $585,441	40,439,402 06
Total debt, principal and interest	$2,623,670,653 10

AMOUNT IN THE TREASURY.

Coin belonging to the Government	$51,839,469 49	
Coin represented by gold certificates of deposite	23,340,720 00	
Currency	19,984,555 07	
Sinking fund in bonds bearing coin interest and accrued interest thereon	3,093,295 42	
		128,258,830 98
Amount of public debt, less cash in the Treasury		$2,505,412,613 12

Decrease of Public Debt during past month, $13,384,777 97; decrease since March 1, 1869, $20,050,646 89.

BONDS ISSUED TO THE PACIFIC RAILROAD—INTEREST PAYABLE IN LAWFUL MONEY.

Acts.	Bonds.	Rate.	Amount Outstanding.	Payable After.	Accrued Interest.	When Payable.
July 1, 1862, and July 2, 1864	Union Pacific Company	6 per ct.	$25,999,000	30 years, from various dates	$669,950	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Union Pacific, Eastern Div.	6 per ct.	6,303,000	30 years, from various dates	157,575	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Sioux City and Pacific	6 per ct.	1,628,320	30 years, from various dates	40,708	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Central Pacific	6 per ct.	2,362,000	30 years, from various dates	52,382	Jan. 16 & July 16.
			20,427,000	30 years, from various dates	467,493	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Central Br. U. P., assignee of Atchison & Pike's Peak.	6 per ct.	1,600,000	30 years, from various dates	40,000	Jan. 1 and July 1.
July 1, 1862, and July 2, 1864	Western Pacific	6 per ct.	320,000	30 years, from various dates	8,020	Jan. 1 and July 1.
Total amount outstanding			$58,638,320	Total accrued int.	$1,436,086	
Total accrued interest not yet paid						$1,436,086 25
Interest paid by United States						2,310,053 25
Total						$4,746,191 50
Of this amount the United States has received for transportation, &c., the sum of						$1,411,186 29
Balance due the United States						$3,344,963 21

Journal of Railroad Law.

COMMON CARRIER—DELIVERY OF GOODS AT A POINT SHORT OF DESTINATION—ESTABLISHED USAGE—NOTICE TO CONSIGNEE.

The late action of Herman *vs.* Goodrich (21 Wisc., 536) was an action against the defendant as a carrier by water from Milwaukee to Port Washington in this State, for the value of a keg of liquor delivered to him by plaintiffs at Milwaukee, and for which defendant gave the following receipt: "Milwaukee July 11, 1865, Received of *Hermann & Hartman*, * * * to be forwarded without delay as directed in the margin.

M. MUELLER, WAUPACCA.

Boat to Port Washington,

One half brl. Whiskey. One keg liquor.

(Stamp.) (Signed.) G. HUSTON, Agent."

The defendant's evidence was to the effect that he was owner of a line of steamers plying between Milwaukee and Port Washington; that the goods above named were received to be carried on one of said boats; that they were sent on the day named in the receipt, and landed, about half past ten that night, at the north pier at Port Washington, and receipted for by one Blake, the owner of the pier, that this pier was the usual place for such vessels to land at that port, the only other pier being used only for lumber vessels; and that Blake, a few days afterward, paid defendant the freight on said goods. Defendant further testified, against objection: "Blake owns the pier at Port Washington to which my boat runs. He has a warehouse on it, and is a general receiver of freight; receives the goods and pays the freight, sometimes before and sometimes after he collects it; that is the end of it; he had no interest in the freight or boat." Plaintiff's evidence tended to show that Mueller, the consignee, on receiving a bill of the goods in question, "inquired five or six times for the missing keg; inquired on Blake's pier at Port Washington; the answer he received was that no such keg ever came there; he (Mueller) generally goes to the piers in Port Washington to get his goods coming from Milwaukee by boat; always settles the freight bills with Blake." This is substantially the whole of the testimony. The opinion of the court was delivered by

DIXON, C. J.—There can be no doubt the defendant was a common carrier of the goods; and the only question is, whether his liability ceased with a delivery to the wharfinger at Port Washington. The receipt may be some evidence to show that the goods were to be carried further; but if they were, and there was public means of transportation beyond Port Washington, it was the duty of the defendant to deliver the goods to some carrier from that place. This was the case of Van Santvoord *vs* St. John, 6 Hill, 157, cited by defendant's counsel, where the goods were delivered to a responsible carrier at the end of the defendant's route. In the absence of proof of an established usage, delivery to a wharfinger, in such case, would be insufficient. But the proof is, that there was no public means of transportation beyond Port Washington, and the delivery of the goods by the defendant to the wharfinger at that place shows that he knew there was no such means. Port Washington was therefore the place of destination, and being the place of destination, it is conceded that the defendant's liability as common carrier was not ended by mere delivery of the goods to the wharfinger, but that he was further required to notify the consignee of their arrival, or to make some reasonable effort to do so. The defendant neither notified nor attempted to notify the consignee, and consequently must be held responsible for the loss.

We see no error in the rulings or instructions of the court, and the judgment must be affirmed.

By the Court.—Judgment affirmed.

THE HANSOM CAB COMPANY,

OF NEW YORK AND BROOKLYN.

INCORPORATED MAY 6, 1869.

Capital, $250,000, in 5,000 shares of $50 each, with power to increase.

President, EDWARD W. BRANDON.

Hon. JAMES W. HUSTED, JAMES STUART PEARS, Vice Presidents.

S. P. SLATER, Treasurer, (with Messrs. Duncan, Sherman & Co.)

CHARLES H. PEASE, Secretary.

HENRY HOWARD BRANDON, Superintendent.

JEROME BUCK, Attorney and Counsel.

Bankers, Messrs. DUNCAN, SHERMAN & CO.

DIRECTORS.

JEROME BUCK, No. 3 Broad st.

J. O. SEYMOUR, No. 89 Liberty st.

EDWARD W. BRANDON, No. 133 Water st.

H. VANDEWATER, City Hall.

THOMAS LANDON, Court of Common Pleas.

JAMES STUART PEARS, No. 103 West 14th st.

WM. J. KERR, Brandreth House.

ALEXANDER WILDER, Evening Post.

Hon. JAMES W. HUSTED, Peekskill, 84 Wall st.

The act to incorporate the above Company having been passed by the Legislature of the State of New York, the undersigned is prepared to receive subscriptions to the capital stock of the company.

Subscription, $50 per share, of which $12 50 per share is paid on subscribing, the balance to be paid at the call of the Directors; they agreeing to give due and proper notice to each subscriber, which notice shall in no instance be under 30 days.

The Company intend commencing operations as soon as 2,000 shares, equal to $100,000 of stock at par, shall have been subscribed for. Respectfully,

S. P. SLATER, Treasurer,

(With Messrs. Duncan, Sherman & Co.)

By order of the Commissioners,

EDWARD W. BRANDON,

JEROME BUCK,

HENRY SPEAR.

Subscription books are also opened with EDWARD W. BRANDON & CO., No. 133 Water st.

J. O. SEYMOUR, KENNARD & HAY, No. 89 Liberty st.

EXTRACT FROM CHARTER.

SECTION 6. The drivers of each vehicle belonging to said Corporation shall be entitled to demand and receive for the hire of such cab the fares here prescribed, as follows:

1. For any distance within and not exceeding one mile, for a single passenger, thirty cents; and for two persons, forty cents.

2. For any distance additional to one mile, for each mile and fractional part of a mile, for a single passenger, thirty cents; and for two persons, forty cents.

3. For any time within and not exceeding one hour, for a single passenger, seventy-five cents; for two persons, one dollar; and for any time additional, for each hour and fractional part of an hour, for a single person, seventy-five cents; and for two passengers, one dollar.

4. In addition to said fares, as here set forth, the said drivers are authorized to demand and receive one-half of the same in addition, when the passenger or passengers are so conveyed by them between the hours of twelve o'clock in the evening and six o'clock in the morning.

SEC. 7. No driver of a cab belonging to said Corporation, who is stationed at or near a railway station, steamboat landing, or ferry, shall leave the seat of the cab on the arrival of the cars, steamboats, or ferryboats, nor shall he leave his stand till he shall be engaged by a passenger, or some person authorized by a passenger.

The bove rates of fare cannot be increased; but the Directors, in the interest of the public at large and shareholders, intend reducing the price as soon as practicable to 20 cents per mile for one, and 25 cents for two persons; and 50 cents per hour for one, and 60 cents for two persons; the intention being to give the inhabitants of New York and Brooklyn the benefit of good, commodious and quick traveling, at rates which will place the vehicles within the reach of all.

ESTIMATE OF PROFITS ON FIFTY CARS.

50 hansoms, at $700 each	$35,000
100 horses, at $250 each	25,000
50 sets of harness, at $100 each	5,000
Total	$65,000

PROFITS.

50 cabs, with use of two horses per day, working 22 hours, at $7 per day	$127,400
Expenses	49,800
Balance	$77,600
75 per cent. on $65,000	48,750
Balance for incidental expenses	$28,850

EXPENSES.

Feed and stabling for 100 horses, at $24 per month each	$28,800
Wear and tear of horses, 10 per cent	2,500
Wear and tear of cabs, 10 per cent	3,500
Salaries of Working Manager, Secretary, Superintendent, Foreman of Yard and men	15,000
Total	$49,800

The above estimate for fifty cabs is merely to show what profit can be made; and it is but natural that an increase of the number of vehicles will considerably diminish the working expenses in proportion. The Company purposes to have 2,000 hansoms and cabs running by the end of the present year.

Western Pacific Railroad.

The San Francisco *Bulletin* says that this road will not only connect the Central Pacific Railroad with the Southern Pacific Railroad, but will also connect the former road with San Francisco. The name, "Western Pacific," will probably soon cease to be recognised. Twenty miles of this road, extending from San Jose to Alameda canon, were completed in 1866. This section was accepted by the government and bonds issued, and public lands were segregated for the same. Although this part of the road has been idle for two years while nothing was done on the other hundred miles, yet there has been no intention of abandoning the idle section, even if it could be done. Workmen are now engaged it in putting in order.

The Alameda *Gazette* says there is some heavy work yet to be done in the vicinity of Livermore Pass. "One tunnel of 1,162 feet, has been driven at each end for a distance of about 331 feet, leaving about 500 feet more to be cut. The rock is a soft slate, which crumbles when exposed to the air, and requires 'timbering' immediately. There is but one longer tunnel than this on the whole line of the Central Pacific. There is also a 'deep cut' 1,400 feet long and 42 feet deep. This cut will not be finished before August, at which

time also the tunnel will be completed. The work is being done in the best possible manner, so that the whole, when completed, will be adapted to fast running. We may count, therefore, upon the extension of the Central Pacific Railroad, by way of Livermore Pass, to this city, practically in August next, or, at the latest, in the beginning of Autumn."

☞ The Worcester County (Md.) Railroad Company has been organized by the election of a board of directors, with George S. Richardson, Esq., as President. Thomas D. Pornell was appointed Secretary and Treasurer.

Queen Anne's Railroad.

The directors of this road, the contractors, and agents of the Deleware Railroad met at Millington on the 3d inst., to make final arrangements for the completion and opening of the road as far as Sudlersville. The branch to Massey's will be ready by the 15th of June, and the Queen Anne's contractor proposes to finish to Sudlersville by the 25th of July, if the directors will furnish the cash.

HERMANN BOKER & CO.

50 CLIFF STREET,

NEW YORK,

MANUFACTURERS' AGENTS AND IMPORTERS OF

PUDDLED STEEL,

AND

IRON RAILS,

FROM THE

Funcke & Elbers Steel and Iron Works,

TYRES, AXLES, SPRINGS, &C.

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

SCOTCH PIG IRON.

ALL THE APPROVED BRANDS OF

NO. 1 SCOTCH PIG IRON.

In Yard, on Dock and to Arrive,

In Lots to Suit Purchasers. Apply to

HENDERSON BROTHERS,
6 Bowling Green,
New York.

EAST RIVER SCREW BOLT WORKS.

RYLANCE & CASKELL,
Manufacturers of Screw Bolts,
No. 433 EAST 25th ST., N. Y.

Sale of Rolling Stock by the United States.

SEALED PROPOSALS will be received by the undersigned, at the office of Messrs. Bristow & Wharton, No. 154 Fourth street, Louisville, Ky., until 12 o'clock, noon, June 20th, 1869, for two Locomotive Engines, nine Box and one Stock Car.

DESCRIPTION OF THE PROPERTY.

No. of Engine.	Builder.	Diam. of Cylinder.	Length of Stroke.	Diam. of Driv. Wh.	Length of Flues.	Diam. of Flues.	Dim's Fire Box. Leng'h	Brea'h	Depth.	Motion.	Weight.	Gauge.	When Built.
		Inch	Inch	Ft. In.	Ft. In.	Inch.	Inch	Inch.	Inch		Ton.	Feet.	
15	Moore & Richardson....	16	22	4 9	11 00	2	53	36	50	Link.	26	5	1859
152	M. W. Baldwin & Co....	16	24	5 0	10 11	2	60	34½	67	"	30	5	1864

The Engines and Cars are in running order, but need repairs. The above property is now on the New Orleans and Ohio Railroad, and can be seen and examined by application to the Officers of that Road, at Paducah, Ky. Proposals may be in detail, or in the aggregate. The United States reserves the right to reject any or all propositions. Terms Cash.

J. B. VAN DYNE,
Receiver for U. S.

FOR SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO —in order to close their concern—offer for sale all the Machinery, Tools and Engineering Plant, situated at their Works, corner of Morgan and Steuben Streets, Jersey City.

The machinery was procured from the best Manufacturers and is in perfect order. A descriptive Catalogue, with price list, will be forwarded upon application to the Company's Agent,

WM. S. AUCHINCLOSS,
Jersey City, N. J.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City.
Manufactory, Junction Shop, Worcester, Mass.

THE OFFICE OF
THE MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
IS PROVISIONALLY LOCATED AT
5t21 **38 BROAD STREET.**

To Contractors.



SEALED PROPOSALS will be received by the undersigned until THURSDAY, July 1st, at the office of the ELIZABETH AND PADUCAH RAILROAD COMPANY, in Elizabeth, Hardin county, Kentucky, for the GRADUATION, TRESTLING, BRIDGE and CULVERT MASONRY, including 5,000 cubic yards of Bridge Masonry at Green river, on 40 miles of said railroad, between the 52d section and the town of Greenville, in Muhlenburg county. The work can be reached by steamboat from the Ohio river, to South Carrollton and Rockport, on Green river, or by rail to Bowling Green, and from thence by steamboat to Rockport. Specifications and profiles of the work can be seen at the Company's office in Elizabethtown on and after June 15th.

GEORGE MACLEOD,
Chief Engineer.

Elizabethtown, Ky., May 29, 1869.

Robert Merrill & Sons,

MANUFACTURERS OF

Ship's Compasses,

BINNACLES, LOGS, &c.:

Surveyor's & Engineer's Instruments,

MARINE, OPERA & FIELD GLASSES,

Sextants, Quadrants and Spy Glasses,

141 Water-St., N. Y.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes, Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS,

AND ALL UPHOLSTERERS' SUPPLIES.

HEAD LININGS MADE TO ORDER.

A. S. THORP & CO.,
163 William street, New York.

WILLIAMS, PAGE & CO.'S PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

Manufactured and for sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston, Mass.

HARRISBURG Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

RAILROAD CARS,

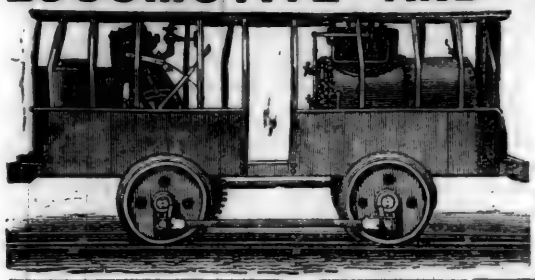
RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

GRICE & LONG,
LOCOMOTIVE AND CAR BUILDERS.



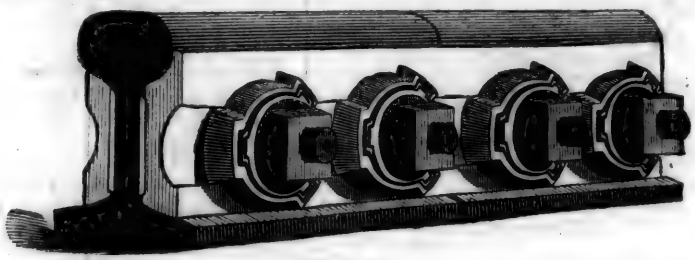
MINING LOCOMOTIVES,
FURNACE LOCOMOTIVES,
CONTRACTORS' LOCOMOTIVES,
QUARRY LOCOMOTIVES,
SHIFTING LOCOMOTIVES,

Adapted to Tunnels, having 5½ feet headway, and 30 inches gauge of road, and upward. The mining engines are now being worked at Summit Hill mines at a cost of $4 per day.

CARS OF ALL DESCRIPTIONS.

Office & Works, *1340 Beach St.*, Philadelphia.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

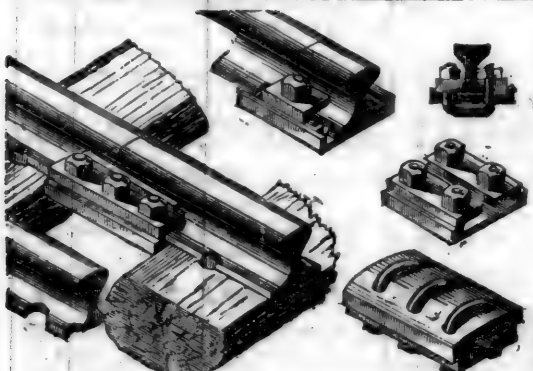
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,

MADE BY

FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

A FOREIGN YOUNG MAN, HAVING A THOROUGH knowledge of Civil and Mechanical Engineering, acquired in France, Germany and Holland, desires an appointment. Salary no object. Apply to A. R., Room 46, No. 176 Bleecker st., New York. 2t20

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

RAILROAD TIES.

CONTRACTS SOLICITED, FOR OAK, CHESTNUT, CYPRESS, AND CEDAR, in quantities, as may be required. Apply to

THOMAS G. BENTON & SONS,
92 West Street,
3m9 **New York.**

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	$225	$150	$75.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 11, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA received until 4 P. M. on THURSDAY, June 10. All usual facilities afforded shippers in collecting inland charges, &c.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 25.] SATURDAY, JUNE 19, 1869. [WHOLE No. 1,731, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 19, 1869.

From the Brooklyn Daily Union, June 11, 1869.

Rollers and Engines—Steam on Common Roads.

A few days since we gave a brief account of the steam road roller, imported by the Central Park Commissioners for use on the roads of the park. This roller weighed fifteen tons, and went up a rise of one foot in twenty with entire ease. It was tried at first on Sixth avenue, over a roadway of dry, fine sand, which, of course, presented the most difficult conditions, as no amount of pressure would compel the particles to adhere to each other.

The trial, therefore, was, in point of fact, no trial at all, except with reference to the power of the engine to propel the roller, of which very satisfactory evidence was given. We have testimony, however, as to the effectiveness of the machine, from England, where it was manufactured, which cannot be questioned. The roller came, as well the one ordered for Prospect Park, from the firm of Aveling & Porter, Rochester, England, whose agent in America is MR. W. CHURCHILL OASTLER, 43 Exchange Place, N. Y. It was tested by them before being sent out, and the following is the account from an English paper:

The engine was purposely tested under the most disadvantageous circumstances, with a view of fully developing its power, for which purpose it was made to ascend Star Hill, the steepest incline in the city, which has a rise of one in twelve. The entire surface of the roadway had previously been thickly covered with stones of the ordinary kinds used on macadamized roads. The steam roller commenced its work soon after ten o'clock and, notwithstanding the increased difficulties it had to surmount, by four o'clock in the afternoon it had made repeated ascents and descents of the hill, the entire surface of which was rolled completely smooth, and fit for the passage over it of the lightest vehicles.

Rollers of this kind have been in use in England for over two years, and have cost almost nothing for repairs. They have also been sent out to Bombay, for use in the construction of roads. They travel at the rate of about two miles per hour, and can be used, with a few moments' labor in changing, for stationary engines, in pumping, driving stone breaking machines, lifting weights, etc. In Sheffield the Borough surveyor reports that he has used the roller (one weighing twenty-eight tons,) to great advantage, both in the construction of new roads and in the crowning of old ones, and in preparing the foundations of streets. This latter fact is of special interest to our citizens. It shows a method by which all our pavements can be more improved than by any patent yet introduced. Even the cobble stone, if the stones were of moderate size, and were laid evenly on a surface well rolled by one of these powerful machines, would be far more comfortable and far more durable than the best stone pavement we now have; while the Nicolson or Scrimshaw, treated in this manner, would preserve their excellent qualities as long as the materials themselves would last. Nor need the process be confined to the preparation of the bed. Its advantages in that stage would be just doubled if it were used to bring the stones, whether cobble or blocks, to an even grade after they are laid. In laying these now, the most skilful laborers leave them subject to uneven support from below. A stone a little larger than its neighbors is driven down to their level, but, when so driven, rests on a harder bed than they, and when the wheel strikes it, it resists more completely, and soon is found projecting above the level, with "pitch holes" commenced on either side of it. Had it been pressed down by a roller of fifteen tons' weight, which at the same time passed over its neighbors, the soil underneath would have received an even packing, and where it was pushed aside, by the larger stones, would have been crowded under the adjoining ones—thus supporting all alike, and causing them to present a uniform and not easily disturbed surface. In this, too, lies the secret of durable Scrimshaw and Nicolson which, thus laid and rolled, would be certain of lasting until the material gave way.

Pavements having been thus prepared, the labor of cleaning and repairing, as well as the expense of using them, become very much lessened. Horses and vehicles last longer; larger loads and less freight become practicable; there is less dust, destructive to property and injurious to health; and, finally, the way is literally paved to the introduction of steam traction engines for the streets, which will make as great a revolution in traffic as did the locomotive.

On this point we subjoin the report of a test of a road traction engine, built for the War Department of England by the firm who are building the Prospect Park steam roller:

The requirements of the War Department were that the engine should be able to draw a load of not less than five tons on an ordinary road up an incline of one in twelve, and when working as a stationary engine, to drive a circular saw 3 ft. in diameter, with other conditions. The weight of the engine, with water, was not to exceed five tons, with fire box to burn either coal or wood. These conditions were fulfilled to the entire satisfaction of the inspecting officer, the engine driving the saw through a log of timber 14 inches square and 20 ft. in length, in a couple of minutes, with a boiler pressure of 35 lbs. to the square inch. The engine also drew a loaded wagon, weighing five tons, with the greatest ease, up Starhill, an incline of one in twelve, for 350 yards, the hill having been just previously covered with a thick coating of stones. The engine was filled with a compensating arrargement upon the driving axle, which enables it to turn sharp curves, either to the right or left, without disconnecting either wheel. During the trials the engine was supplied, driven, and steered entirely by one lad, without any other assistance, and on Saturday the same lad drove the engine alone, from Strood to Brompton Barracks, through the crowded streets of Rochester and Chatham.

We ourselves expect in a few years to see Brooklynites bowling down to the ferries on a patent pavement laid with a steam roller, in carriages drawn by steam engines, at the rate of about eight miles per hour.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for five months of the year:

	1868.	1869.
Ashes, bbls.	1,953	4,030
Breadstuffs—		
Wheat flour, bbls.	864,405	898,387
Cornmeal, bbls.	177,083	139,609
Wheat, bush.	3,072,839	2,923,731
Rye, bush.	208,528	104,504
Oats, bush.	1,652,153	1,528,976
Barley, bush.	659,932	288,111
Peas, bush	113,843	35,199
Corn, bush	6,878,890	2,739,191
Cotton, bales	339,159	310,894
Naval Stores—		
Crude turp., bbls.	3,566	8,916
Spirits turp., bbls	18,807	23,382
Rosin, bbls	167,190	237,376
Tar, bbls.	16,256	48,506
Pitch, bbls	2,302	1,469
Provisions—		
Pork, pkgs	70,697	62,787
Beef, bbls.	33,412	47,559
Cutmeats, pkgs	56,285	59,950
Butter, pkgs.	155,191	240,017
Cheese, pkgs	141,902	76,733
Lard, tcs. and bbls.	64,384	46,433
Do., kegs	7,649	2,638
Whiskey, bbls.	10,016	68,607
Petroleum, pkgs	231,926	322,296

Exports from New York to foreign ports of certain leading articles of domestic produce for five months of the year:

	1868.	1869.
Ashes, Pots, bbls	1,550	1,928
Do., Pearls, bbls	8	69
Beeswax, lbs	273,771	67,398
Breadstuffs—		
Wheat flour, bbls.	387,464	392,623
Rye flour, bbls.	4,268	1,809
Cornmeal, bbls.	87,652	71,699
Wheat, bush.	2,504,379	3,291,855
Rye, bush	153 093	.....
Oats, bush.	38,059	39,651
Barley, bush.	.....	.....
Peas, bush	42,141	44,561
Corn, bush	3,383,905	1,274 982
Candles, bxs.	37,612	23,765
Coal, tons	20,138	34,489
Cotton, bales	202,239	152,962
Hay, bales	18,336	12,608
Hops, bales.	254	27,690
Naval Stores—		
Crude turp., bbls	200	388
Spirits turp., bbls	3,750	7,108
Rosin, bbls	162,534	237,759
Tar, bbls	3,202	25,445
Pitch, bbls	1,607	1,872
Oils—whale, galls	155 676	2,209
Do., sperm, galls	175,190	257,710
Do., lard, galls	110,193	19,464
Do., linseed, galls	25,659	2,214
Provisions—		
Pork, bbls.	46,966	32,747
Beef, bbls.	11,348	11,890
Do., tcs	37,933	33,723
Cutmeats, lbs	21,932,090	26,198,892
Butter, lbs.	454,592	390,036
Cheese, lbs	10,436,057	5,043,508
Lard, lbs.	22,511,422	15,099,996
Rice, tcs	220	249
Do., bbls	8,005	1,707
Tallow, lbs	6,668,023	7,989,729
Tobacco, crude, pkgs.	29,483	87,728
Do., manf., lbs	3,206,016	2,193,142
Whalebone, lbs	269,369	147,079
Petroleum, galls	17,104,398	22,669,373

Richmond and Petersburg Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$70,965 05	$72,068 37
" extra baggage & express freight.	6,466 06	4,879 23
" U. S. mail.	2,315 00	3,675 00
" freight	49,538 31	60,880 32
" miscellaneous.	7,172 29	5,482 12
	$136,456 71	$146,985 04
Expenses, viz:		
Repairs of road	$16,443 47	$16,852 36
" bridges.	824 92	415 47
" depots, etc.	2,172 95	2,267 57
" engines.	5,361 10	6,351 83
" cars.	9,128 99	7,078 75
" tools, etc.	178 04	50 00
Oil, tallow and waste.	1,961 15	1,225 38
Fuel	10,201 75	11,614 47
Train expenses	10,603 62	12,606 06
Depot "	7,168 43	7,031 58
Officers' salaries.	6,750 00	6,750 00
Stationery, etc.	1,991 12	1,739 25
Insurance on buildings.	1,435 39	1,431 55
Taxes.	2,421 77	2,252 40
Loss and damage.	110 50	657 77
Clover Hill transp. exp.	4,485 33	3,800 00
All other expenses.	1,394 56	6,850 09
	$82,633 09	$88,974 53
Net receipts	$53,823 62	$58,010 51

In 1867 the extraordinary expenses, not included in the above, amounted to $14,280 44—making the total expenditure in that year, $96,913 53, and the net earnings, $39,543 18. In 1868, the extraordinary expenses are included, and are as follows:

For new buildings	$550 00
For new freight and coal cars	750 00
For reconstruction	3,356 77
For Petersburg extension	717 36
Total	$5,374 13

Deducting this sum will leave the total ordinary expenses, $83,600 40, against $82,633 09 in 1867; and the total expenses, $88,974 53, against $96,913 53. The gross receipts show an increase as compared with the previous year of $10,528 33. The report says:

This exhibit of the earnings of the road for the past fiscal year, very nearly reaching the annual receipts before the war, while it is not all that could have been wished, yet under the disadvantages we have had to encounter, growing out of the peculiar condition of the country, is better than was expected. The receipts show an increase over the previous fiscal year of $10,528 33, and the expenditures a decrease of $7,939, an improvement in net income of $18,467 33. Moreover, every locomotive, except one now in the workshops for repairs, and which will soon be out, is in good running order; and the roadway and the motive power are in so much better condition than they have been since the close of the war, that we may expect, for some time to come, a still further diminution in the cost of their maintenance. The business of the road, too, since the first of July, has shown a considerable increase.

In order to enable the Clover Hill Railroad Company to compete with coals in other markets, the Board of Directors agreed to a reduction in the charge for transporting coal to the three points, Richmond, Petersburg and Osborne, the reduction to take effect on the 1st of October, 1868. A quantity of coal greater than heretofore is now furnished for transportation; and if the expectation held out as to the quantity which will be raised during the present fiscal year should be realized, it is hoped that both companies will find their advantage in these reduced rates.

The through freights over this road, to and from points south of Petersburg, continue to increase, and must ultimately become a valuable part of its business.

The through travel, also, has been greater this year than last; nor have we reason to anticipate any reduction in that source of income.

The bridge across the Cape Fear River at Wilmington, N. C., is in progress, and it is expected will be completed next Spring. This work when in use will add very greatly to the comfort and speed of that route.

The construction of the railroad between Raleigh, N. C., and Cheraw, S. C., has been resumed, and when finished will shorten the distance materially between Richmond and Augusta, Ga. And should the contemplated road between Cheraw and Columbia, South Carolina, be completed, that line will then furnish the shortest route to Augusta from Washington City; which will ensure to this company its full share of the travel to and from all the Atlantic States south of us.

Shortly after the adjournment of the called meeting of the stockholders in April last, application was made by several of those stockholders residing in the Northern States, whose stock had been sequestered and sold during the war, for the payment to them of the dividends which had accrued on their stock thus sold; which dividends had been paid to the purchasers under the sequestration sale. This question was referred by the board to eminent legal counsel, upon whose advice a settlement was made in accordance with the following resolutions:

Resolved, That for the dividends which accrued between the 30th day of June, 1861, and the 1st day of January, 1865, to any holder of the common stock of this company, who was prevented from collecting the same by being beyond the territorial limits or military control of the Confederate States, the President and Treasurer be, and are hereby authorized to issue to such stockholder, or to his personal representative or assignee, certificates of shares of the common stock of the company at par, computing such unpaid dividends at their value in gold at the dates when they were severally declared, together with the current market premium in Richmond on gold on the 1st day of January, 1867, and giving to such stockholder, as nearly as practicable, one share of such common stock for each hundred dollars of such dividends so computed.

Resolved, That in any case where the amount of such unpaid dividend accrued to any such stockholder shall be less than one hundred dollars, or where, after converting as nearly as practicable the amounts of such dividends into stock there shall remain a balance of the same less than one hundred dollars, the President and Treasurer of the company be, and are hereby authorized and instructed to issue to any such stockholder desiring it, a certificate, expressing on its face that the same shall be convertible at the option of the holder, at any time prior to the 1st day of January, 1877, into the common stock of the company, at par, whenever presented in sums of one hundred dollars, and shall, until so converted, bear from time to time a rate of interest equal to the rate of dividends, which shall, during the same time, be paid on such common stock of this company.

Under this authority, certificates were issued for one hundred and twenty-four shares, out of the shares of the capital stock of this company owned by itself, and bonds, convertible prior to the first day of January, 1877, into stock, were issued to the amount of $1,296 23; thus satisfying every claim for dividends on the part of our Northern stockholders.

In carrying out the views of the stockholders as expressed at their last called meeting, the Board of Directors, under advice of counsel, have called upon all persons, so far as known to them, holding certificates of stock issued in lieu of the stock of non-resident stockholders which was sequestrated and sold by authority of the Government of the Confederate States, to surrender such certificates, that they may be cancelled as null

and void; and have directed a bill in chancery to be filed against those holders who refuse to comply with this demand.

The officers of the company have labored diligently during the year to conduct its business judiciously and economically, and are entitled to commendation for a faithful discharge of their respective duties.

The company have six locomotives, 4 first class and 6 second class passenger cars, 3 baggage and mail, 2 express, 27 freight, 14 platform, and 90 coal cars; besides this company's proportion of 8 first class, and 4 second class passenger, 4 baggage and 4 express and mail cars, owned jointly by the three roads between Acquia Creek and Weldon. Number of miles run, 81,172, at a cost for repairs of about 8 cents per mile run. Number of passengers carried, 54,870, of whom 22,187 were through, 32,095 local, and 588 Clover Hill passengers. Number of passengers carried one mile, 1,154,190. In addition to the above, 4,701 were carried free. Tons of freight transported (including 24,307 tons of coal,) 45,531½.

GENERAL STATEMENT.

Cost of road and property from Richmond to Petersburg, including interest		$922,822 39
Less loss by fire, April 3d, 1865		254,318 30
		$668,504 09
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars		45,539 09
Reconstruction of road		219,852 50
Land purchase		44,178 26
Debts due to the company:		
This company's stock	$3,772 56	
Open accounts	43,292 91	
Cash on hand	3,021 06	
		50,086 53
Profit and loss		185,816 92
		$1,213,977 39
Capital stock—		
Subscribed by individuals		$300,000 00
Converted loan stock at $50		161,500 00
		$461,500 00
Subscribed by the State, old	$200,000 00	
Do., new	185,600 00	
		385,600 00
10,086 shares entitled to equal dividends		$847,100 00
Debts due by the company—		
Convertible dividend bonds, 1867	$1,296 23	
Coupon bonds due July 1, 1875	13,500 00	
Coupon bonds due June 1, 1875	93,500 00	
Registered bonds due June 1, 1875	37,000 00	
Coupon bonds due Sept. 1, 1870	175,000 00	
		320,296 23
Bills payable		23,992 01
Open accounts		22,589 15
		$1,213,977 39

President.—CHARLES ELLIS.

Directors.—R. B. Haxall, T. H. Wynne, Dr. D. W. Lassiter, I. Davenport, Jr., James H. Cox.

Treasurer.—M. W. YARRINGTON.

☞ Mr. Robert Fitz Roy has completed his survey of the Honduras interoceanic railroad. From his report it appears that the total cost of constructing the road, 240 miles in length, will be $1,885,413.

Queenstown, Harrington and Breakwater Railroad.

Messrs. J. M. Barry & Co., who have taken the contract to finish the Junction and Breakwater Railroad to Lewes, have also the contract for grading and building the road from Queenstown to Harrington. They will complete this end of the road by the first of August, and the Queenstown and Harrington road by first of next year. Then we shall have a direct route from New York by water to Lewes across the Peninsula by rail to the Chesapeake and thence to Baltimore, Annapolis and Washington. The prominent men of both States think this road will pay and become the great freight route from New York South. Lewes will be a coal depot from which coal may be shipped by water to any point. The men engaged in this enterprise have the money and intend to push it through. One thing is sure the road will develop a large and productive section of country and give them a cheap and short route to the great markets of the country.—*Sussex (Del.) Journal.*

Dorchester and Delaware Railroad.

A number of gentlemen interested in the early completion of the Dorchester and Delaware Railroad from Seaford, Delaware, to Cambridge, Maryland, met several of the officers and directors of the Philadelphia, Wilmington and Baltimore and Delaware Railroads, in this city, on Wednesday, and entered into negotiations to secure the early completion of the road. The conference was very satisfactory and resulted in an arrangement by which the Delaware Railroad Company, backed by the Philadelphia, Wilmington and Baltimore Company, agree to render such assistance as is necessary for the immediate completion of the railroad to Cambridge in time for the transportation of this year's fruit crop in Dorchester County.—*Wilmington (Del.) Commercial.*

Railways in South America.

The last advices from Bolivia report that eighty miles of the Arequipa Railway are graded, and twenty-five miles of track laid, over which an engine runs regularly, transporting supplies from Mollendu to Cahuintala. There now remains only twenty miles of grading to be done.

The chief engineer of the projected railroad from Iquique to La Noria, in Peru, reports that work on the road has been already begun, and will be pushed forward to completion with all energy possible.

☞ The progress on the Wallkill Valley Railroad is such that its managers announce that it will be opened to New Paltz, by the 1st of September. When it reaches that point it will be within nine miles of Poughkeepsie, on the west side of the Hudson, and where a road of that length over a highly favorable route, will open a direct road from Poughkeepsie to the Pennsylvania coal fields, thus cutting off twenty miles of the distance by way of Newburgh.

☞ A company has been organized at North Adams, Mass., to survey for a railroad from that village to the Boston and Albany Railroad in Hancock, under the style of the Hancock and North Adams Railroad Company.

☞ The Treasurer of the State of Louisiana advertises that all coupons on the bonds of the State, of all classes, will be paid at maturity at the Bank of America, New York.

☞ Thirty thousand dollars have been subscribed to the capital stock of the Sussex Railroad Company, with a view to the completion of the road to Franklin, and its extension to the New York State line.

Signal for Railroad Switches.

A new signal for railroad switches has been patented by Mr. R. Stewart, of Bordentown, Superintendent of Telegraphs of the United Railroad Companies between New York and Philadelphia, and G. M. Phelps, an electrician, of Williamsburg, N. Y. The apparatus consists of a red signal, which is elevated and lowered by an electrical current, passing through the wires connecting with a switch situate nearly a thousand feet from the signal house. Whenever the switch is misplaced the red signal invariably shows itself. The first signal of this patent is in operation in Trenton and it is said to be completely successful.

Virginia State Debt.

From the information we have been able to gather, the Auditor of Public Accounts will not have on hand the funds with which to pay the interest on the State debt on the first of July next. This state of affairs is owing to the interruption of public business by the removal of all the civil officers in the State by act of Congress. The interest will be paid, however, by the first of August. The sum of $625,000 was due the State of Virginia by delinquent sheriffs when Colonel Stanton was appointed auditor *ad interim*. He at once inaugurated steps to collect the money, and has received up to this time about $300,000. Judgments will be obtained in a short time for the balance, and the whole amount will be collected.—*Richmond Enquirer, 8th.*

Tennessee Bonds.

The Nashville *Press* says that the money to pay the semi-annual interest on the Tennessee State bonds this July *will have to be all borrowed.* The semi-annual interest to be provided for is about $1,100,000. The railroads provide about $400,000 of this. The remaining $700,000 must be provided for either by laws or by taxation. Not one railroad in the hands of receivers pays a cent in the Treasury in the way of interest to be provided for; the railroads ought to pay something over $800,000. Instead of this they provide about half that sum.

Worcester (Md.) Railroad.

Captain Robert Irwin, of Baltimore, with his corps of engineers, arrived here to day to survey the Worcester Railroad. This will be happy news for all our people. It is to be hoped that the commencement of the work upon our road next week will be the beginning of the end shortly to be arrived at. We have no doubt those interested will find in the labors of Captain Irwin's surveyors all that they could desire, and will feel the importance of entrusting to him the construction of the road.—*Snow Hill Shield, June 12.*

☞ The Jackson (Mich.) *Patriot* of May 26th, says: Work on the Grand River Valley Railroad, between Hastings and Grand Rapids, is progressing rapidly. Several miles of the road bed are already prepared, and track laying will commence as soon as the iron, which is on its way from New York, arrives. It is the intention of the officers of the company to have the road completed to Grand Rapids before the commencement of the State Fair.

☞ The following gentlemen have been elected directors of the Schoharie Valley Railroad Company: Jacob Vroman, John G. Gebbard, jr., Tobias Bouck, Samuel B. Stevens, William D. Gebbard and Charles Vroman.

☞ The contractors have commenced work on the bridge over the Tallahatchie river at Panola, Miss.

Commerce of New York.

The foreign imports at New York for the month of May, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$10,244,318	$12,514,151
Do. for warehousing	10,541,079	12,876,131
Free goods	887,657	1,256,112
Specie and bullion	477,485	403,267
Total entered at port	$22.150,539	$27,049,661
Withdrawn fr. wareh'use	9,045,251	8,379,918

The foreign imports at New York for the five months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$50,138,370	$70,145,030
Do. for warehousing	49,659,206	60,730,169
Free goods	4,170,900	6,594,957
Specie and bullion	3,200,789	9,097,255
Total entered at port	$107,169,265	$146,567,411
Withdrawn fr. wareh'se	45,263,272	45,382,895

The foreign imports at New York for the eleven months ending May 31, were:

	1868.	1869.
Six months	$116,072,182	$123,552,971
January	15,418,571	22,542,529
February	20,818,337	25,827,280
March	26,512,934	34,793,290
April	22,268,884	36,354,651
May	22,150,539	27,049,661
Total for 11 months	$223,241.447	$270,120,382
Deduct specie	4,950,432	12,143,744
Total mdse	$218.291,015	$257,976,638

The duties received at New York for eleven months ending with May, were:

	1868.	1869.
Six mos.	$54,731,301 44	$57.845,963 97
Jan.	7,133,428 42	9,615,894 43
Feb	9,696,752 39	11,996,628 46
March	11,195,861 33	13,027,672 02
April	10,023,029 37	10,727,099 86
May	9,723,476 45	9,688,820 84
Total 12 months.	$102,503,849 40	$112,902,079 08

The exports from New York to foreign ports in the month of May, were:

	1868.	1869.
Domestic produce	$14,297,029	$15,443,499
Foreign free goods	183,986	49,261
Do. dutiable	852,544	583,846
Specie and bullion	15,936,231	2,512,330
Total exports	$31,269,790	$18,588,936
Do. exclusive of specie.	15,333,559	16,076,606

The exports from New York to foreign ports for five months from January 1, were:

	1868.	1869.
Domestic produce	$68,466,768	$65,237,062
Foreign free goods	371,303	97,689
Do. dutiable	3,268,064	2,717,486
Specie and bullion	37,279,972	13,116,362
Total exports	$100,386,107	$81,168,779
Do. exclusive of specie	72,106,135	68,052 417

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May 31, were:

	1868.	1869.
Six months	$91,143,385	$80,651,068
January	14,448,327	13,153,017
February	14,021,589	10,824,812
March	13,563,450	12,588,895
April	14,739,210	15,409,087
May	15,333,559	16,076,606
Total mdse	$163,249,520	$148,703,485
Exp. of specie	64,486,258	34,854,361
Total exports 11 mos.	$227,735,778	$183,557,846

Frederick and Pennsylvania Line R. R.

The contracts for the building of this road have been awarded as follows: Ten sections to Mr. M. McCabe, of Frederick city; seven sections to Messrs. B. B. Gordon & Son, of Lancaster, county, Pa., and nine sections to Mr. Samuel Smith, of Carroll county—26 sections in all, each section embracing a fraction over a mile. The road from the State line to Littlestown will be built by the Littlestown and Hanover Railroad Company. The contractors will enter upon their work about the middle of July, and are obligated to complete the road by May 1870. The expenditure involved for the purchase of the right of way is comparatively small. Three-quarters of the way have already been secured at a very trifling cost, the owners of the land having met the company in a most generous spirit. The right of way to be yet secured lies between Frederick city and Woodsboro'.

Greenville and Columbia Railroad.

The earnings of this road for the year ending December 31, 1868, were as follows:

From freights		$228,726 27
" passage and extra		103,384 35
" government transportation		1,898 35
" mails		11,535 00
		$345,543 97
Expenses, viz:		
Maintenance of way	$71,689 47	
Conducting transportation.	43,885 06	
Motive power	70,105 28	
Maintenance of cars	20,943 02	
General expenses	9,608 39	
		216,231 22
Net earnings		$129,312 75

Included in the above is $20,000 for expenses incurred in building and rebuilding locomotives and cars, rebuilding bridges and trestles, excess of wood purchased and paid for over what was consumed, restoration of property destroyed by the war, and the permanent improvement of the road which formed no part of the ordinary repairs or working expenses.

The net earnings ($129,312 75) are accounted for by the payment of accounts chargeable to maintenance of way and conducting transportation prior to 1868, and in the reduction of the amount of bills payable, and increase of cash on hand as compared with the previous year.

The receipts and disbursements during the year ending December 31, 1868, were as follows:

Receipts:

Balance on hand January 1, 1868	$22,058 86
Income of road	341,365 13
Bills payable	3,277 40
2d mort. certificates of indebtedness	1,740 83
Materials, etc., on hand Jan. 1, 1868.	16,433 67
	$384,825 89

Disbursements:

Bills payable	$27,972 09
Interest, etc.	1,971 06
Profit and loss	1,318 25
Expenses 1868, and prior	286,293 94
Materials, etc. on hand.	17,393 44
Cash on hand December 31, 1868	49,877 11
	$384,825 89

The pay rolls for the year for labor and salaries, have all been paid, and the material used has all been paid for.

The gross earnings show an increase over those of the previous year of $75,756 50; and the expenses an increase of $46,257 32. For the present year the indications are that the earnings of the road will be largely in excess of those for 1868. For the first quarter of 1869, ending March 31, the gross earnings were $120,677 56, while for the corresponding months of 1868 they were $103,772 16—being an increase of $16,905 40. The report says:

Since the 1st of January last, 250 tons of new rail, (fifty pounds to the yard,) have been purchased and is now being laid down, to replace some of the flange rail on the upper end of the line. This has been partly paid for in old iron on hand and to be taken up, and the balance in cash. This will improve that part of the track materially, and, by prudent management, it is believed that much of the worn iron may be replaced in the same way, in a few years, without reducing the net income below a point which will be necessary to meet all expenses and pay all the interest on the bonded debt, when re-adjusted, promptly as it matures.

During the year, there were put into the road 65,262 cross-ties, and stringers, including 8,497 put into the Blue Ridge Road. There were also 995,992 feet of lumber used during the year for the various purposes for which it was required. And it is presumed that an equal amount will be required for the present year.

The Blue Ridge Railroad from Anderson to Walhalla is still being worked by our company, upon the same terms and conditions as at the date of your last annual meeting. It is expected that the Blue Ridge Railroad Company will very soon desire to terminate the lease and commence to work it themselves. The business of that part of the road has about doubled in the amount of its earnings since the commencement of our lease, which is some slight indication of what may be expected when the entire line is completed to Knoxville; an event which we should look anxiously forward to, and which we have reason to believe will be accomplished in a very few years, or as soon as it can be done in the ordinary course of railroad construction.

The road with its branches, is 164¼ miles in length, and cost, with its outfit, depots, real estate and machine shops.	$3,081,213 52
Stocks held in other railroad companies.	80,495 00
Cost of road and property	$3,161,708 52
Capital stock paid in by individuals and the State	1,510,374 54
Cost of road and property over capital stock paid in.	$1,651,333 98

To provide for the difference between the cost of the road and the capital stock paid in, the company issued their bonds, bearing date from January, 1852, to March, 1854, respectively, having ten years to run, for $800,000; and in order to give them a higher market value, on the 18th January, 1854, they executed to Charles M. Furman, as trustee, a mortgage upon their entire property to secure their payment. They subsequently issued their bonds, bearing date July, 1855, and July, 1358, respectively, also having ten years to run, for $600,000. There was no mortgage or other lien executed to secure the payment of this latter class of bonds. By this it will be seen that the original bonded debt of the company contracted exclusively in building the road was $1,400,000. There was, however, a floating debt then due by the company, which was not funded.

In January, 1861, when the bonds secured by mortgage were approaching maturity, the company applied to the Legislature for aid, and on the 28th day of January 1861, an Act was ratified directing the endorsement of the guarantee of the State upon the bonds of the company to the amount of $900,000, providing that the bonds so guaranteed should be used for no other purpose

than for funding a floating debt of the company, then due, of $100,000, and for taking up and retiring the $800,000 of bonds secured by mortgage then approaching maturity. The company commenced at once to re-adjust their mortgage debt in accordance with the provisions of the Act; and there can be no doubt but that they would have succeeded without difficulty but for the war, and the confusion and suspension of all kinds of business caused by it.

At the end of the war, they found their mortgage debt only partly re-adjusted, their debt outside the mortgage rapidly approaching maturity, a large interest account accumulated, their road seriously injured and broken up, their depots and bridges burnt, and the country looked to for patronage prostrated. Under these circumstances, disheartening as they appear, the company went to work to rebuild their road, and again applied to the Legislature for aid. On the 20th December, 1866, an Act was ratified authorizing an additional endorsement of their bonds to the amount of $350,000 to fund the interest on their mortgage and guaranteed debt at par, and $250,000 to re-adjust their bonded debt outside the mortgage of $600,000, with the interest upon it, at the rate of one dollar for three. These two Acts of the Legislature contemplated the guarantee by the State of the bonds of the company to the amount of $1,500,000, which was sufficient at that time to arrange their whole bonded debt, and that hereafter the company would owe but one class of bonds, and those guaranteed by the State; and would have but one mortgage or lien upon their property, and that to the State.

A statutory lien to the State was contained in each Act upon all the property of the company as security for the guarantee. The company again proceeded to fund their interest and re-adjust their bonded debt, with a fair prospect of success, when the Convention, which convened in Charleston to frame a Constitution, passed an Ordinance suspending all Acts of the Legislature passed since December 20th, 1860, lending the name and credit of the State to corporations, until they were re-enacted and and declared of force by a subsequent Legislature. This being the only company whose bonds had been guaranteed under an Act passed subsequent to the date mentioned, it was framed and passed with special reference to them. The operations of the company was again interrupted, and they were forced to suspend the funding of their interest, because, without the endorsement of the State they could not fund it in the same security which the holders then held. Application was then made to the present Legislature, and on the 6th of February, 1869, an Act was ratified, validating and re-enacting the previous Acts, and declaring them of force. The company is again in condition to proceed in the re-adjustment of their debt, with a prospect, it is believed, of not being again interfered with or annoyed. The Board of Directors, at a meeting held on the 4th day of March last, adopted a resolution signifying their acceptance of the Act recently passed and directed that a copy of the resolution be furnished to the Comptroller-General and Secretary of State, in accordance with the requirements of the Act, which was done. Your concurrence in that resolution is respectfully requested.

In the meantime, during all their difficulties, the company has gone steadily forward in the rebuilding and improving of their road and property, whilst their income has been as steadily on the increase. It has certainly ceased to be a question now as to whether they will be able to pay their interest and operate their road successfully; and the holders of their bonds past due are respectfully invited to come forward and renew them, and take others endorsed by the State. They are now paying their six months' interest upon their mortgage and guaranteed debt falling due on the 1st day of January, 1869, and funding all interest maturing previous and up to July 1, 1868, in their bonds guaranteed by the State.

The following is a statement of the bonded debt of the company on the 1st day of January last:

First mortgage bonds outstanding		$320,500 00
Interest on same to January 1, 1869		117,325 00
Coupons outstanding on first mortgage bonds		22,032 50
Interest on same to January 1, 1869		8,357 53
		$468,215 03
Guaranteed bonds issued under Act of 1861	$629,500 00	
Coupons on same to Jan. 1, 1869	86,117 50	
Interest on same to Jan. 1, 1869	10,242 73	
		725,860 23
Guaranteed bonds and certificates of indebtedness issued under Act of 1866	$246,618 52	
Coupons on same to Jan. 1, 1869	17,263 30	
Interest on same to Jan. 1, 1869	604 22	
		264,486 04
Bonds outstanding not secured by mortgage	$485,500 00	
Interest on face of same from maturity to Jan. 1, 1869	73,272 50	
Coupons outstanding on same	120,715 00	
Interest on same to Jan. 1, 1869	29,292 19	
		708,779 69
Bonds and certificates of indebtedness issued under 2d mort.	$50,683 68	
Coupons on same to Jan. 1, 1869	3,547 86	
Interest on same to Jan. 1, 1869	124 17	
		54,355 71
Total amount of bonded debt and interest, January 1, 1869		$2,221,696 70
This will be reduced by the funding of non-mortgage bonds and coupons at one for three		472,519 78
Correct amount of funded debt when re-adjusted		$1,749,176 92

The litigation in reference to the foreclosure of the mortgage, together with that commenced by the guaranteed bondholders for their own protection, and also by the Attorney-General for the protection of the State, remains unchanged since your last annual meeting. It is hoped that the parties who commenced the suit, will see that it is to their interest (as it certainly is) to withdraw it, and accept the terms of the company for the renewal of their bonds, and thereby aid them in the re-adjustment of all their past due debt. This course would relieve all the parties of much annoyance and be to the interest of all concerned, because when that is done, and it is evident that the company will be able to continue the payment of their interest promptly as it matures, which is certainly now clearly demonstrated, the guaranteed bonds will advance in market to a price much above the first mortgage bonds which have not been exchanged.

The length of the main line, from Columbia to Greenville, S. C., is 143¼ miles; Abbeville Branch (Cokesburg to Abbeville) 11½ miles; Anderson Branch (Belton to Andersonville) 9½ miles—total length of road and branches, 164¼ miles. The company also operate, under lease, the Blue Ridge Railroad (from Anderson to Walhalla) 33 miles. The equipment of the road consists of 19 locomotives (of which 13 are effective and 6 to be rebuilt); 6 first class and 5 second class passenger cars, 4 conductors', 4 mail and baggage, 66 box, 26 platform, 7 stock and 11 gravel cars. Miles run by locomotives, 223,044; number of passengers carried, 45,214; number of bales of cotton carried, 45,111—showing an increase in mileage of 89,172; in passengers carried of 13,013; and in bales of cotton transported, 15,828.

BALANCE SHEET.

Capital stock		$1,510,374 54
Company's 7 per cent. bonds, (first mort. and non-mort.)	$885,500 00	
Company's 7 per cent. bonds, first guarantee by the State	550,000 00	
Company's 7 per cent. bonds, second guarantee by the State	31,500 00	
Company's 7 per cent. bonds, second mort.	43,000 00	
Certificates of Indebtedness guaranteed by the State	215,118 52	
Certificates of Indebtedness under 2d mort.	7,683 68	
		1,732,802 20
Bills payable, etc.		55,025 58
		$3,298,202 32
Cost of road		$2,696,461 54
Locomotives and cars		363,680 36
Real estate		21,072 62
Bills receivable	$2,617 23	
Stock Laurens R. R. Co.	4,420 00	
Stock S. & U. R. R. Co.	68,075 00	
Stock B. R. R. R. Co	8,000 00	
		83,112 23
Materials for work shops, etc		17,393 44
Cash, balance (receipts and cash, December 31, 1868)		49,877 11
Profit and loss		66,606 02
		$3,298,202 32

President.—H. P. HAMMETT.

Directors.—H. T. Farmer, J. W. W. Marshall, J. P. Reed, J. L. Orr, Alexander McBee, B. F. Perry, Daniel Brown, Wm. A. Courtenay, C. W. Montgomery, Simeon Fair, F. A. Conner, L. D. Childs.

Superintendent.—JAMES O. MEREDITH.

Treasurer.—J. G. EDWARDS.

Auditor.—C. V. CARRINGTON.

Monongahela Valley Railroad.

Chief Engineer Sigismund Lowe and his party, who six weeks ago began the preliminary survey of a route to the State line for the Monongahela Valley Railroad, have returned to the city, having completed their work. The line of grade to Monongahela City, nineteen and a half miles, is the same as that of the Pan Handle road. The entire route to the State line—eighty-seven miles—is of very light grade, and there will be very few cuts and not a tunnel, thus rendering the road easy of construction. In fact, it is pronounced one of the most feasible railroad routes in the country. The route follows the Monongahela river the entire distance, striking the State line at the Vanzant farm.—*Pittsburg Chronicle.*

Coal Shipped Back to Pennsylvania.

We learn on excellent authority that one thousand tons of coal are now being shipped at Newburg, N. Y., to Easton, Pa., it is supposed for the use of the Pennsylvania iron furnaces. Mr. Pardee, an extensive coal miner, residing near Easton, is also shipping a large quantity of coal by the Morris canal from Hoboken to Easton, at a freight of 70 cents per ton, besides the canal tolls, which will amount to about the same sum per ton.

This "carrying coals to Newcastle," contrary to the laws of supply and demand, is but an incident of the outrageous method resorted to by the monopolists to keep the price of coal at extravagant rates.—*Newark Journal, 8th.*

☞ The city of Calais, Me., has voted to grant a subsidy of $15,000 to aid the Houlton Branch Railway. This secures the construction of the road, and also the building of a bridge across St. Croix river, between Calais and St. Stephen, New Brunswick.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100	$1,774,824		
Allegheny Valley	50	2,000,000		
Atlanta and West Point	100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	25,879,923		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah	100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio	100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.	100	2,660,000	A. & O.	Apl. '69 5
Baltimore City Passenger		670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq	50	1,250,000	A. & O.	Apl. '68 3
Bellefontaine Line	100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware	100	996,250		
Berkshire*	100	600,000	J. A J & O	Apl. '69 1½
Bloosburg & Corning*	50	250,000	J. & D.	Dec. '68 2½
Boston and Albany	100	13,725,100	J. & J.	Jan. '69 5
Boston and Chelsea	100	110,000	A. & O.	Apl. '69 4
Boston, Concord & Mont.	100	459,900		
Do. do. pref.	100	1,340,400	M. & N	May '69 3
Boston and Lowell	100	1,891,500	J. & D.	Dec. '68 4
Boston and Maine	100	4,076,974	I. & J.	July '69 5
Boston and Providence	100	3,360,000	J. & J.	Jan. '69 4
Broadway (South Boston)	50	325,000	J A J O.	Apl '69 2
Broadw'y & 7th Av. (N.Y.)	100	2,100,000	J. & J.	Jun '69 4
Brooklyn City	10	1,000,000	F. & A.	F'b. '69 3½
Brooklyn City & Newt'n	100	399,800		
Buffalo, Bradford & Pitts.	100	1,100,000		
Buff., New York & Erie*	100	950,000	M. & N.	N. '68 3½
Buffalo and Erie	100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)	100	727,800	A. & O.	Apl. '69 4½
Camden and Amboy	100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic, pref.	50	600,000		
Camden & Burlington Co.	100	331,000		
Cape Cod Branch	60	721,926	J. & J.	Jan. '69 3½
Cape May and Millville	100	447,000	J. & D.	Jun. '69 3
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna*	50	589,110		Jan. '69 4
Cedar Rapids & Mo. pref.	100	755,000	M. & N.	M'y '69 3½
Central of Georgia	100	4,668,800	J & J.	July. '69 5
Central of New Jersey	100	13,768,600	J. & J.	Jan. '69 2½
Central Ohio	100	2,600,000	J. & D.	Dec. '68 3
Do. pref.	100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River	100	970,000		Oct. '67 2½
Chemung*	100	380,000	J. A. J & O	Apl. '69 2
Cheshire, preferred	100	2,017,825	Annual.	Jan. '69 4
Chicago and Alton	100	5,141,800	M. & S.	Mar. '69 5
" " pref.	100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy	50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*	100	2,800,000		Jan. '69 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	14,555,676	J. & D.	Jun. '69 5
" " pref.	100	16,356,285	J. & D.	Jun. '69 5
Chicago, R. I. & Pacific	100	14 000,000	April.	Apl '69 5
Cin., Ham. & Dayton	100	3,521,864	April.	Apl. '69 5s
Cincinnati City Passenger			J'n & J'ly	Jan. '68 2
" Street			J. & J.	Jan. '69 2½
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind.	100	10,450,000	F. & A.	F'b. '69 3½
Cleveland & Mahoning*	50	2,050,400	M. & N	M'y '69 3½
Cleve., Painsv. & Ashta	100	8,750,000	J. & J.	Jan '69 4½
Cleveland and Pittsburg	50	5,424,091	J A J &O	Apl. '69 2
Cleveland and Toledo*	50	5,000,000	J. & J.	Jan. '69 4½
Col., Chi. & Indiana Cen.	100	11,420,000		
Columbus and Xenia*	50	1,786,200	J. & J.	Jun. '69 3½
Concord	50	1,500,000	M. & N.	May '69 5
Concord & Portsmouth	100	350,000	J. & D.	Dec. '68 3½
Coney Island & Brooklyn	100	500,000		
Conn. & Passump. Rivers	100	139,000		
Do. do. pref	100	1,822,100	J. & J.	Jan. '69 3
Connecticut River	100	1,700,000	J. & J.	Jan. '69 5
Cumberland Valley	50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk	100	400,000		
Dayton and Michigan*	100	2,392,361		
Delaware*	50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western	50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley	100	1,820,200		
Detroit & Milwaukee	100	1,047,350		
" " pref.	100	1,500,000		
D. Dock, R. B'dw. & Bat.	100	1,200,000		
Dubuque and Sioux City	100	1,673,641	Annual.	J'ly '69 3½
Do. do. pref	100	1,987,351	J. & J.	J'ly '69 3½
Eastern (Mass.)	100	3,883,300	J. & J.	Jan. '69 4
Eastern (N. H.)	100	492,500	J. & J.	Jan. '69 4
East Pennsylvania	50	654,600		
East Tenn. and Georgia	100	2,389,730		
East Tenn. and Virginia	100	667,800		
Eighth Avenue (N. Y.)	100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*	100	500,000	F. & A.	Feb. '69 2½
Elmira & Williamsport*	50	500,000	M. & N.	Nov '68 2½
Do. do. pref.	50	500,000	J. & J.	Jan. '69 3½
Erie Railway	100	57,765,300	F. & A.	Feb. '66 4
Do. pref.	100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg	50	6 4,300		
Evansville & Crawfordsv.	100	1,143,445		
Fitchburg	100	3,540,000	J. & J.	Jan. '69 4
Fitchburg & Worcester	100	248 000	J. & J.	Jan. '69 3
Flint and Holly	100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy	100	750,000	A. & O.	Oct. '67 5
Frankf-and Southw. (Ph.)	50	491,620	J. @ J.	Jan. '69 3
Georgia	100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)	50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.)	50	160,000	J. & J.	Jul. '67 2
Granite	100			Mar. '69 —
Green and Coates St. (Ph.)	50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100	3,300,000	J. A. J&O	Apl. '69 3
Hannibal and St. Joseph	100	1,900,000		
Do. do pref.	100	5,253,830		
Hanover Branch, Pa	50	116,850	M. & N.	May '69 5
Housatonic	100	820,000		
" pref	100	1,180,000	J. & J.	Jan. '68 4
Hudson River	100	13,937,100	a. & O.	Apl. '69 4
Huntingdon & B'd Top	50	494,380		
" " pref.	50	190,750	J. & J.	J'n. '68 3½
Illinois Central	100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.	50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '68 4
Joliet and Chicago*	100	1,500,000	J. A J&O	Apl. '69 1½
Joliet & North. Indiana*	100	300 000	J. & J.	July '68 4
Lackawanna & Bloomsb.	50	1 335,000		
Leeds and Farmington*				Jan. '69 2½
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna	50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley	50	10,731,400	J. A. J&O	Apl. '69 2½
Lehigh Luzerne	50	344,650	J. & J.	Jan. '69 4
Lexington & Frankfort	100	514,846	J. & J.	Jan. '69 5
Little Miami	50	3,572,400	J. & D.	Jun. '69 3½
L. M. & C. and X. (Joint)	100	1,804,397	J. & D.	Jun. '69 5
Little Schuylkill*	50	2,646,100	J. & J.	Jan. '69 4½
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F. M. A. N.	Aug. '66 2
Long Branch & Sea Shore		95,194		N'v '67 10
Louisv., Cin. and Lex. pr.	100	211,122	J. & J.	J'n. '69 4½
Louisville and Frankfort	50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville	100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	200 000	A. & O.	Apl. '69 3
Macon and Western	100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount n*	50	1,676,915		
Maine Central	100	1,600,880		
Manchester & Lawrence	100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati	50	3,618,374		
" " 1st pref.	50	6,586,138	M. & S.	Sep. '66 3
" " 2d pref.	50	4 061,744	M. & S.	Sep. '66 3
Memphis and Charleston	100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Jan. '69 5
Michigan Central	100	8,477,386	J. & J.	Jan '69 15
Mich. So. & North. Ind.	100	10,059,400	F. & A.	Feb. 69 4
" " guaranteed	100	586,800	F. & A.	Feb. '69 5
Middlesex (Boston)	100	400,000		
Mill Creek and Minehill*	50	323 375	J. & J.	Jan '69 4
Millville and Glassboro'	100	405,020	F. & A.	Aug. '67 6
Milw. & Prairie du Chien	100			
" " " 1st pref	100			
" " " 2d pref.	100			
Milw. & St. Paul	100	7 151,069	J. & J	J'n'69 14s
" " " pref.	100	8,188 272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven	50	2,775,400	J. & J.	Jan. '69 4
Mobile and Ohio	100	3,762,400		
Montgomery & W. Point	100	1,444,104	J. & D.	Dec. '67 4
Morris and Essex	50	3,616,350		Dec '68 7s
Mt. Carbon & Pt. Carbon*	50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell	100	720,000	M. & N.	May '69 5
Nashville & Chattanooga	100	2,056,544		
Naugatuck	100	1,436,600	F. & A.	F'b. '69 5
New Bedford & Taunton	100	500,000	J. & J.	Jan. '69 4
New Haven & N. London	100	738,538		
N Haven & Northampton	100	1,344,000	J & J.	Jan. '68 3
New Jersey	100	6,000 000	F. & A.	Feb. '69 5
New London Northern	100	895,000	M. & S.	Sept '68 4
New York Central	100	28,795 000	F. & A.	Aug. '69 4
" Int. certificates	100	22,829,600	F. & A.	Aug. '69 4
New York and Harlem	50	5,285,050	J. & J.	July '69 4
" " pref.	50	1,500,000	J. & J.	July '69 4
New York & New Haven	100	6,000,000	J. & J.	Jan. '69 5
N Y., Provid. & Boston	100	2,000,000	J. & J.	Jan. '69 3½
Nlag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue	100	797,400		
North Carolina	100	4,000,000		
Northern Central	50	4,648,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.	100	155,000		May '67 4
Northern of N. Hampsh.	100	3,06 .400	J. & D.	June '69 4
North Pennsylvania	50	3,150,150		Jan. '69 5s
Norwich & Worcester	100	2 368,600	J. & J.	Jan. '69 3
Ogdensb. & L. Champl'n	100	3,024,000	J. & J.	Jan. '69 3
" " pref.	100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi	100	20,000,000		
" " pref.	100	3,500 000	J. & D.	Jun. '69 3½
Oil Creek & Allegheny R.	50	4,259,000	J. A. J&O	Apl. '69 2½
Old Colony & Newport	100	4,848,320	J. & J.	Jan. '69 3
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Feb. '69 4
Pacific of Missouri	100	3614,515		
Panama	100	7,000,000	J. A J &O.	Apl. '69 6
Paterson and Ramapo	100	248,500	J. & J.	Jan. '69 3½
Paterson and Hudson Riv	100	630,000	J. & J.	Jan '69 3½
Pennsylvania	50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*	50	5,998,700		Jan. '68 3
Philadelphia and Reading	50	21,304,301	J. & J.	Jan. '69 5s
Do. Do. preferred.	50	1,551,800	J. & J.	Jan. '69 5s
Phil., Germ'n'n & Nor'n	50	1,535,550	A. & O.	Ap'l '69 6
Phila. and Trenton*	100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt.	50	9,088,300	J. & J.	July '69 4
Philadelphia City	50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby	50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago	100	11,500,000	J. A. J&O	Apl. '69 2½
Pittsfield and N. Adams	100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec	100	579,500	J. & A.	Aug. '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100	$1,500,000	J. & D.	Jun. '69 3
Providence & Worcester	100	1,800,000	J. & J.	July '69 5
Raleigh and Gaston				Jul. '68 3
Rensselaer and Saratoga	100	2,000,000	A. & O.	Oct. '68 3½
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g	100	847,100		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	88,400		Nov. '67 2
Rome, Watert. and Og'nb.	100	2,400,000	J. & J.	July '69 5
Rutland preferred.	100		F. & A.	Feb '69 3½
St. L., Alt. and T. Haute.	100	2,300 000		
" " " pref.	100	2,040,000	Annual.	June '69 7
St. L., Jack'nv. and Chic'o.	100	1,469,429		
Sandusky and Cincinnati.	100	2,089,000		
" " pref.	100	445,598	M. & N.	May '69 3
Sand., Manef. and Newark	100	901,341		
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a.	50	1,289,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '69 3
Schuylkill Valley*	50	576,050	J. & J.	Jan '69 2½
Seaboard and Roanoke	100	868,200		
Second Avenue (N. Y.)	100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50	869,450	F. & A.	Feb. '69 3
Shore Line	100	658,200	J. & J.	Jan. '69 3
Sixth Avenue (N. Y.)	100	750,000		Nov. '67 5
Somerville	100	75,000	M. & N.	May '69 3
South Carolina	100	5,819,275		
South Shore	100	259,685		Jul. '68 3
South Western, Georgia	100	3,203,400	F. & A.	A'g. '68 4
Staten Island	100	660,000	J. & J.	Jul. '67 4
Stony Brook	100	267,300	M. & N.	May '69 3
Steubenville and Indiana	100	1,983,141		
Stockbridge & Pittsfield*	100	448,700		
Summit Branch	50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.	100	1,314,130		
Taunton Branch	100	250,000	J. @ J.	Jan. '69 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,983,150	J. & J.	Jan. '69 6
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw	100	2,700,000		
" " (E. D.) pref.	100	1,700,000		
" " (W. D. pref.	100	1,300,000		
Tol., Wabash and West.	100	5,700,000		
" " pref	100	1,000,000	M. & N.	May 69 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	Jun '67 3½
Union Transport'n (Bos.)	100	200,000		
Union (Phila.)	50	291,475	J. @ J.	Jan. '69 3
Utica and Black River	100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*	100	2,500,000	J. & D.	Jun. '69 4
Vermont Central	100	5,000,000		
Vermont and Massachu'ts	100	2,800,000	J. & J.	Jan. '69 2
Vicksburgand Meridian	100	357,408		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,497,791		
Western Union	100	2,707,693		
West Jersey	100	804,150		Feb. '69 5
West Philadelphia	50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon	100	1,463,775		
Winchester and Potomac			J. & J.	Jan. '69 3
Warren	100	1,517,650		
Worcester and Nashua	75	1 522,500	J. & J.	Jan '69 4

CANALS.

Chesapeake and Delaware	50	1,818,963	J. & D.	Jun. '69 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson	100	10 000,000	F. & A	Feb. '69 5
Delaware and Raritan	100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania	50	64,000		
Lehigh Coal and Navigat.	50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)	10	1,025,000	F. & A.	Feb. '67 3
" (preferred)	100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.)	50	1,908,207	F. & A.	Feb. '67 6
" " (Pref.)	50	2 888,805	F. & A.	Feb. '67 6
Susq. and Tide Water	50	2,002,746		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p	100	20,000,000	MJS&D.	Jun. '69 3
Union Navigation	100	4,000,000	MJS&D.	Dec. '68 5
West'n Union Telegraph	100	28,450,000	J. & J.	July '69 2
American Coal	25	1,500,000	M. & S.	M. '69 3
Ashburton	50	2,500,000	J. & D.	Dec. '66 4
Butler Coal	25	800,000	J. & D.	Dec '68 2
Central Coal	100	2,000,000	J. & J.	July '66 5
Fulton Coal			J & J.	Jan. '69 4
Lackawanna Coal	100	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	40	200,000		Dec '68 2½
Pennsylvania Coal	50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal		200,000		Dec '68 2½
Short Mt. Coal	50	800,000		Jan. '69 5
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Adams Express	100	10,000,000	FMA&N	Apr. '68 5
American Express	500	9,000,000	FMA&N	May, '68
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	FMA&N	M'y '69 2½
Wells, Fargo & Co. Exp.	100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	485,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,450	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,297	312,105	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	335,270	335,985	409,251	401,280	357,966	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	325,050	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,989	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,369	361,701	4,508,643
1869	339,762	304,828	393,648	361,149	345,556	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	186,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	350,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,881	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,339	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	902,683	764,071	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,274	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,084,598	1,211,150	1,167,544	1,091,466	1,205,851	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,265,742	1,165,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,396	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	490,445	457,679	424,361	4,573,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,256	661,391	657,141	663,402	6,329,447
1865	571,536	528,972	616,665	516,008	460,573	617,682	578,403	747,409	739,756	641,589	645,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,263	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,501	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,367	931,590	685,401	681,041	7,817,029
1869	681,656	558,783	711,559	595,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,825	132,887	120,883	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,095	119,109	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	388,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,924	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,709	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	315,130	434,318	488,388	530,871	429,785	380,634	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,654	2,650,702
1863	242,073	245,858	236,432	238,495	256,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	295,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	399,646	429,161	483,640	414,604	308,669	4,290,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,954	330,573	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	380,071	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	360,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,155,461	1,285,911	1,480,929	1,530,518	1,211,108	985,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,556	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,983	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,390,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	350,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,567	307,122	283,329	274,637	233,891	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,637
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	853,742	887,793	874,974	436,980	10,037,124
1867	500,488	534,561	703,618	836,603	965,558	903,974	864,647	693,104	873,153	956,658	857,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	307,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	483,509	505,814	466,300	487,642	5,152,954
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,532	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,958	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,291	654,926	757,441	679,035	535,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	547,381	606,218	669,057	784,800	680,598	573,727	7,242,126
1868	505,505	604,316	689,317	779,198	615,600	601,259	536,828	656,424	781,562	827,639	685,564	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,824	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,695	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	145,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,851	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	520,756	3,945,894
1869	284,192	265,137	242,705	311,833	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,564	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
" " " " coupon		5	" "	1874	121½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
" " " " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug 3,'61 and March 3, 1863 ..... registered	282,732,400	6	" "	1881	116½
" " " " coupon		6	" "	1881	121½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	116½
" " " (5-20s)....coupon		6	" "	1882	122½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	116½
" " " (5-20s)....coupon		6	" "	1884	116½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	116½
" " " (5-20s)....coupon		6	" "	1884	117½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	117½
" " " (5-20s)....coupon		6	" "	1885	118½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	115½
" " " (5-20s)....coupon		6	" "	1886	119½
" " 3d series (5-20s)...registered	379,534,450	6	" "	1887	119½
" " " (5-20s)....coupon		6	" "	1887	119½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	115½
" " " (5-20s)....coupon		6	" "	1888	119½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
" " " (10-40s)....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	106½
Certificates of Mar. 2, 1867, and July 2, 1868...	53,075,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	132,100	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	222,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	144,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	.....	Due.	....
Treasury Notes (7-30s).....	35,000	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,956,350	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,610	var	.....	Due.	....
U. S. Notes (greenbacks).....	389,511,567	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	67
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	680,200	8	" "	'94-'95	99½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	132
" " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	97
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	83
" — " " (" ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	100½
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'08	71½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	66½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	87½
" — " " (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	....
" —War Loan of 1861.....	800,000	6	"	1871	....
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	99½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	3	" "	1890	96
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	95
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	....
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	109
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " " "	117,000	5	"	1872	....
" — " " "	125,000	5	April & Oct.	1873	....
" — " " "	244,000	5	Various.	1874	....
" — " " "	162,000	6	June & Dec.	'70-'72	....
" — " " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72-'73	126½
" — " " "	720,000	6	" "	'74-'75	120½
" — " " "	1,430,000	6	" "	1876	....
" — " " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	109
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	....
" —Two Million Loan	1,728,000	6	" "	'73-'83	....
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans payable in gold.....	13,734,000	6	" "	82-'90	96½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	81-'85	95
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,080,800	6	Jan. & July.	'69-'78	99½
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	101½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
" — " " "	800,000	6	" "	1878	....
" — " " "	1,189,781	6	" "	pleas.	....
" — " " "	900,009	5	" "	1875	....
" — " " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
" — " "	5,726,800	6	" "	1873	100
" — " "	2,250,000	6	" "	1874	....
" — " "	500,000	6	" "	1875	100
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	107½
" — " Bonds.....	22,186,000	7	" "	1877	111
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	57
" — " (new).....	3,059,045	6	" "	92-'98	55½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	100
" — " (").....	4,095,309	6	" "	1881	102
" — " (").....	2,400,000	6	" "	1886	103½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	98
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	93½
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
" — " " "	7,909,600	6	" "	1877	107½
" — " " "	9,273,050	6	" "	1882	108
" — " " "	910,200	5	" "	'72&'87	....
" —Military Loan.....	2,820,750	6	" "	1871	103
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	....
" — " of 1863.....	776,000	6	Jan. & July.	1893	....
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
" — "	2-9,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	....
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	63
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	Long.	50½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	6	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	61½
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'89	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	91½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	63
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	89
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $500,000	210,600	6	April & Oct	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	91½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1898	99½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	92
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage }	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible) }		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
3d Mortgage (" ")	37,000	7	Feb. & Aug.	" "	1870	91
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	....
Funded Coupons	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	95½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	88½
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	99
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,698,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	96½
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1906	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1895	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1852	75
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	660,000	7	— & —	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,480	6	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84
2d Mortgage	816,000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $200,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.L)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	169,000	6	April & Oct	"	1885	95½
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,00 0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	99½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1876	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.v:						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,692,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	87
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	94
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	"	1888	122
Six year bonds of 1866	1,000,000	10	" "	"	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	Apra & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1860	104
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	25
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1861	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96¾
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,000,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	600,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98⅛
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	105
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	94½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	43
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	10
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'72–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	89½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	91
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	—— & ——	"	18—	88½
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	86
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	187	95
2d Mortgage (B. & O. R. R. Co.)	483,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	99

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	94
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	....
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96
2d M. stg. } Harrisb. to Pittsb.	2,283,340	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	80½
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	91½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1900	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'70	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	" "	"	'75–'70	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'70	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
2d Mortgage	937,500	7	" "	"	1868	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	" "	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1873	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'87	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,800	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	92½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	78½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	55, 0	7	April & Oct	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	68
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,301,850	6	" "	"	1877	80½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68
Improvement Loan	1,691,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1876	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	97
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: H. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.	—	4,185,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,496	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	864,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	328,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,862,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	525,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased to Cheshire.)	.....	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	—	53,417	.....	27,798,923	29,999,901	1,049,106	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	176	Atlantic and Gulf ¶.....Georgia.	4,062,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	140.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	* 8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,804,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	120½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware.....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)	.....	.....	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	—	59.5	(Operated 5½ months only.)	.....	.....	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased to Fall Brook Coal Co.)	.....	.....	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	159
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg.....Mass.	829,935	110,346	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,723	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,259	114.3	.....	7,240,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	—	—	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	29½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	134½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,7-2	4,299,724	—	306,972	976,017	119.4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	145½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	135½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,552	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased to Erie.)	.....	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	961,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operated by Grand Trunk)	.....	.....	176,270	.....	.....	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York	3,396,068	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased to Erie.)	.....	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	846,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	.....	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	.....	.....	1,105,643	1,034,380	127,871	.....	60.2	.....	.....	.....	.....	.....	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	86,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	60
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,933	*	.....	.....	447,000	200,000	97,360	.....	—	(Operated by West Jersey.)	.....	.....	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased to Dela., L. and W.)	.....	.....	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)	.....	.....	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	.....	.....	.....	5,432,000	3,580,000	.....	.....	—	(Leased to Chic. and N. W.)	.....	.....	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	112
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	—	137.0	(Leased to Balt. and Ohio.)	.....	.....	888,080	.....	—	100	30½
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,080	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased to Erie.)	.....	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased to Phila. and Read.)	.....	.....	.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	155
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	197
Dec. 31, 1867	80.0	—	....	78.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	10	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased to Chic. and N. W.)	.....	.....	.....	.....	—	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	83⅜
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	118½
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	.....	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.	.....	.....	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased to Kentucky.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.	.....	.....	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)	.....	.....	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	263,018	.....	6,328,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341 4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	73
Dec. 31, 1867	67.0	11 0	32.0	—	—	—	—	—	Cleveland and Mahoning.....Ohio.	3,699,000	.....	.....	.....	2,066,400	1,542,600	.....	.....	(Leased to Atl. & Gt. W n			.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash. Ohio & Penn.	3,882,690	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	104½
Nov. 30, 1867	101.0	102.5	57.0	—	68	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,261	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	96½
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo.....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,623	32,121,284	61,206,114	2,492,215	982,497	14	100	97½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	26,670,000	.....	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol. Col. and Ind. Centr. Chic. & G. Etn.)			—	—	100	41
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat ed in connection with Little Miami.)			941,321	146,888	8	50	74½
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	.....	88,724	158,144	119.5	560,024	.....	.....	.....	.....	8	50	....
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.5	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River.....Massachusetts.	1,747,264	189,716	309,512	.....	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	135
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	.....	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased to Phila. & Trent.)			.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River.....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	.....	.....	.....	1,000,000	500,000	.....	.....	53.0	(Opened Dec. 1867.			.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania..Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,637	*	166,221	231,722	1,316,900	286,160	62,704	353,276	74.0	236,048	.....	.....	517,391	77,248	8	50	110
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	.....	9,62	24.6	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan.....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,560	662,253	.....	144.0	.....	.....	.....	965,858	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio	1,687,779	*	.....	.....	309,276	738,000	204	.....	42.0	745,046	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	.....	.....	.....	594,260	912,250	.....	.....	—	(Leased to Phila; W. & B.)			.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,617,820	.....	13,386,020	3,308,000	708,205	.....	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	117
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	.....	162.6	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	35	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.6	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	826,199	.....	.....	.....	480,000	.....	.....	.....	—	(Leased to Boston & Maine.)			29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,886	4,874,691	.....	805,271	355,527	—	100	106½
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,350,31:	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	.....	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	.....	.....	.....	89,800	168,000	2,000	.....	—	Leased to Pennsylvania.)			.....	.....	—	100	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.6	863,222	44,927,169	7,072,736	1,447,647	521,415	8	100	118½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland	850,000	.....	.....	.....	280,000	570,000	.....	.....	—	Leased to Delaware.)			.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy.....Pennsylvania.	394,550	.....	.....	.....	392,550	.....	.....	.....	—	(Leased to Phila. & Reading.)			23,558	6	50	....
Oct. 31, 1867	30.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30 0	....	—	18	11	3	209	East Tennessee and Georgia ¶..Tenn. & G.	3,466,211	*	273,910	138,044	2 369.730	1,319,996	121,938	97.401	140.8	.....	.....	.....	528,734	145,523	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	166	East Tennessee and Virginia ¶.....Tenn.	3,282,09	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leased to Northern Central.)			.....	25,000	5	50	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport...Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased to Northern Central.)			165,000	5	50	60
Sept. 30, 1868	400.0	97.0	389.6	—	371	187	300	5,855	Erie.....New Jersey, N. York & Pa.	56,486,000	*	5,213,335	15,569 58	46,302,210	23,398,860	6,745,809	822,701	774.0	6,882,970	124 312,884	595,699,225	14,376,872	3,244,583	—	100	....
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,440	29,270	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,885	227,124	—	50	....
Dec. 31, 1867	13.0	—	—	97.0	—	—	—	—	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶..N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	15	3	221	Evansville and Crawfordsville...Indiana.	2,366,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	567,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I	326,959	.....	21,759	.....	150,000	200,000	27,450	.....	5.8	10,887	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	120,000	.....	.....	.....	107,400	.....	.....	.....	—	(Leased to Pittsburg and Connellsville.)			8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,666	*	54,788	564,567	3,540,000	.....	109,074	510,283	93.5	505,332	19,820,919	14,268,518	1,101,449	854,744	9	100	123½
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester...Massachusetts.	1,203,659	40,226	.....	.....	248,000	2,000	25,422	30,201	13.9	36,196	.....	.....	90,295	18,246	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	.....	.....	.....	150,011	100,000	125,649	.....	12.0	(Operated by Bel v. Del.)			17,098	Pas 4,048	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	.....	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	....	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	.....	.....	.....	11.5	.....	.....	.....	55,591	11,582	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	10.4	—	42	25	10	442	Georgia.....Georgia.	4,156,600	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	64	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	95 0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	387.5	—	....	—	208	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,633,218	13,984,803	74,478,168	1,721,672	.....	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,555	*	1,200,000	1,565,835	16,648,030	8,601,221	1,208,680	357,157	356.0	2,164,377	.....	.....	3,346,676	1,609,549	7	100	....
Dec. 31, 1867	143.3	21 0	....	—	23	14	2	58	Greenville and Columbia ¶...S. Carolina	2,092,554	363,680	123,250	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,961	137,245	—	100	125
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	594	*Hannibal and St. Joseph* ¶.....Missouri	14,891,294	744,827	657,570	453,314	6,802,308	7,600,000	206,710	2,077,987	219.0	972,847	12,965,380	19,922,754	1,716,270	516,270	—	100	110
Oct. 31, 1867	36 0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania	1,882,550	.....	.....	18,000	1,182,550	700,000	.....	18,000	—	(Leased to Pennsylvania.)			133,284	7	50	210
Aug. 31, 1868	61 4	14.1	70.3	—	30	43	14	491	Hartford and New Haven....Connecticut	3,407,295	264,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,354	539,117	12	100	210
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Com. & R. I.	4,204,866	*	.....	.....	2,637,940	2,055,000	.....	.....	122.4	373,152	12,126,637	.....	786,351	.....	—	100	....
Dec. 31, 1867	71.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut	2,165,558	*	308,696	50,962	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	66,272	—	100	....
Sept. 30, 1867	160.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	.....	80.0	.....	.....	.....	542,857	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156 0	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,886	1,815,851	8	100	157
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	68	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1868	500.9	146.5	....	—	170	95	39	3,815	*Illinois Central*.....Illinois.	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	.....	707.7	4,593,446	47,227,821	225,853,41(	7,817,629	2,414,984	10	100	145
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159 0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	.....	302.5	.....	.....	.....	.....	.....	—	50	32
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Pern and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1867	13.0	—	....	....	3	2	—	64	Iron .....Ohio.	181,750	*	.....	7,064	132,411	35,000	20,950	.....	13.0	.....	.....	.....	61,727	10,940	—	100	....
Jan. 31, 1867	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	.....	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	220.0	.....	.....	(10 mos.)	914,725	219,245	—	100	65
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicago and Alton.)			152,927	7	100	95
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)			.....	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	.....	.....	.....	155,250	800,000	.....	.....	13,792	.....	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	78.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	760,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1867	31 0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,980,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	—	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,640	44.000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,556	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411.824	1,012,564	778.955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,046,100	868,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	89
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182.680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805.509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,450	19,437,628	5,420,360	693.016	449,189	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	*	28,250	474,307	211.12.	2,116,000	573,445	95,278	94.0	244,094	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1.532.645	*	36,367	5,519	1,108,599	282,520	4,538	185,170	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	66⅔
Jun. 30, 1868	185.0	163.2	35.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,766	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919.095	8	100	67
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893.327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	.....	102.5	286,632	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	—
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,86	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180.437	—	100	30
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	*	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,25	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5 312,720	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1.747	Michigan Central.....Mich., Ind. & Ill.	14.914,167	*	571.510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	135¼
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358 549	2,865,817	738,436	799,79	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	104½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59.329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296.146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	74⅞
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	110⅛
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429.653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	16	—	98	Mississippi and Tennessee ¶.Miss. & Tenn.	2.011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,980	.....	.....	486.5	1,167,204	.....	.....	2,300.209	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	8	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	250,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172.918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	182,661	513,206	95.0	827,530	.....	.....	1.382,840	264,547	3½	50	89
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,084	.....	81,122	720,000	—	15,000	120,725	43.2	381.529	6,752.429	5 415.670	440.241	74,769	10	100	135
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719.000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,. 55	*	92,000	406,087	1,157,736	3,464,050	317,626	169,529	98.0	239,947	879,802	2,987,871	283.454	81.345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194.176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597.284	182.955	43.062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ ..N. Brune.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744.092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Phg	F.W.&C.).	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper.	by Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	82	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	258,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	132
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,128	5,355,549	5,084,846	382 944	93.894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	236.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	46
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	—	29,224	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29.430,713	16,156,304	2,688,121	1,144,018	8	100	146
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143.480	900,000	499,181	65,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218.509	864,879	10	100	135
Aug. 31, 1867	50.0	12.0	...¹	—	16	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111.835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60.000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1865	223,0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	209 167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma a	nd Meridi	an.)		12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶..... ..South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																				
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,542	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	5s	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	45	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875,000	1,310,666	788,496	330.0	2,212,358	25,849,805	131,812,918	4,151,352	897,857	8	50	98½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	408	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	111
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.5	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,000	629,500	43,253	220,203	69.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(O	wned by	Provincial	Gover	nment.)		145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,054,145	898,981	801,742	3	100	67
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6 3	122,225	340.0				4,459,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,003	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	86
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	15	450	Old Colony and Newport..Massachusetts.	6,014,524	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	103½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		193.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.									9.0				136,090	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,709				222,987	716,000	3,387		—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	5,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6				.....	.....	24	100	299½
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania ....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,122	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	165.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pac		ific.)		125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	....	....	....	....	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0				.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	—	92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*	.....	.....	213,000	800,000	62,500	—	102.1	85,460	.....	.....	149,348	23,425	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,700	677,239	—	50	65
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,555,550	116,100	157,178	224,623	24.5	292,364	21,988,924	.....	605,590	275,442	10	50	138
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135	.....	.....	8,791,937	3,150,837	10	50	98½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	127
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	109½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,895	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,583,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,678,554	10	100	155½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., C	ol. and C	incinnati)	.....	.....	—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	110
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	.....	.....	350,000	—	.....	.....	—	(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway .N. H.	370,000	—	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	20,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	457,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,063	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,922,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	355,222	—	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,578	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	32
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	209.0	(Leased June 1, '67, I. & St. L.)			2,218,402	608,112	—	100	38
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	.....	.....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	16	8	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	56	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	2,020,000	.....	.....	.....	89.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	—	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	40.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,584,598	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	—	116.3	241,284	.....	.....	410,668	86,869	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	—	54.0	145,124	.....	.....	146,840	18,540	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	144,118	1,922,936	5,093,900	363,084	—	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	—	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.2	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	—	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	29	—	343	South Carolina ¶.....South Carolina.	6,920,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,310,006	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	492,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,399	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	21.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,200,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	5.0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶.Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.6	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.	.....								91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	196.000	150,000	.....	.....	.....	(Leased to Cinc.. Dayton and Eastern.)					—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95.000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jan. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased to Housatonic.)					—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased to Nashua & Lowell.			17,700	14,118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,092	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	78.0	.....	.....	.....	1,075,514	421,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	¶ 255,180	.....	.....	576,400	250,000	35,060	.....	30.6	124,266	.....	.....	282,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,599	3,501,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,355	1,022,471	—	100	72
Sept. 30, 1867	34.9	—	9.8	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)					—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operated by Vt. & Mass., & T. & B.)				19,208	7	100	46
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned by railroads centring in Troy.)				32,000	—	100	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Pennsylvania.)					—	—	—
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	5,000,000	17,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	20	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	693.712	.....	.....	.....	34.9	33,168	1,682,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	12.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	(Leased to Vermont Central.)					8	100	100½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	60
Feb. 29, 1868	140.0	—	....	—	15	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,383,382	.....	.....	213.5	300,405	4,926,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.2	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547.650	511,400	.....	.....	18.3	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	10.3	(Operated by Erie.)			458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	(In hands of receiver.)			.....	.....	.....	.....	7.0	.....	.....	.....	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1867	20.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,696	10,000	.....	684,036	962,600	133,966	.....	55.4	167,562	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	150.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,080,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)		.....	4,972,000	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	139	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	63½
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Leased to Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	89,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	295	Wilmington and Weldon ¶....N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	300,000	203,333	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	45 7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	293,230	.....	.....	.....	317,060	52,000	24,180	.....	.....	260,000	4,982,160	5,288,067	449,383	151,361	8	100	124½
									CANALS, &c										(Leased to Northern Central.)					—	50	....
May 31, 1867	13.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,690	1,818,063	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,550	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	99
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	133
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	584	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			65.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	1,300,985	.....	.....	161.0	.....	.....	.....	871,672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,730,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101 0	.....	.....	.....	.....	247,603	8	50	74
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	.....	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	40
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,997,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	24
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	....
																						132,037	38,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length of equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	——	100	100	....
Nov. 30,'68	——	——	——	Albany st. Freight (B'ton).Mass.	——	150,000	——	——	——	——	——	100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	——	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.	——	——	——	——	——	——	——	100	100	....
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	——	100	100	....
Nov. 30,'68	3.53	——	——	Boston and Chelsea.....Mass.	110,000	110,000	——	——	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	——	664,652	184,914	——	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	——	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	——	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	——	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flath..N.Y.	434,600	254,600	300,000	1,487	——	——	——	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	——	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,754	17,427	——	50	50	....
Sept. 30,'68	7.85	——	——	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	——	100	100	....
Nov. 30,'68	28.52	——	——	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	——	89,058	9.0	100	100	....
Sept. 30,'68	1.76	——	39	Central City (Syracuse).....N.Y.	29,758	21,150	6,000	——	18,645	4,097	——	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	——	100	100	....
Dec. 31,'68	9.20	——	——	Cincinnati street.....O.	——	——	——	——	——	——	——	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	——	——	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	——	——	City Passenger (Cin.).....O.	——	——	——	——	——	——	——	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	——	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	——	669,174	135,905	——	100	100	....
Sept. 30,'68	3.50	——	——	Dunkirk and Fredonia ....N.Y.	42,605	54,815	——	2,448	8,721	3,443	——	——	——	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	——	10,444	3,752	——	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	——	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	——	——	——	——	——	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	——	——	6,761	2,468	——	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	——	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	——	239,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	——	——	——	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	250,000	——	322,439	85,644	37.4	50	15	....
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	——	——	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	——	72,870	5,321	——	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	——	187,103	22,887	7.5	50	15	....
Sept. 30,'68	——	——	——	Greenpoint & Wmbg.(Bkn)N.Y.	——	——	——	——	——	——	——	——	——	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	——	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	——	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	——	——	——	——	——	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	——	50	50	....
Sept. 30,'68	——	——	——	Hoboken and Hudson City..N.J.	——	——	——	——	——	——	——	——	——	....
Dec. 31,'68	——	——	——	Hoboken and Weehawken .N.J.	——	——	——	——	——	——	——	——	——	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	——	——	——	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	——	——	——	——	——	——	——	——	——	....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	——	——	20,971	2,170	3¼	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	——	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	——	2,080	29,240	3,411	——	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	——	100	100	....
Nov. 30,'68	3.60	——	——	Malden and Melrose (Btn).Mass.	60,246	——	52,600	——	24,472	——	——	——	——	....
Nov. 30,'68	1.00	——	——	Marginal Freight (Boston).Mass.	177,624	177,700	——	——	——	——	——	100	100	....
Nov. 30,'68	3.08	——	——	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	——	——	2,240	——	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	——	12,810	18,014	2,249	——	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	——	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	——	177,164	765,981	135,284	10.0	100	100	68½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	——	100	100	....
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	——	95,848	595	——	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	——	——	15,884	562	——	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	——	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	——	——	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	——	50	50	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	——	——	——	——	——	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,997	104,028	——	——	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City C. & W....Pa.	446,265	225,000	200,000	21,265	250,567	45,270	20.	50	15	....
Oct. 31,'68	5.80	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	——	40,374	11,622	4.	50	20	....
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	——	87,643	16,274	7.	50	25	....
Oct. 31,'68	8.25	153	28	Plg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	135,266	15,798	7.8	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3/8	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	——	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	——	——	——	100	100	....
Sept. 30,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	——	36,111	Loss.	——	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	——	31,490	11,290	——	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	——	100	100	....
Oct. 31,'68	3.96	——	——	Schuylkill River (Phila.) ....Pa.	47,464	50,000	——	——	——	——	——	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	——	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	——	524,611	177,857	11⅔	50	30	48
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	——	37,408	79,764	11,569	——	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	——	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	——	——	Somerville (Boston).....Mass.	75,000	75,000	——	——	——	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	——	12,047	209,164	20,976	9½	100	100	....
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	——	1,500	10,201	Loss.	——	100	100	....
Nov. 30,'68	6.74	——	——	Sub-Urban (Boston) .....Mass.	95,000	5,000	——	——	——	——	——	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	——	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	——	——	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	——	——	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31,'68	——	——	——	13th and 15th streets (Phila.).Pa.	——	——	——	——	——	——	——	——	——	....
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	——	13,978	16,844	Loss.	——	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	——	100	100	....
Sept. 30,'68	4.50	——	——	Troy and Cohoes.....N.Y.	70,000	70,000	——	——	——	——	——	100	100	....
Nov. 30,'68	——	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	——	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	50 268	14,14[illegible]	——	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297.145	240,000	131,000	4,000	117,303	31 190	4	100	100	....
Dec. 31,'68	5.80	——	——	West Hoboken .....N.J.	100,000	40,000	60,000	——	——	——	——	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	——	8,500	13,889	5,882	——	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20 867	15,000	5,000	1,127	3,566	1,319	——	25	25	....
Nov. 30,'68	2.74	——	——	Winnisimmet (Boston)....Mass.	62,152	57,250	——	——	4,200	2,740	4	100	100	....
Nov. 30,'67	4.00	44	9	Worcester .....Mass.	89,573	75,000	75,000	26,000	——	——	——	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage	40,000	7	J.& J.	18-	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage	35,000	7	J.& J.	18-	....
Broadway and 7th Avenue:					
1st Mortgage	1,600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage	80,000	7	J.& J.	18-	....
Brooklyn City:					
1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flath.:					
1st Mortgage	300,000	7	M.& N.	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage	45,000	7	J.& J.	18-	....
Buffalo street:					
1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River:					
1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J.& J.	18-	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown:					
1st Mortgage	30,000	7	J.& J.	18-	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage	74,000	7	M.& N.	1878	....
Lombard and South st.(Ph.):					
1st Mortgage	62,500	7	J.& J.	1873	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed	52,600	6	A.& O.	1880	....
Metropolitan (Brooklyn):					
1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston):					
1st Mortgage sinking fund	98,500	6	J.& D.	18-	....
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J.& J.	18-	....
Orange and Newark:					
1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1885	....
Philadelphia City:					
1st Mortgage	200,000	6	J.& J.	1879	....
Philadelphia and Darby:					
1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	23,000	7	M.& N.	1878	....
Quincy:					
Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage	48,300	7	J.& J.	18-	....
1st Mortgage	15,000	6	J.& J.	18-	....
Salem and Danvers:					
1st Mortgage	32,100	6	J.& J.	18-	....
Second Avenue (N. Y.):					
1st Mortgage	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage	9,300	7	J.& J.	1865	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes:					
1st Mortgage	25,000	7	J.& J.	18-	....
Third Avenue (N. Y.):					
1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage	100,000	7	A.& O.	1872	....
Union (Boston):					
Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage	61,000	7	M.& N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage	72,000	6	A.& O.	1878	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	77
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3½	75½
Chicago and Alton, pref.	2,425,400	7	10	150½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	121
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	23½
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	85½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	79½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	34½
Mariposa Mining, pref.	5,774,400	7	7	17

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	40 — @ 45 —
Pig, American, No. 1 (good to best)	41 — @ 42 —
Pig, American, No. 2	38 — @ 39 —
Pig, American, Forge	36 — @ 37 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
—Store Prices.—	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	— — @ 92 50
Bar, English and American, Common	— — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	8½@ — 9¾
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 13½
Sheet, Single D. and T. Common	— 5½@ — 6½
Rails, English (gold) per ton	55 50 @ 56 —
Rails, American	— — @ 75 —
Anvils, Eagle per lb.	— 9½@ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 35
Bolts	— — @ — 35
Braziers'	— — @ — 35
Nails	— 40 @ — —
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22½@ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 34 @ — —
Straits (gold)	— 29½@ — 30
English (gold)	— 30 @ — —

Plates—Fair to good brands. —Gold.—		—Currency.—	
I. C. Charcoal....per box.	8 25 @ 8 50	12 — @ 12 25	
I. C. Coke	6 75 @ 7 50	9 25 @ 10 75	
Coke Terne	5 75 @ 6 —	8 50 @ 8 75	
Charcoal Terne	7 75 @ 8 —	11 — @ 11 50	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 16½@ — 17
Crude, 40 @ 47 gravity (in shipping order)	— 22 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 29 @ — 30
Refined, Standard White (in ship'g order)	— 31½@ — 32
Refined, prime White (in shipping order)	— — @ — 33
Refined, S. W. (in merchantable order)	— — @ — 30
Naptha, Refined, (60 @ 63 gravity)	— — @ — 10
Residuum per bbl.	6 25 @ 6 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 16.

	Th.10.	F.11.	Sat. 12.	M.14.	Tu.15.	W.16
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	62	....	....	64	63	63
Central of N. Jersey	111	113½	114	111	111	110
Chicago & Alton	154	155	....	....	155	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	86½	88½	90	85½x	83¾	82
" pref.	97¾	100	101½	95½x	94½	94½
" 1st M	93	93	93	....	....	93½
" Interest	....	....	....	....	....	90
" S. F.	....	....	....	....	....	....
" Consol.	99½	....	....	....	....	....
Chic., Rock Isl. & Pac.	117½	120½	120	119¾	119	118¾
Chicago & R. I. 7s, 1870 101	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	99	....	....	....	....	....
Clev., Col., C. and Ind.	73	73	73	73	73	73
Clev. and Pittsburg	92¾	96¼	96¾	98	96½	95¾
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	100½	....	....	....	....	100½
Col., Chi., & Ind. C.	41½	41	42	....	41	....
" 1 M.	....	84	84½	84¾	84½	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	34
Del. & Hudson Canal	....	133	....	....	....	....
Del., Lack. & Western	....	....	....	....	....	117
" 1 M. 7s	....	....	....	99½	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	94	....	....
" 3 M. 7s, 1883	....	....	89½	....	....	89
" 4 M. 7s, 1880	....	81	82½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	118	122	125	125	....	....
" pref.	....	120	....	....	121	120
Hudson River	153¾	157½	158½	158¾	156½	155½
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	145	....	....	143½	144	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	102¾	105½	106½	105¾	105½	104¾
" Div. bonds.	92½	92½	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	131	....	133½	135½	....	....
" S.F. 8s, 1882	....	....	130	....	130	....
" conv. 8s, '60	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	....	....	98	98½
" 2 M.	....	....	....	....	....	94
Mariposa Mining Co	7	7¾	12½	11	8	....
" pref.	16¾	17	18½	19¾	17½	17
" Tr. 10s ctfs.	40	45	46	50½	....	46
Milw. and St. Paul	73¾	75¾	75¾	75¾	73¾	73¾
" pref.	83¾	86	86¾	87	84¾	84¾
" 1st mort.	95	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	105
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	92	92¼	92½	92½	94	95¾
" H. & St. J. iss.	....	....	....	....	....	96
Morris and Essex	89½x	90	90	89	....	89
" 1st mort.	....	....	99¾	99¼	....	99¼
" 2d mort.	....	....	....	....	....	....
New York Central	183	186¼	190½	191¼	188¾	188½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	94	....
N. York and Harlem	144	144½	147½	146	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	57	59½	....	....	59	60¾
" new	54¾	56½	55	56½	55½	55¾
Ohio and Miss.	32¾	32¾	33	33½	32¾	32¾
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	83¾	84½	84¾	93	89½	89½
Panama	....	....	....	....	....	....
Phila. and Reading	96¾	98	98	98½	97½	98½
Pitts., Ft. W. & Chicago	155	156½	157	156¾	156½	155½
" 1 M.	....	104	104	....	....	....
" 2 M.	....	98½	98¾	....	....	....
" 3 M.	....	....	96	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	15	15	15½	16½	15¾	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	95	....	....	....	....	....
" 2 M. pref.	....	84	....	....	....	....
" Income bds	77	....	....	....	....	....
Tennessee 6s	66	66	67	67	65½	64½
" new	....	62¾	64¾	63¾	62½	62½
Tol., Wab. & Western	69¾	73	74½	72¾	....	72
" pref.	....	....	....	....	....	....
" 1 M. ex	....	....	....	....	....	....
" 2 M.	....	....	....	....	84	88¾
" Equipment.	77	....	77	....	....	....
Virginia 6s, ex-coupon	57	56	....	....	57¾	....
" new	61½	....	....	62	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	108½	108¼	108⅛	....	108⅛	108⅛
U. S. 5s, 10-40s, reg.	....	108	....	107⅞	107⅛	....
U. S. 6s, 1881, reg.	117	117	....	....	116¾	116½
U. S. 6s, 1881, coup.	....	....	....	121⅞	....	121½
U. S. 6s, '81, O. W. L. y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	116¾	....	....	....	116⅞	116⅛
U. S. 6s, 5-20s, c. 1862.	122⅛	122¼	122⅛	122⅞	122⅝	122⅛
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	116⅞
U. S. 6s, 5-20s, c. 1864.	117⅛	117⅛	117	117⅛	....	116⅞
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	118⅛	119¼	119	119	119	118⅛
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	115½	....
U. S. 6s, 5-20s, c. n. '65.	119⅛	....	120	119¼	119¼	119⅛
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	119⅜	119½	119⅜	119⅜	119⅜	119¼
U. S. 6s, 5-20s, reg. '68.	....	115¼	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	119⅜	....	....	....	....
U. S. 6s, Pac. R. R. issue	....	....	....	....	106⅛	106¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa	....	....	....	....	....	....
.. preferred	38⅜	....	38	....	38½	38½
Camden and Amboy	127⅞	128	....	....	128½	129
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	88¼	....	88	....	88½	....
.. 6s, 1889	....	....	....	....	....	85½
.. mort. 6s, '89	93	....	....	....	93½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	36⅜	36¼	36⅜	....	37⅜	37⅝
.. 6s, 1884	....	....	....	....	84	....
.. Gold L.	99	98½	98⅝	....	98¼	....
.. R. R. L.	....	....	....	....	....	89½
Lehigh Valley R. R.	56⅛	56⅜	56⅛	....	56⅛	56⅜
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.	....	....	....	....	94½	....
Little Schuylkill R. R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	55¼	55½	....	55⅛	55¼
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	36
.. 6s, 1880	91	91	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	49	....	....	....	....	49¼
Pennsylvania R. R.	57⅛	57⅛	57¼	....	57¼	57⅝
.. 1st M.	....	....	....	....	101	....
.. 2d M.	....	....	....	....	96	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	107	107½	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L.	102⅜	....	102½	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	100⅛	100⅛	100⅛	....	100	100
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	49⅛	48¼	48⅜	....	49⅛	49
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	32¾	32	32⅛	....	....	32⅝
.. 6s	....	....	....	....	....	....
.. 7s	89¾	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	19	....	20	....	....	....
.. 6s, 1882	....	....	68⅜	....	68	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	58	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	48½	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 15.

	W.9.	Th.10.	F. 11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875.	92⅜	....	92⅜	92½	....	....
.. 1886	....	....	....	....	....	....
.. 1890	93⅛	93½	....	92	....	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	120⅞	120⅞	....	....
.. bonds, 1875.	93⅛	....	....	....	....	....
.. .. 1880.	92	....	93	....	....	....
.. .. 1885.	....	....	....	91½	....	....
Marietta & Cin. 1st M.	89½	....	89¼	89⅜	....	89⅜
.. 2d M.	....	71	71	....	70¾	....
Northern Central	49⅛	....	....	....	49¼	49¼
.. bonds, 1885.	....	....	....	....	88	88
.. .. 1900.	86	....	....	....	86	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15	W.16
Boston and Albany	160	....	159	....	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	145	145½	....	....	....
Boston and Providence	137	137½	138	....	....	....
Boston, Hartford & Erie	23½	23⅜	24	23⅞	23½	
.. 7s, new	....	64⅛	64⅞	65¼	66	67
Cheshire, pref.	76	75⅛	76	....	75⅛	....
Concord	....	....	74½	....	....	....
Connecticut River	....	....	135	....	....	....
Eastern	118½	119	....	118½	....	....
Fitchburg	133⅛	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	130	130	131½	....	....	135
Northern, N. H.	111	....	109⅞	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	67
.. pref.	....	....	....	....	....	....
Old Colony & Newport	103	....	103½	103½	....	103½
Ph., Wil. & Baltimore	54⅞	55	....	....	....	54⅞
Portl'd, Saco & Ports.	....	....	....	....	....	....
Vermont & Canada	99⅞	100	....	100¼	....	....
Vermont & Mass.	....	60	....	....	....	....
Vt. C. & Vt. & C. Eq. 8s	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	68½	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	8½	....
Franklin ..	....	....	....	....	17	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. May 21.	May 28.
All. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	65 — 70	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	25½ — 26⅛	24 — 25
Detroit and Milwaukee 1st mort. 7s	61 — 63	60 — 62
Do. 2d mort. 8 p. c.	61 — 64	60 — 63
Erie shares 100 dol. all paid	19 — 19½	18½ — 19
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	79 — 81	75 — 80
Do. 100 dol. shares, all paid	94 — 95	95 — 96
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	90 — 95	90 — 94
Do. General mort. 6 p. c. 1910	85 — 88	85 — 88
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, June 19, 1869.

Stock Exchange and Money Market.

There has been a notable revival of activity in Money, since our last. The available supply has been materially reduced. The city banks have lost about 5¼ millions of deposits, and about 2½ millions of legal tender notes; and have been obliged to reduce their outstanding loans nearly four millions. Private lenders have been less liberal of accommodation, particularly to the Stock and Gold operators. The U. S. Sub-Treasury has had its cash balances augmented by customs, excises, and the proceeds of the public sales of coin, over four and a half millions, the aggregate on Tuesday having been $85,195,977, against only $80,506,697 the preceding Tuesday. Washington advices report the coin reserved of the Treasury Department at 107 millions, including 25 millions deposited on private account; and the currency balance at 27 millions. On the 1st instant the aggregate of coin in the ownership of Treasury was nearly eighty-two millions, or precisely $81,839,469, and the private coin deposits were $23,340,720. The currency reserve was then about $20,000,000, or precisely $19,984,555, showing a gain in this item, in the last two weeks, of about $7,000,000. Call loans have been quoted here at from 7 per cent. in currency to the most unexceptionable borrowers, to as high as $\frac{1}{16}$@$\frac{1}{8}$ per cent. per day to the more needy of the speculative brokers. Business paper has been less freely sought after, and has been generally rated at from 8@12 per cent. per annum, for the bulk of the marketable grades. The money pressure was most severely felt late on Tuesday, and through the more active hours of Wednesday.

The specie reserve of the city banks according to the latest return is $19 053,580, against $11,-193,631 same time last year. The city bank deposits are now $193,886,905, against $210,-670,765 week ending June 13, 1868. The legal tender reserve amounts to $50,859,258, against $69,202,840 same time last year. The circulation now stands at $34,144,790, against $24 166,846 same time last year. The loans are now $271,-983,785, against $275,142,024 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $142,667,774 a day, against a daily average of $127,713,504 the preceding week, and $130,274,748 the week ending with May 26, 1869. The current week's exchanges average about $142,778,129 a day. The city banks, last week, reported a gain of $2,447 of specie, with a loss of $5,237,137 of deposits, and $2,430,-171 of legal tender notes. They reduced their loans, $3,935,874; and increased their circulation, $161,795.

The city bank exchanges on Wednesday were $143,334,605, and the resulting balances, $4,123,-725.

National Bank notes to the amount of $97,190 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $315,759,228, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $16,016,194, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,743,034. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,891,-200; and for the public deposits, $28,316,350—making a total of $371,207,550. The Treasury Department last week redeemed and destroyed $282,420 of worn and mutilated fractional currency, and issued $120,669 of new. The outstanding amount of fractional currency on the 1st of June, was $33,452,523 against $35,330,323, on May 1, $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,-215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with June 12, were $10,053,206, including $2,042,-338 from customs duties; payments, $7,123,599, including $912,143 of coin interest; balance at the close of the week, $82,507,817, against $79,578,210 at the close of the preceding week, showing an increase of $2,929,607. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $1,779,687, including $341,693 from customs; payments, $1,183,743, including $44,872 of coin interest. On Tuesday, receipts, $4,640,960, including $340,000 from customs, and payments $2,538,734, including $26,058 of coin interest

The balance at the close of business on Tuesday stood at $85,195,977, against $80,506,697 a week previous; and $78,466,478 on June 2, 1869. The aggregate receipts of the office in May were $53,236,485, including $10,034,613 from customs, aggregate payments, $60,202,733, including $13,-681,439 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,-500, April 1, $28.775,560, March 1; $32,669,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,079,-000, and retired $1,943.338 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached $10,-606,080.

Government revenues have been yielding quite satisfactory of late. The excises, last week, yielded about 8 millions; customs at the port of New York, $2,133,613, and at the outports about $700,000 (in coin) more, making the grand total income for the week equal to about $11,-896,217 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 153,000,000, according to the latest Washington advices. The customs yielded, same time, about 172 millions in gold.

Gold has been less confidently dealt in, owing in the main, to the increased activity in Money, which has operated very sharply against the speculative interest. The customs demand has been fairly active, but has not been much in excess of the public sales of gold by the Treasury Department. The export inquiry has been on a restricted scale, affording no great aid to the operators for a rise. The range of the price during the week has been 137¾@139¾, and the closing quotation on Monday was 138⅛. The million of Government loan was awarded on Monday at from 139.13⅛@139.33. The aggregate of the bids was $2,885,000, and the range 138.90@139.33.

The customs at the port on Wednesday yielded $416,000. The U. S. Sub-Treasury disbursed $34,781 of coin interest, on that day.

The customs demand for Gold last week, averaged $355 602 a day; thus far, this week, it has averaged $340,846 a day, or equal to a weekly aggregate of $2,045,076. The arrivals of specie from Europe, Havana and other foreign ports, during the week were unimportant, and since Jan. 1, $8,807,886, against $3,241,313 same time in 1868. The receipts from California, since our last, have been none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $119,731,817, against $109,-206,764 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to June 5th, 1869, $3,129,695, against $3,440,646 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $19,231,237, against $34,742,562 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of $15,511,325. The exports of specie, from this port, last week, were $403,024, against $2,967,-321 same week last year; total, since July 1, 1868, $35,992,715, against $72,018,881 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $912,143; since July 1, 1868, $86,731,172, against $72,992,637 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to June 5, 1869, were $16,754,679, against $16,696,090 same time in 1868. It appears that our bankers are now receiving the bulk of their San Francisco remittances in this way, and the last Aspinwall steamer of the Pacific Mail brought only $75,000 for New York. It is by no means certain that the same cause may not, after awhile, affect the receipts of Gold at San Francisco, by diverting the Gold in its crude state from the mines in the interior near the line of the railway to the Philadelphia Mint or New York Assay Office, in place of San Francisco.

Foreign exchange has been in rather better supply, and rather variable in price, on a less active demand. The increasing exports of produce add to the available offerings of bills, and tend to weaken the market. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109⅝, and on Paris to 5.22@5.16¼; sight bills on London to 109⅞@110⅜, and on Paris to 5.16¼c.@5.13¾. The offering of produce bills has been quite extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,353,482, against $2,359,561 same week last year; total, since July 1, 1868, $162,267 588, against $172,695,229 same time in preceding fiscal year of 1867-'68.

Immigration at this port is now up to a weekly average 11,560 immigrants. At the present rate of emigration from the Old World, we are likely to have material for transforming several of our Western Territories into new States, this year, without diverting the natural increase of population from the old States. It is probable, however, that much the greater portion of the present arrivals, consisting of the hardy people of the North of Europe—Danes, Swedes and Norwegians—as well as the usual proportion of German and Irish will settle in Illinois, Wisconsin, Iowa, Minnesota, &c.

Government securities have been offered rather more liberally, partly in consequence of the stringency in Money; while the demand has been quite moderate, and prices have yielded a little, varying frequently a fraction, and closing on Wednesday rather heavily. The accepted offers of bonds at the Sub-Treasury on that day were as follows: Of Messrs. Jay Cooke, $250,000 coupon 1867 Five-twenties at 115.28, and $250,000 do., 115.30. Of Messrs. Fisk & Hatch, $250,000 do., 115.29, and $250,000 do., 115.31.

U. S. sixes of 1881 closed here on Wednesday at 121@121¼; U. S. Five-twenties of 1862, ex coupon, 122@122¼; U. S. Five-twenties of 1864 at 116¾@117; U. S. Five-twenties of 1865 at 118⅜@118⅝; U. S. Five-twenties of 1865, consolidated, 119⅛@119¼; U. S. Five-twenties of 1867, 119⅛@119¼; U. S. Five-twenties of 1868, 119⅛@119¼; U. S. Ten-forties at 108⅛@108¼; U. S. Six per cent. currency bonds, 106⅜@106½.

The Attorney General of the State of Missouri has decided that the principal and interest of the bonds of that State issued in aid of the Pacific Railroad, the Southwest Branch, Iron Mountain, North Missouri, Cairo and Fulton and Platte County Railroads, are payable in coin, as they become due. The interest will therefore be paid in July, and thereafter in gold.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 2.	June 9.	June 16.
Consols	92⅝	92¾	92½
U. S. 5-20's of 1862	80½	80⅝	80⅞
Erie	19¼	18¾	19¾
Ill. Central	96	94½	95
At. & Great Western.	..	25	....

Railway and miscellaneous stocks have been unusually variable in price, on freer offerings, influenced by the Money pinch, which has operated against a buoyant, or even steady market. The dealings have been extensive but on the basis of reduced values, the speculation having been excited and feverish.

There has been more activity in domestic produce, particularly in exportable breadstuffs and in cotton at firmer rates. Middling upland cotton closed buoyantly on Wednesday at 33@33½ cts. per lb. The stock of cotton now here is estimated at about 39,000 bales. The receipts at the port this week, have averaged about 1,670 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,234,000 bales, against 2,293,000 bales same time in 1867-8; exports, same time 1,381,000 bales, against 1,668,000 bales same time in 1867-'8; stock on hand at latest dates, 131,000 bales, against 126,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 12,937 pkgs., against 11,140 pkgs., same time last year. From Boston, 4,056 pkgs., against 5,836 pkgs. same time in 1868.

Foreign merchandise has been in less request, as a rule, at less buoyant prices. The total imports of foreign dry goods, last week, were $1,146,426, and the total amount marketed $1,124,683. The value of foreign merchandise imported last week, was $4,479,424—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,625,850, against $5,013,085 same week last year; total since July 1, 1868, $278,-500,524, against $231,565 889 in 1867-'8.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@16½c., per lb.; week's receipts, 6,701. Milch cows, very dull at from $40@$110 each, receipts, 67. Veal calves in fair request at from 5@11½c. per lb.; receipts, 1,965. Sheep and lambs active and firmer at from 4½@8c., per lb.,; receipts, 23,467. Swine in more demand at from 9@9⅞c. per lb.,; receipts, 25,-454.

There has been more activity in ocean freights, and rates have shown more firmness. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 5½@6d. by sail, and 6d.@6½d. by steamer, per bushel; cotton at $\frac{5}{32}$d by sail, and ¼d. by steamer, per lb.; and heavy goods 15s.@30s. by sail, and 20s. @35s. by steamer, per ton. Total number of vessels in port on Wednesday, 498.

The New York exports, exclusive of specie, for the week ending June 15, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2.359,561	$4,353,482
Prev. reported	78,044,960	75,181,940
Since January 1,	$80,404,521	$79,535,422

The imports for the week ending June 12, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,206,766	$1,146,426
Gen. merchandise	3,806,319	4,479,424
Total for the week	$5,013,085	$5,625,850
Previously reported	106,003,135	140,338,004
Since January 1	$111,016,220	$145,963,584

The balance in the Sub-Treasury on Wednesday was $83,834,735 95.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Central 2d mort., 100; Toledo, Wabash and Western consol. bonds, 83; Galena and Chicago 1st mort., 100; Chicago and Milwaukee 1st mort., 91; Toledo, Peoria and Warsaw 1st mort., E. D., 85; do., W. D., 85; Peninsular 1st mort., 96; Ohio and Mississippi consol. bonds, 86; St. Louis and Iron Mt. 1st mort., 85; Dubuque and Sioux City R. R., 106½; New York and New Haven R. R., 135; do., 6s, 95½; New Jersey R.R., 132; Louisiana 6s, 71¾; do., 6s, Levee bonds, 66¾; N. Y. State 7s, Bounty Loan, reg., 107⅝; do., 6s, 1873, ex int., 100; Alabama 8s, 99¾; Georgia 7s, 97; Brooklyn 6s, W. L., 96; Brunswick City Land, 9; Central Coal, 70; Western Union Telegraph, 41; Wells-Fargo Exp. Co., 31⅞; Adams' Exp., 59⅜; Am. Mer. Union Exp., 40¾; U. S. Exp., 69½; Mer. Union Exp., 15; Buchanan Farm oil, 0.62; Central petroleum, 0.70; Consolidated Gregory gold, 2.65; Combination Silver, 7.00; Grass Valley gold, 0.70; Home Company oil, 7.50; Lehigh and Susq., 0.67; Montana Gold, 0.15; Phillips petroleum, 0.25; Quartz Hill Gold, 0.83; Smith and Parmalee gold, 2.70; United petroleum Farm, 0.15; United States pet., 1.00; Wallkill Lead, 0.10.

Philadelphia.—Allegheny Co. 5s, 77½; Penna. State coupon 5s, 93⅝; St. Louis Gold Loan, 105; Phila. and Reading 6s, 1843-'80, 91½; do., 1870, 99⅛; West Jersey 6s, 93; Delaware Division Canal, 49½; Morris Canal 7s, scrip, 67; Niagara oil, 2¼. The latest quotations are: City 6s, 94@94; do., free of tax, 100@100½; State 5s, coupon, 93¾@94½; do., 6s, W. L., 103@103½; do., 1st series, 104@½105; do., 2d series, 107@107½; do., 3d series, 108@109; Reading, 49⅛@49¼; do., 7s, 1893, 105@106; do., 6s, 1880, 91@91½; Camden and Amboy, 129@130; do., mort. 6s, 1889, 93½@93½; do., 1883, 88@88¼; Penn. R. R., 57@57⅛; do., 1st mort., 101@101½; do., 2d mort., 96@96½; Little Schuylkill R. R., 44@45; Morris Canal, 30@40; do., pref., 64@65; do., bonds, 78@82; Susquehanna Canal, 13@—; do., 6s, 57@58; Sch. Nav., 9¾@10¼; do., pref., 19⅞@20¼; do., 6s, 1882, 68@69; Delaware Div. Canal, 49½@50; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 91½@93; do., 5s, 59@60; Lehigh Coal and Navigation, 36¾@37; do., 6s, 1884, 84@85; do., R. R., Loan, 88½@88¾; do., Gold Loan, 93½@93¾; North Pennsylvania, 36@36⅛; do., 6s, 91@91½; do., Chattle 10s, 108@109; Philadelphia and Erie, 32⅜@32½; do., 6s, 88@88½; Minehill, 55¼@55½; Catawissa, 16@20; do., pref., 38@38½; Lehigh Valley, 56@56¼; do., 6s, new, 94@94⅛; Fifth and Fifth streets, (horse,) 35@40; Second and Third, 48@49; West Philadelphia, 61@61¼; Spruce and Pine, 26@27½; Green and Coates, 39@40; Chestnut and Walnut, 47¾@48; Thirteenth and Fifteenth, 18¼@19; Girard College, 29@29¼; Tenth and Eleventh, 71@71⅛; Union, 44@—; Hestonville, 12@12⅞.

Boston.—Atlantic and Pacific R. R. 6s, gold, guar., 79½; Central Pacific 6s, 99½; Union Pacific 6s, 92¾; Vermont Central 1st mort., 78¾; Burlington and Missouri River R. R. 8s, 101½; Eastern R. R. 6s, 1874, 95¼; do., 1885, 95¾; Cincinnati, Sandusky and Cleveland 7s, 1890, 74⅞; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 22¼; do., 6s, 1875, 80; Nashua and Lowell R. R., 135; Boston, Hartford and Erie scrip, 135; Boston Water Power Co., 16⅝; Cary Imp., 8¼; Maine 6s, 1883@1889, 99⅜; Massachusetts 6s, 1872, gold, 126½; St. Louis 6s, 1889, 85½; do., 1882, 83¾; Cambridge 6s, 1875@1883, 99½; Chicago 7s, 97¼; Boston 5s, 1883@1885, gold, 107; Concord Mining Co., 1; Hecla, 86; Humboldt, 25c.; Hancock, 4; Phœnix, 9; Superior, 25c.; South Side, 40c.; St. Clair, 55c.

Baltimore.—Orange and Alexandria 2d mort. 6s, 76; do., 3d mort., 71; Richmond and Danville bonds, 72½; Central Ohio R. R., 30¼; do., 1st mort., 83½; York and Cumberland R. R. bonds, guar., 91; Memphis City 6s, 53¾; Baltimore Copper, 46; Baltimore and Cuba M. and S. Co., 46⅛. The latest quotations are: Balt. and Ohio, 120@121; do., 6s, 1875, 93½@94¼; do., 1880, 93@93½; do., 1885, 91½@91¾; Northern Central, 49@49½; do., bonds, 1885, 87½@88; do., 1900, 85½@86; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 95@96; do., 2d mort., 90@92; do., 3d mort., 1885, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89⅜@89¾; do., 2d mort., 70¾@71; Central Ohio, 30¼@30½; do., 1st mort., 83@83¾; Western Md. 6s, 1890, 74@80; do., guar., 90@95; do., 2d mort., guar., 87@—; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 91@92; do., 1886, —@90; do., 1890, 92@92⅜; do., 1893, 94@95; do., 5s, 1838-'70, 73@80; City Passenger R.R., 19¾@20; George's Creek Coal, 70@74; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

☞ Proposals are invited for the construction of 165 miles of the Memphis, El Paso and Pacific Railroad—15 miles of which are between Jefferson and Paris, Texas, and 150 miles extending westward from Paris to Palo Pinto county. Work upon the first 15 miles to be completed by March, 1870, and upon the remainder by October 1, 1870 The office of the company in New York is at 66 Exchange Place, where bids will be received until the 1st of September. Profiles, maps, plans, etc, can be examined after the 15th of August. Specifications will be furnished after the 1st of August. See Advertisement.

☞ The directors of the Bridgefield, Conn., and Port Chester, N. Y., Railroad Company have appointed S. N. Haight, Esq., engineer in chief, and decided to have a final survey of the route made and the maps prepared. When these are completed the work will immediately be placed under contract, and pushed as vigorously as possible.

☞ EIGHT PER CENT. FIRST MORTGAGE BONDS, GUARANTEED BY THE STATE OF ALABAMA. PRINCIPAL AND INTEREST PAYABLE IN GOLD. The undersigned offer for sale the second installment of

ALABAMA AND CHATTANOOGA RAILROAD BONDS,

and call attention to the following facts:

1. The mortgage is limited to $16,000 per mile, issued only upon road built and equipped.

2. The road develops a section unsurpassingly rich in iron, coal, manufacturing facilities, and cotton, besides shortening the distance between New York and New Orleans 216 miles, and forming the shortest route possible between the two cities.

3. Since our last advertisement a donation of about 2,000,000 acres of land contiguous to the road has been confirmed to the Company by the United States Government, worth more than the entire amount of the first mortgage.

4. In the last month twenty miles of road have been finished, making seventy miles in operation, and the whole is under contract to be completed in twelve months.

5. These bonds are guaranteed by the State of Alabama, whose entire debt is less than $5,000,000, whose interest has always been promptly met, and whose Eight per Cent. Currency Bonds are now selling above par.

6. Both principal and interest are payable in gold.

7. The present price is par and accrued interest in currency, the right being reserved to advance the price.

8. Ten thousand Five-twenties will purchase twelve of these bonds. The annual interest upon the $10,000 Five-twenties will be $600 gold.

The annual interest upon $12,000 bonds will be $960 gold. We confidently recommend these securities as the best and cheapest investment now on the market.

SOUTTER & CO., No. 53 William st.,
HENRY CLEWS & CO. No. 32 Wall st.

Chicago and Northwestern Railway.

The following is a comparative statement of the earnings of this road for the fiscal years ending May 31, 1868 and 1869:

	1867-8.	1868-9.
Passenger	$3,573,031 47	$3,992,313 52
Freight	8,266,809 40	9,295,494 37
Express	464,495 57	316,912 35
Mail	172,605 90	175,822 46
Miscellaneous	137,994 12	163,290 21
Total	$12,614,846 46	$13,942,832 91

This shows an increase in passenger earnings of $419,282 05; in freight $1,028,684 97; in mail, $3,216 56; and in miscellaneous $25,296 09; with a decrease in express of $148,493 32—making the total increase $1,327,986 45.

Great Western (Ca.) Railway.

The gross traffic earnings of the Great Western Railway of Canada, for the month of April, 1869, were $368,827 73; the working expenses, including renewals, $211,346 93—and the net earnings $157,480 80. For the three months ending April 30, 1869, the earnings were $969,785 99; the expenses, $611,175 58—and the net earnings, $356,610 41. This shows an increase in earnings over the corresponding three months of 1868 of $54,410 48, and in expenses of $62,818 87—making the decerease in net earnings $8,406 39.

☞ The rails on the new railroad from Valley Stream, on the South Side Railroad of Long Island, to Rockaway, have been laid for four miles. The road will be completed to Rockaway the 4th of July.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool.....	$904,878	$1,050,661
" cotton...	943.382	982,937
" silk	1,391,942	1,519,664
" flax.....	732,352	766,460
Miscellaneous dry goods..	372,280	435,111
Total entered for consump.	$4,344,834	$7,755,133

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool.....	$688,627	$695,320
" cotton...	238,741	300.263
" silk	290.483	310,490
" flax	290.417	309,239
Miscellaneous dry goods..	156,652	132,489
Total withdrawn from warehouse	$1,664,920	$1,747,901
Add entered for consump.	4,344,834	4,755,133
Tot. thrown on the market..	$6,009,754	$6,503,034

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool.....	$571,377	$837,829
" cotton...	210,908	418,563
" silk	241,207	337.864
" flax	341.341	506,608
Miscellaneous dry goods..	117,227	137,710
Total entered for wareh'g..	$1,481,160	$2,238.574
Total entered for consump.	4,344,834	4,755,133
Total entered at the port..	$5,825,994	$6,993,707

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$5,565,180	$7,488.805
" cotton..	4,724.746	7,610.147
" silk	7,133,574	8,309 858
" flax	3,604,253	4.933,707
Miscellaneous dry goods.	2,747,074	3,211,488
Tot. entered for consump.	$23,774,827	$32,549,005

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$4,551.671	$4,682,430
" cotton..	2,610,060	2,226,639
" silk	1,933,589	1,966,771
" flax	2,642,952	2,428,356
Miscellaneous dry goods.	1,010,273	713,720
Total withdrawn from warehouse	$12,748,545	$12,017,916
Add entered for consump.	23,774,827	32,549,005
Total thrown on the market.....	$36,523,372	$44,566,921

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$3,928,166	$4,922,136
" cotton..	1,922,096	1,321,239
" silk	1,602,774	2,145,249
" flax	1,549,366	2,587,914
Miscellaneous dry goods.	930,966	590,105
Total entered warehouse.	$9,933,368	$12,566,643
Add entered for consump.	23,774,827	32,549,005
Total entered at the port..	$33,708,195	$45,115,648

Imports of foreign dry goods at New York for eleven months from July 1.

Year.	Invoiced value.
1863	$59,061,614
1864	78,433,263
1865	44,411,871
1866	130,280,590
1867	99,161,965
1868	73.072.553
1869	88,131,658

From Herapath's Railway Journal.

Railway Economy.--The Locomotive.

We showed in our first article that the very satisfactory progress made during the last thirty years in economizing fuel in the locomotive engine, is due principally to improvements introduced in that part of the engine devoted to generating the steam, that is to say, in the construction of the boiler and furnace, and parts connected with them. This result has been brought about by providing the requisite amount of heating surface, having the fire-box and tube surface and flue area so judiciously proportioned and arranged as to absorb as large an amount of the heat generated as possible, adapting the furnace to burn coal by so modifying its contruction as to admit an increased supply of oxygen to mingle with the volatile gases of the coal, and likewise to raise them to the sufficiently high temperature necessary to effect their combustion before they could escape into the smoke-box, by which not only has the combustion been more perfect, but the heat resulting therefrom has been more fully utilized, at the same time the higher evaporation due to coal as compared with coke has been secured, resulting also in still greater economy from the less cost of the former. In addition to these a further saving has been effected by transferring some portion of the heat which must inevitably find its way into the smoke-box to the feed water on its passage into the boiler.

Although these have been the common objects sought after and accomplished to a more or less extent by those who have devoted themselves to the subject, it is curious to notice how various have been the means employed by different locomotive engineers who have introduced improvements. This, no doubt, is to be in part accounted for by the situation of a line, and to the characteristic qualities of the coal most easily and cheaply procurable, and to which the modifications in the furnace had to be adopted. The necessity also of converting existing engines, originally made for burning coke, into coal burning engines, with a view to save expense, had its influence doubtless with some, and has in such cases entailed a certain sacrifice in efficiency.

The means that have been chiefly employed to effect the object of coal burning are extended fire grate surface, so as to have a thinner fire and afford a larger area for the passage of the air; and stepping or inclining the grate at a considerable angle, so that the coal being introduced close to the fire door, may gradually travel forwards as it parts with its gases and becomes incandescent, and thus ignite the gases that pass over it from the fresh fuel; making a double fire box with the same object; the application of a combustion chamber with or without fire-bricks, which become heated and ignite the gaseous products as they pass through or over them; and combined with these, various plans for admitting the requisite supply of air above the fuel, either by deflecting it as it passes through the fire door, or by introducing it through tubes or air passages.

The first attempt to burn coal in the modern locomotive engine was made so far back as 1837 by Messrs. Gray and Chanter, and the plan was adopted in the existing coke burning boilers. Those gentlemen divided the fire-box into two compartments, one for coal and the other for coke, and admitted air above the fuel through tubes in the sides of the fire-box. They were also the first to apply a steam jet in the chimney to maintain the draught when the engine was at rest and the blast off. In 1845 Mr. Dewrance also introduced a somewhat similar arrangement. He divided the fire-box into two parts, one of which formed the furnace, and the other what was termed the combustion chamber. It was not, however, until eight or ten years after this that the question of coal burning was taken up in earnest by engineers generally, and that any great progress was made. About the year 1853 Mr. McConnell, who was then locomotive engineer of the London and North Western Railway, introduced his system, the main features of which consisted in giving an increased area of fire grate in order that the coal might burn with moderate intensity, and that plenty of air might pass into the fire-box to consume the gases, the combustion of which was further promoted by additional air introduced through tubes in the front and sides of the fire-box; increased capacity was given to the fire-box by extending it some distance into the barrel of the boiler, thus forming a combustion chamber in which the gases might become mixed with the oxygen of the air and ignited before passing into the tubes. The fire box was also divided longitudinally into two compartments having separate fire doors to provide for alternate firing. This plan with good management was found to be tolerably effective in preventing smoke, and fairly economical. Considering that it was to some extent the pioneer of those that followed, the results obtained by it were very creditable, the consumption of coal per ton mile being about .3 lb. The chief defect in this system appears to be the want of some means to raise the temperature of the volatile gases after they have escaped from the coal. The other requisites, as respects the due admission of air, are well provided for.

The next system of coal burning was invented by Mr. Beattie, of the London and South Western Railway, and was introduced about the year 1855. In Mr. Beattie's boiler an increased grate area is provided, as well as a combustion chamber, which, as in Mr. McConnell's, extends into the barrel of the boiler. The fire-box is divided transversely into two compartments by an inclined water space diaphragm, and both compartments are arched over with fire tiles, leaving narrow spaces between them. Perforated fire bricks are also placed in the combustion chamber at some distance in front of the tubes. These fire bricks and tiles supply the want alluded to in Mr. McConnell's boiler. They soon become red hot from being exposed to the incandescent fuel, and when fresh coal is put on the fire, and gaseous products escape, they become ignited by coming in contact with the heated bricks; these also serve to break and mix together the gases with the air, and in this manner assist in promoting combustion. The necessary quantity of oxygen is obtained by admitting air through small apertures in the fire doors as well as through tubes in the back of the fire-box, and dampers are employed in the ash pans by which the quantity of air admitted through the fire grate may be adjusted to the greatest nicety. An auxiliary steam jet is also employed in the chimney to stimulate the draught and prevent smoke when the engine is at rest, and the blast is consequently not available for this purpose. This system is found to work admirably, and is certainly one of the most economical at present known. With the further improvements Mr. Beattie has added for heating the feed water it is probably the most economical plan in use, the average consumption of coal per ton mile being about .2lb. without the feed water heating apparatus, and with it about .17lb.; on some occasions it has been brought down as low as .12lb.

The next plan of note was that of Mr. Cudworth, the locomotive engineer of the South Eastern railway, which was introduced on that line in 1857. In this we have an increased fire-grate area, and the fire-box divided by a longitudinal diaphragm into two compartments forming two furnaces with separate fire-doors, which unite in the front of the tube-plate. There is no combustion chamber, nor are there any fire-bricks or tiles as in Mr. Beattie's furnace, but the fire-grate is placed at a considerable inclination, sloping down from the fire-door. The fresh coal is charged close to the doorway, and as it parts with its gases it gradually slides down, so that by the time it arrives at the lower or back end of the grate it becomes an incandescent mass of coke, the heat from which is sufficient to ignite the gases which pass over it from the fresh coal, and the requisite quantity of air to effect their combustion is supplied through an aperture in front of the lower end of the grate, and is regulated by means of a valve or damper; the double furnaces are fired alternately, which facilitates the combustion of the gases. An auxi-

liary steam jet in the chimney is also employed to create a draught when the engine is not at work. This plan, with careful attention to the firing, is tolerably effectual in preventing smoke, and it certainly has the merit of simplicity. In economy it nearly approaches Mr. Beattie's plan, the average consumption of coal per ton mile being about ·22 lb. It is not improbable that some kind of deflecting diaphragm or other means might be added with advantage to this arrangement, to bring the gaseous products which must naturally collect at the upper part of the fire box down into closer contact with the incandescent fuel at the lower end of the grate, or else a fire-brick heat reservoir at the upper part of the fire-box to thoroughly heat and ignite the gases before they pass into the tubes.

These three plans necessitate either new engines or a considerable alteration in the fire-box end of of the boiler. In order to save this expense several proposals were made to adapt the ordinary fire box to burn coal. In 1856 Messrs. Dubs and Douglas applied a deflecting feather proceeding from the back of the fire-box towards the tube plate, to cause the gaseous products of the coal to descend on to the incandescent fuel and thus become ignited, and Mr. Dubs, in connection with Mr. Evans, in 1857 added to this a moveable inclined grate, which could be raised or lowered at will, for the proper management of the fire.

In 1857 Mr. Yarrow introduced on the Scottish North Eastern railway a flat arch of fire-brick in the interior of the ordinary fire-box. This sprung from the two sides of the fire-box, but was placed at a considerable inclination, the lower side commencing from the tube plates just under the lowest row of tubes, projecting upwards until within eight or ten inches of the roof of the fire box, and rather more than half-way across; tubes were also provided in the tube plate under the arch as well as in the fire-door for the admission of air. The effect of this arrangement would be that the gases instead of finding their way direct into the tubes would be deflected, and have to pass round this brick arch, which would act much in the same manner as the fire-bridge of an ordinary land boiler, but more effectually, from becoming heated to a high temperature, and the gases coming into close contact with it, being at the same time supplied with a fresh dose of oxygen from the air rushing in through the air tubes, would be ignited. Considering that this was simply a modification the fire box originally designed to burn coke, the results were very satisfactory. The consumption of coal per ton mile was about ·32 lb. A very similar plan was introduced by Mr. Jenkins on the Lancashire and Yorkshire railway, but in place of a fire-brick arch he employed a curved deflector of cast iron similarly placed, but perforated near its outer edge with numerous holes. He also employed air tubes at the front of the fire-box under the fire-door, as well as at the back under the tubes. His arrangement gave a result nearly similar to Mr. Yarrow's, and he obtained a rather higher duty from coal than from coke.

In 1857 Mr. D. K. Clark devised a system of forcing air into the fire box through air tubes placed at the sides by fine steam jets directed from the outside and passing through the air tubes, which acting in a similar way to the blast pipe of the engine, caused currents of air to rush into the fire box with great force. The orifice of the jets is but 1-16th inch in diameter, the air tubes 1¼ in. This simple arrangement was found to completely prevent smoke without any other appliance. It has been at work satisfactorily on several lines, and has been adopted on all the locomotive stock on the Great North of Scotland railway. Whether the steam which is introduced into the fire-box performs any office beyond the more mechanical one of drawing the air, in along with it in producing any new chemical combination which would facilitate the combustion of the volatile gases, does not seem to have been investigated. It would, however, to some extent warm the air, and perhaps make good the loss from the use of the steam in this manner; and it is supposed that the steam has some power to precipitate the carbonaceous particles which remain unconsumed: at any rate the plan seems to be very economical, the average performance of several engines on the Great North of Scotland railway being under ·2 lb. of coal per ton mile. There is one advantage possessed by this plan over most others, viz., that by the use of these steam jets when the engine is in a station the smoke can be prevented, as they act in a more direct manner than a jet in the chimney.

In 1858 Mr. Wilson introduced a system of air tubes which extended from the fire-box right under the boiler to outside the front of the smoke-box. This arrangement would partly effect the object of Mr. Clark's steam jets when the engine was running, since the air would then be driven through these tubes into the fire-box with considerable force. Mr. Ramsbotham, of the London and North Western railway, also about the same time provided two small doors in front of the fire-box, under the barrel of the boiler with regulating valves for the admission of air above the fuel, and just above these openings he placed an arched fire-brick deflector, something similar to that of Mr. Jarrow. It was fixed in the same position at the front of the fire-box against the tube plate, just below the tubes, but instead of inclining upwards, it projected backwards in nearly a horizontal direction, if anything sloping a trifle downwards, but it did not extend quite so far across the fire-box. Messrs. Lee and Jaques, on the East Lancashire railway, also introduced a somewhat similar arrangement as regards the projecting fire-brick arch, but they combined with this a deflector fixed to the top of the fire-door.

This deflector projected into the fire box sloping downwards, the door itself being underhung and provided with a valve for the admission of air, the opening and closing of which was regulated by a sector. The air being drawn in through the valve in the fire door, would by means of the deflector be directed downwards, and mix with the gases, and their combustion be effected by impinging on the incandescent fuel, and the brick arch fixed against the plate. About the same time Mr. Sinclair introduced a plan, proposed by Mr. Frodsham, on the Great Eastern railway, in which a deflecting plate over the fire door was employed, but the brick arch was omitted, and in place thereof two steam jets were introduced, one on each side, into the front part of the fire-box, impinging downwards upon the fuel. Mr. Douglas, on the Birkenhead railway, employed a deflector with the same object, but he combined with it an inclined fire grate of larger area, which involved a longer fire box, and of course necessitated an alteration in the boiler or the construction of new engines.

Some other modifications of the above plans are to be met with, but those we have described embrace the chief varieties of any note that have been practically tested or introduced. They illustrate in what a variety of ways different minds set to work to accomplish the same object. It will be noted that these various plans, differing greatly as they do from each other in the arrangement and construction of the parts, are all based on the same principle, the object to accomplish being to supply and mix with the volatile gases the requisite amount of air, and to bring them when thus mixed up to a sufficiently high temperature to effect their combustion. To accomplish this thoroughly an artificial draught seems indispensable to them all, created either by the blast pipe, or when this is not at work by a steam jet in the chimney or else in the fire-box. There is but one opinion as to the necessity of creating by some means or other this draught, but as to the other arrangements adopted by various engineers opinions differ. One thinks a fire-door deflector all that is requisite, while another considers that more air than is necessary for perfect combustion is by its means introduced into the fire-box, and a loss in evaporative power caused thereby, and urges the expediency of placing ample means at the will of the engine driver to regulate the admission of air; some think heat reservoirs in the shape of fire brick arches, deflectors or diaphragms useless, and that the fuel itself, if sufficient air is mixed with the gases, will do all that is requisite to ignite and consume them. Some condemn the use of combustion chambers, others consider them essential in giving the gases time to ignite before passing into the tubes. In fact although all are agreed as to what is required to be done, there is a great difference of opinion as to the best means of doing it. This difference of opinion is, however, not only inevitable but desirable. It creates a wholesome rivalry, and promotes the advancement of science. It is by each striving to do his best and surpass his competitors that new ideas come to light, and these in their turn become turned to account and improved upon by others, and in doing which fresh offshoots are developed which form a basis for new investigations, resulting often in improvements having a widely different aim from that which originally called them forth. It is thus that we go on improving and adding to our store of knowledge, and now we have this satisfaction, that, thanks to the invention of printing, to the freedom of discussion, and the general readiness and desire to exchange ideas, knowledge once gained is secured from loss. In ancient times, when knowledge was handed down by oral tradition or at best disseminated by the tedious process of manuscript, progress was not only slow, but many valuable facts and arts were lost for ever; and civilized nations have in some instances retrograded almost to barbarism, but this can never be the case now. We must go on increasing in knowledge, and if in knowledge then in power, and in that most important of all, the power of subduing nature and turning the gifts of Providence to our use. It is by this that the increasing population can alone be adequately provided for. It is therefore the duty of every man to contribute to the best of his ability to the general advancement, and it must, we think, be admitted that during the last thirty years our locomotive engineers have not been behindhand in performing their part. We have seen the consumption of coal for a given amount of work performed reduced by something like 70 per cent., and this with a higher speed and greater security from accident. There is, however, yet much more to be done and fresh efforts will have to be made. It is important that these efforts should be directed into the right channel. We are now approaching perfection in the method of using fuel for converting water into steam. There is here certainly not so great a margin for improvement as there was 20 years ago, but there is, nevertheless, room for improvement even in this department, but, as we stated in our last article, there is much greater room for improvement in the methods of using the steam when produced, and therefore without neglecting the former, our efforts should be now devoted to the latter, and if by so doing we succeed in promoting as great economy as that effected during the last thirty years, we shall have reason for congratulation.

☞ The West Chester *Record* is informed by one of the Directors of the Delaware and Pennsylvania Railroad that the Pennsylvania Railroad Company have agreed to aid them in building their road, and that a small additional subscription to the capital stock will insure the speedy completion of this important work. The road will connect with the Pennsylvania Railroad at or near Parkesburg, and run *via* Buck Run, Avondale and Newark to Delaware City.

☞ At the recent annual meeting of the Rome, Watertown and Ogdensburg Railroad Co., the former board of directors were re-elected, the following officers were also unanimously re-elected, to wit: W. C. Pierrepont, President; Marcellus Massey, Vice President; J. A. Lawyer, Secretary and Treasurer. The company (see advertisement) will pay a semi-annual dividend of 5 per cent., free, on the 15th July.

Journal of Railroad Law.

RAILROAD—TRESPASS BY ANIMALS ON TRACK—NEGLIGENCE.

The late action of Fisher *vs.* The Farmers' Loan and Trust Company (21 Wis., 73,) was one to recover damages for the killing of two colts by a train upon the Racine and Mississippi Railroad, through the alleged negligence of the defendant, then holding and operating the road. The cause was tried by a referee, who found as facts, that the colts, while in the possession of one Hays, without his fault or negligence, strayed upon the track from an adjoining pasture, through a fence which defendant was bound to maintain; that said fence was in good condition, and defendant in no way chargeable with negligence for failure to keep it in good repair, the defect in it through which the colts had escaped on to said track being merely temporary and unknown to the defendant; that the colts, while so upon the track, were injured by defendant's train, and that said train was negligently operated and run, and the injury was caused solely by such negligence. As matter of law, therefore, the referee held that the plaintiff was entitled to recover. Exceptions were duly filed by the defendant, and cross motions made by plaintiff, for a confirmation of the report, and by defendant for a review and rehearing; and the Court confirmed the report, and rendered judgment accordingly, from which the defendant appealed.

The opinion of the Court was delivered by

COLE, J.—This cause was tried before a referee, and therefore it becomes our duty, under section 16, chap. 264, laws of 1860, to examine the testimony and to decide questions of fact according to the weight of evidence. It is very obvious that this statute has changed the practice in this particular; since, before its adoption, it was a familiar and well settled rule that the appellate Court would not disturb the finding of a referee or a judge in common law actions upon questions of fact, upon mere preponderance of testimony. But the law now requires, in cases tried by the Court or before a referee, that this Court should review questions of fact as well as of law, decided by the Court or referee, where proper exceptions have been taken. See the case o. Snyder *vs.* Wright, 13 Wis., 689.

Upon the evidence, we are of the opinion that the plaintiffs cannot recover. In the first place it is clear that under the circumstances the company was liable only for such injuries as were occasioned by the *gross* negligence of its servants. The colts had escaped out of a pasture adjoining the railroad track on to the track of the road, where they were hit by the train. The referee finds (and we think the finding is in accordance with the proofs in the case upon this point,) that the fence was in a good and proper condition, and that the company was in no way chargeable with negligence for failure to keep the same in good repair. This circumstance distinguishes the case from Dunnigan *vs.* The Chicago and Northwestern R. R. Co., 18 Wis., 28, and Brown *vs.* the Mil. and Prairie du Chien R. R. Co., (*ante* p. 39.) But where the company erects and maintains proper fences and cattle guards along its road—keeps them in good condition and repair—and cattle escape from the enclosure adjoining the road, and stray upon the track they then become trespassers, and the law charges the owner with negligence although he may not be guilty of any actual carelessness in suffering them to escape. And where the negligence of the owner directly co-operates with the negligence of the agents of the company to produce the injury, then no recovery can be had, unless in cases where such agents are guilty of gross carelessness or wilful and wanton misconduct. Stucke *vs.* the Milwaukee and Miss. R. R. Co., 9 Wis., 202. In this case, while there may be some evidence of negligence on the part of the agents of the company in managing the train, yet there is nothing which proof of rashness or wantonness of conduct on their part, or that they did not employ the usual means to prevent injury. When the colts were some distance from the train, the whistle was blown and the brakes put on. The train had a competent number of brakemen, who promptly set the brakes when the alarm was given; and the track was sanded. The ordinary means were used to stop the train before it reached the colts. But it was a freight train on a descending grade, and these means proved ineffectual to stop the train in time. It is said that the engineer, if attentive to his duties, must have seen the colts a great distance ahead, and he should have earlier taken steps to stop the train. It is true, the accident occurred in the afternoon of a clear day in September, and where it appears the colts might have been seen by the engineer on the approaching train at a distance of two or three miles. But the engineer must necessarily exercise some discretion as to when measures must be taken to prevent a collision; and although he may misjudge as to the efficiency and success of these measures, and as to his power to control the train, yet we think it too strict a rule to say the company is liable if an injury occurs in consequence of this error of judgment. Besides the engineer might have seen the witness Westinghouse driving the colts from the track, and have so supposed that the colts would be out of danger before the train reached them. In the exercise of a high degree of care and diligence on the part of those operating the train, the injury would undoubtedly have been avoided; but as the negligence of the plaintiffs concurred to produce the result, no recovery can be had upon the facts established by the evidence.

By the Court.—The judgment of the Circuit Court is reversed, and the cause remanded with directions to give judgment for the defendant.

Chesapeake and Ohio Canal.

During the month of May the amount of tonnage on the Chesapeake and Ohio Canal was eighty five thousand tons, yielding a revenue of nearly fifty thousand dollars, being an increase of thirty thousand tons, and nearly twenty thousand dollars over the month of May of last year. This is the largest business done on the canal in any one month since its construction. The Cumberland Valley (Pa.) Railroad, now completed to Hagerstown, is engaged in condemning land for an extension of the road to Williamsport, Md., connecting with the canal—a distance of six miles only—and when this important connection is made the anthracite coal of Pennsylvania will be brought to the canal in large quantities and furnished along the entire line at much lower rates than at present, nearly the entire supply having now to be brought from Philadelphia. In return, the Cumberland Valley Railroad will carry into Pennsylvania our soft coal taken down by the canal. The Western Maryland Railroad, to be completed from Baltimore to Hagerstown, has had under consideration the extension of the road to Williamsport, and in case the Cumberland Valley Road declines to extend its road, will connect with Williamsport. Thus the connection with the Pennsylvania coal fields may be regarded as a fixed fact to be accomplished before the close of the summer.—*Cumberland Civilian.*

☞ The Flushing Railroad Company is busily engaged in grading the new route between Winfield and Hunter's Point, and north of the track of the Long Island Railroad Company. That part between Woodside and Dutch Kills is nearly ready for the rails. Work on the College Point and Flushing Railroad is pushed forward rapidly, and the contractor is engaged in driving the spiles across the Flushing meadows, at which place it will intersect the New York and Flushing Railroad.

☞ The Sag Harbor Branch of the Long Island Railroad is going forward finely. Immense quantities of ties have been discharged at Hunter's Point from several schooners within the past week, and are daily shipped east over the Long Island Railroad. They are of superior size and quality.

☞ The preliminary surveys of the Kalamazoo and South Haven (Mich.) Railroad are now being made. As soon as the final location is decided upon grading will be commenced and the work pushed with vigor with a view of having the road in running order this season.

☞ The Sherbrooke, Eastern Townships and Kennebec Railway Company was recently organized by the election of a board of directors with J. G. Roberston Esq., as President, and R. D. Morkill Vice President.

☞ Reports from Lake Superior are to the effect that the production of iron ore is larger than ever before, and that there is a greatly improved feeling in the copper region.

☞ The Branch Railroad from Manchester to Cheneyville, Conn., was opened on the 8th inst.

☞ The directors of the Southern Central Railroad Company in Auburn, New York, have resolved to issue $150,000 first mortgage bonds, and complete the entire road at once from the Pennsylvania State line to Lake Ontario.

☞ The Wheeling *Intelligencer* says the "proposition of certain capitalists to put $12,000,000 in the Chesapeake and Ohio Railroad, so as to complete and equip it, has been accepted, and work has been actively begun on the Western division, from Scarey Creek to Ceredo."

☞ Some two or three months ago the first railway in Greece between Athens and the Piraens, was opened for traffic. It runs from the port of Athens to the Greek capital only, and is about six miles long.

☞ Some of the corporators of the Perth Amboy and Elizabeth Port Railroad say that their charter is so formed that they can run their road to suit themselves, and wherever they please, and they therefore, think of running a spur to Rahway to connect with their main road. They propose to rush the building of their road right through.

☞ The Keystone Bridge Company, of Pittsburg, have contracted to build the new wrought iron bridge on the Boston, Hartford and Erie road at Middletown, Conn. It will be 1,200 feet span, and will cost $176,000.

Special Agents of the Post Office Department.

The Postmaster General authorizes the statement, for the information of railway companies, that under the recent reorganization of the special agents' service of the Post Office Department no commissions will be issued except to persons actually employed. The number will of course be limited; therefore all commissions signed by Postmaster General Creswell should be duly respected. All other commissions are inoperative and void.

☞ The following gentlemen have been elected directors of the Tebo and Neosho Railroad for the ensuing year: Morgan A. Taylor, N. G. Elliott, J. R. Estell, Harvey Bunce, John L. O'Bryan, Cyrus Newkirk, A. C. Marvin J. R. Barrett Wm. Jennings, Robert Allen, R. H. Melton, P. A. La Due, C. I. Robords, S. R. Gordon, W. A. Shannon.

☞ The net profit of the Great Western Railway Company of Canada for the three months ending April 30, 1869, available for dividend (after deducting interest charges, loss by exchange, &c.,) is $81,710 78, against $79,191 45, in the corresponding period of 1868.

☞ The directors of the New York Central Railroad Company have declared a dividend of four per cent. cash, on the stock and scrip, equal together to $7 20 per share of the stock. A meeting of the stockholders is called for Wednesday, June 30.

☞ Railroad fares in the East Indies amount to about 4.7 cents a mile. The rate for first class passengers from Calcutta to Delhi, a distance of 1,015 miles, is $48, and for second class passengers $24.

☞ The management of the New York Central Railroad has established a new office, that of General Track Inspector and Roadmaster, and has appointed Mr. R. A. Augur, of Batavia to that place.

☞ The branch railroad connecting Cooperstown with the Susquehanna road is nearly completed. It is expected that trains will commence running on the 1st of July.

☞ The Cherry Valley Railroad is progressing finely. It is expected the cars will be running at least as far as Sharon Springs by the last of August.

☞ A recent report on the German railways by the Vienna Board of Trade gives the information that there are 13,639 English miles open for public traffic.

☞ The traffic receipts of the European and North American Railway for the month of May, 1869, were $17,190 73; for the month of May, 1868, $14,746 54—an increase of $2,444 17.

☞ The earnings of the Pacific Railroad of Missouri for the month of May, 1869, were $263,208 43, against $256,562 92 in May, 1868—an increase of $6,645 51.

☞ On Thursday the new line *via* the Camden and Amboy Railroad and the Delaware Bay Railroad to Long Branch was formally opened.

☞ Messrs. Willis, Phelps & Co., of Springfield, Mass., have contracted to construct and equip the Philadelphia and Washington Railroad from Buffalo, N. Y., to the Pennsylvania coal regions, 125 miles, for $3,000,000. The work will be commenced next month.

☞ Work is being pushed forward with great activity on the Lebanon Springs Railroad, in order to get it in readiness for the Summer passenger travel.

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
NEW YORK, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

ROME, WATERTOWN AND OGDENSBURG RAILROAD.—VICE PRESIDENT'S OFFICE, No. 12 College Place, New York, June 12th, 1869—This Company will pay a semi-annual dividend of FIVE (5) per cent., free, on and after the 15th July, to stockholders of record at this date. Transfer books will remain closed from date till the 1st July. Stock registered in New York will be paid at the Mercantile Bank for 60 days. All other at Watertown.

3t25 J. A. LAWYER, Treasurer.

FOR SALE OR HIRE.

4 SECOND HAND PASSENGER CARS, 4 feet 8½ inch gauge. Two seat 60; two 48 persons.

JACKSON & SHARP,
Delaware Car Works,
4t25 **Wilmington, Del.**

To Contractors.



SEALED PROPOSALS will be received by the undersigned until THURSDAY, July 1st, at the office of the ELIZABETH AND PADUCAH RAILROAD COMPANY, in Elizabeth, Hardin county, Kentucky, for the GRADUATION, TRESTLING, BRIDGE and CULVERT MASONRY, including 5,000 cubic yards of Bridge Masonry at Green river, on 40 miles of said railroad, between the 52d section and the town of Greenville, in Muhlenburg county. The work can be reached by steamboat from the Ohio river, to South Carrollton and Rockport, on Green river, or by rail to Bowling Green, and from thence by steamboat to Rockport. Specifications and profiles of the work can be seen at the Company's office in Elizabethtown on and after June 15th.

GEORGE MACLEOD,
Chief Engineer.

Elizabethtown, Ky., May 29, 1869.

EDWARD J. ETTING,

105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern.

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

☞ Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

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FOR SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO —in order to close their concern—offer for sale all the Machinery, Tools and Engineering Plant, situated at their Works, corner of Morgan and Steuben Streets, Jersey City.

The machinery was procured from the best Manufacturers and is in perfect order. A descriptive Catalogue, with price list, will be forwarded upon application to the Company's Agent,

WM. S. AUCHINCLOSS,
Jersey City, N. J.

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PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers.** These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

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Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

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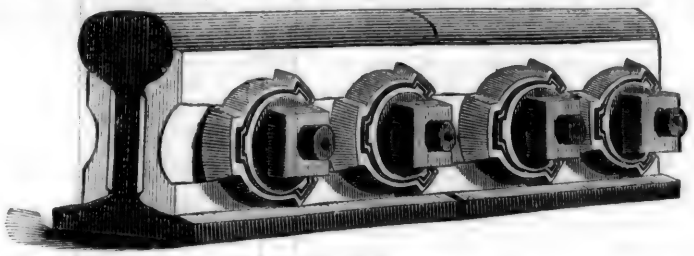
Surveyor's & Engineer's Instruments,

MARINE, OPERA & FIELD GLASSES,

Sextants, Quadrants and Spy Glasses,

141 Water-St., N. Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Sale of Rolling Stock by the United States.

SEALED PROPOSALS will be received by the undersigned, at the office of Messrs. Bristow & Wharton, No. 154 Fourth street, Louisville, Ky., until 12 o'clock, noon, June 20th, 1869, for two Locomotive Engines, nine Box and one Stock Car.

DESCRIPTION OF THE PROPERTY.

No. of Engine.	Builder.	Diam. of Cylinder.	Length of Stroke.	Diam. of Driv. Wl.	Length of Flues.	Diam. of Flues.	Dim's Fire Box.			Motion.	Weight.	Gauge.	When Built.
							Leng'h	Brea'h	Depth.				
		Inch	Inch	Ft. In.	Ft. In.	Inch.	Inch	Inch.	Inch		Ton.	Feet.	
15	Moore & Richardson....	16	22	4 9	11 00	2	53	36	50	Link.	26	5	1859
152	M. W. Baldwin & Co....	16	24	5 0	10 11	2	60	34½	67	"	30	5	1864

The Engines and Cars are in running order, but need repairs. The above property is now on the New Orleans and Ohio Railroad, and can be seen and examined by application to the Officers of that Road, at Paducah, Ky. Proposals may be in detail, or in the aggregate. The United States reserves the right to reject any or all propositions. Terms Cash.

J. B. VAN DYNE,
Receiver for U. S.

WOOD, LIGHT & CO.,
MANUFACTURERS OF
ENGINE LATHES,
From 15 to 100 in. Swing, and from 6 to 30 feet long,
PLANERS,
To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. *Manufactory,* Junction Shop, Worcester, Mass.

THE OFFICE OF
THE MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY
IS PROVISIONALLY LOCATED AT
33 BROAD STREET.
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STEEL & IRON RAILS,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
HEYERDAHL, SCHONBERG & CO.,
22 William Street New York.

EAST RIVER SCREW BOLT WORKS.
RYLANCE & CASKELL,
Manufacturers of Screw Bolts,
No. 433 EAST 25th ST., N. Y.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 21, HENRY CHAUNCEY, CAPT. CONNER, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer HENRY CHAUNCEY received until 4 P.M. on SATURDAY, June 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill and Sixteenth Sts.,
PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

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BROKERS.
New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc., Etc,
48 Pine-St.,
EDWARD P. BIGELOW, JAMES JOHNSTON. } NEW YORK.

WHIPPLE'S
PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**
DETROIT, May 23d, 1869.

ODDIE & CO.,
Stock, Bond & Gold Brokers,
5 and 7 Jauncey Court,
43 Wall street,
NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE,
(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 26.] SATURDAY, JUNE 26, 1869. [WHOLE No. 1,732, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 26, 1869.

Alabama and Chattanooga Railroad.

THE ALABAMA AND CHATTANOOGA RAILROAD COMPANY was organized in October, 1868, by the consolidation of the Northeast and Southwest Alabama Railroad Company with the Wills Valley Railroad Company.

These two latter companies were chartered and organized before the war, and commenced the construction of their respective roads, which were together to form a continuous line of railroad between Chattanooga, in the State of Tennessee, and Meridian, in the State of Mississippi, a distance of 300 miles, and supplying a wanting link in the almost air-line route between New York and New Orleans.

At the time of the consolidation and the date of the execution of the deed of trust under which these First Mortgage Bonds are issued, $3,270,000, at ante-war prices, or $3,270,000 in gold, had been expended upon the two roads. Forty-three miles were completed and equipped and 156 miles graded, and the road bed nearly ready for the superstructure.

The Alabama and Chattanooga Railroad Company also succeeds to the valuable grant of land conveyed to the two former companies from the United States Government, amounting to ten sections of land per mile for all the road lying within the State of Alabama. These lands are located on each side of the road and within six miles from it, amounting to 1,900,800 acres, and comprise tracts of the most valuable iron and coal and cotton lands upon the continent.

The company is not only free from all debt, but with abundant resources in hand to meet any future contingency; the whole enterprise being in the hands of an association of Boston capitalists, of undoubted responsibility, with ample means to push the work to speediest completion. Over three thousand men are now employed upon the road, and the number is soon to be increased to five thousand. Seventy miles are already completed; the whole is under contract and will be finished, so as to make through connection, in about twelve months.

When the entire line is constructed, it will shorten the distance between New York and New Orleans more than two hundred miles, and form the shortest route possible to construct between the two cities. Of the value of the road when completed there is and can be but one opinion. It has long been acknowledged to be one of the most important lines and connections in the entire South. It can have in fact no superior, if indeed equal, south of the Potomac. This statement is not at random, but most thoroughly considered. Aside from its almost necessary monopoly of through travel and freights between New York and New Orleans, the road develops inexhaustible coal fields, of a quality superior to any yet discovered south of the Ohio, and from which all the markets of the Gulf must necessarily be supplied; it opens illimitable deposits of the richest hematite iron ore yet discovered on the continent, in a country with every possible manufacturing facility; and in its southern section it traverses the most productive cotton districts of Alabama and Mississippi.

The bonds now offered are a first mortgage upon the entire road, franchise, &c., limited to $16,000 per mile, bearing eight per cent. interest, payable semi-annually, in New York and Boston, in January and July, and both principal and interest payable in coin.

They are also endorsed by the State of Alabama, but such endorsement can only be secured as fast as the road in sections shall be "finished, equipped and completed" as a "first class road." The provisions of the law on this point are of the most stringent character, imposing individual liability, and a forfeiture to the State of the road, rights and privileges of the charter, in case said endorsement should ever be obtained fraudulently or contrary to said provisions.

At the expiration of five years from the date of the first endorsement, the company are obliged to set aside annually an amount equal to two per cent. of all the bonds endorsed for said company by the State, which amount is to be invested in Alabama State Bonds or in said endorsed bonds, and be delived over to the Governor of the State and held by him as a *Sinking Fund* for the payment and redemption of said endorsed bonds when they become due.

These bonds then are a first lien of $16,000 per mile on a road "finished, equipped and completed, as a first class road," upon which $10,000 per mile, in gold, had been expended before the lien was created, and upon which such additional sum must be expended as shall be necessary to "construct, furnish and equip, a first class road." They are a first lien upon a road whose present receipts exceed all accruing interest, and whose receipts, when completed, both from through and local business, cannot be inferior per mile to those of any other road in the South.

To these considerations is to be added the important fact that the immense tracts of valuable lands belonging to the company can be sold in open market, as fast as the road is constructed, for a sum greater than the entire amount of the First Mortgage Bonds which the company can issue.

The above-mentioned facts alone would, in our judgment, make these bonds a perfectly safe and reliable investment.

But, in addition to the intrinsic value of the security as above stated, these bonds bear the endorsement and great seal of the State of Alabama, whose credit has always stood high and always remained untarnished, whose entire State debt is less than $5,000,000, and whose 8 per cent. currency bonds are now selling at 102 to 104.

Such facts show the character of the securities now offered. We unhesitatingly recommend them to all seeking an unquestionably reliable investment.

We are authorized to offer a limited number of these bonds at par and accrued interest in currency, the right being reserved to advance the price at any future time.

Their superior value as an investment will be apparent by comparing the income derived from them with that derived from Government securities. Ten thousand 5-20's, at present prices, will buy twelve thousand of these bonds. The annual interest upon the 10,000 5-20's will be $600 gold. The annual interest upon these bonds will be $960 gold.

The first installment of $400,000 of these bonds were all taken within three days after they were put upon the market. Subscribers to this issue will be served in the order of application.

SOUTTER & CO., 53 *William St.*,
HENRY CLEWS & CO., 32 *Wall St.*

P. S. As showing the character of the road constructed, we append an extract from a letter written by Governor Smith to the President of the company:

EXECUTIVE DEPARTMENT,
Montgomery, Ala., May 2, 1869.

TO THE PRESIDENT OF ALA. & CHAT. R.R. Co.:

Dear Sir—Since I saw you I have been over the line of your railroad, for the purpose of inspecting it, in obedience to the act of our Legislature, requiring me, as Governor, to endorse your bonds, upon the conditions therein contained. I passed from Chattanooga over the road to two miles below Trenton. I found the superstructure to be unsurpassed by any I have ever seen. In this opinion I am sustained by some of the best railroad men in Tennessee and Georgia, who accompanied me on my tour of inspection.

* * * * * * * * *

I am, very respectfully,
W. H. SMITH,
Governor of Alabama.

The officers and directors of the Alabama and Chattanooga Railroad Company are as follows:

President.—D. N. STANTON, Boston, Mass.

Vice President.—R. M. PATTON, Montgomery, Ala.

Directors.—D. N. Stanton, Francis Dane, I. T. Burr, John M. Courtenay, John Demerett, Wm. Claflin, S. A. Carlton, John C. Stanton, and Lewis Rice, Boston, Mass.; Robert Jemison and R. M. Patton, Ala.; and Wm. P. Rathburn, Tenn.

Treasurer.—I. T. BURR.

Secretary.—A. F. THAYER.

Gen'l Sup't.—J. C. STANTON.

Bessemer Steel Axles.

The attention of Iron Masters and Railroad Men is invited to a tabular statement of tests lately made by Messrs. ALGERNON and PERCIVAL ROBERTS, at their establishment, the "Pencoyd Iron Works," near Norristown, Pa., published in the May issue of the *Journal of the Franklin Institute*, page 290. These gentlemen had undertaken the manufacture, for the Pennsylvania Central Railroad, of Bessemer Steel Axles, guaranteed to stand the test of five blows from a ram weighing 1,640 pounds, and falling twenty feet, the axle being reversed after each blow. To secure this test, each axle is made four feet longer than it is required to be in use, so that a trial piece of this length may be cut off and subjected to the stated number of blows. Wherever the trial piece fails, the corresponding axle is rejected. This method of testing is severe and expensive, yet it seems to be the only one which will insure absolute reliability with a material like this, where uniformity in the product of manufacture has not yet been secured. The tables, themselves, need no explanation, as they speak for themselves, and are so arranged that their various relations are evident on mere inspection.

New Jersey Railroads.

ANNUAL REPORT OF THE UNITED COMPANIES.

At a meeting of the stockholders of the Camden and Amboy Railroad and Transportation Company, in the City of Camden, on the 28th of April, 1869, the General President read the following report, which, on motion, was approved, and ordered to be printed:

To the Stockholders of the United Delaware and Raritan Canal Company, Camden and Amboy Railroad and Transportation Company, and New Jersey Railroad and Transportation Company:

The United Companies, including the Philadelphia and Trenton, own the following property:

1. Sixty-five miles of canal, connecting the Delaware with the New York waters, and forming part of the chain of inland navigation from the Chesapeake to Long Island Sound, and to the Northern lakes; and also forming the main water outlet from the Schuylkill and Lehigh coal fields to New York. It is navigated by vessels carrying as high as 250 tons.

2. Two main lines of railroad, forming two routes between New York and Philadelphia, one of which connects with the roads leading south and west from Philadelphia; the other with the roads through Southern New Jersey. These lines and their branches consist of 165 miles of railroad, of which 104 miles are double and 61 single track. Connected with these are about 60 miles of sidings and terminal tracks.

3. Terminal, station, wharf, and ferry property, shops, dwellings for employees, and other real estate outside of right of way, for the present or future use of the different routes, worth now upwards of six millions, though they cost very much less. The necessity for this arises from the termini of the routes being in the great cities, where property is very dear; from reaching more than one point in each of those cities; from another set of termini of the railroads, where the traffic passes between rail and ferry; and from the extensive accommodations required at the important points through which the lines pass.

4. Rolling and floating stock. This includes upwards of thirty steamboats, used for passenger, freight and ferry purposes, and for towing to and from the canal.

5. A controlling interest in 260 miles of auxiliary railroads, of which 35 miles are also leased, and in bridges, ferries, horse railroads, &c., used in connection with the main lines.

They also lease and operate 31 miles of other railroad, including the "Connecting Railroad" to West Philadelphia, and the line completed last year from Camden, by way of Pemberton, to Hightstown. They thus own, operate, or control 65 miles of canal, and 456 miles of railroad, and, including sidings, &c., 630 miles of track. In this case, as in other short lines between great cities, the apparatus of transportation consists largely in station accommodation and equipment. Its magnitude is not measured by length of line.

The cost of the companies' investment, not including materials, cash, &c., on hand, nor the stock of one company held by its partners, was, on the first of January, a little less than thirty and a half millions; of which sixteen and three-quarter millions was paid for by stock, a little over thirteen millions by debt, and the rest out of the earnings. To purchase the real estate, and to construct the works at present prices, would cost several millions more than this amount.

The receipts of the four companies in 1868, after throwing out amounts received by either company from its partners, were $7,830,525 09—not far short of eight millions.

The number of passengers taken on the trains, including commuters, was upwards of six millions; of whom over 600,000 were carried through from city to city. The passenger receipts of the four companies amounted to $3,629,338 34. The increase, both in number of passengers and in receipts, taking a long series of years, has averaged five per cent. per annum; of course, as in all other cases, rising above that average during the war and in years of excitement, and falling below it during periods of depression. This rate, if it continues, will give a present annual increase of passenger receipts of $180,000.

This additional passenger business will add but little to the expenses. The additional trains placed upon the roads last year, to give full accommodation to the public and stimulate travel, and not yet filled up, will fully accommodate it. The whole number of passenger trains now on the time tables of the roads operated directly by these companies is more than a hundred per day; of which twenty-four, or twelve each way, run through from city to city.

The tonnage moved on the railroads during the year was upwards of a million, of which nearly four hundred thousand was carried through from city to city. The freights amounted to $2,392,017 98.

The tonnage has of late years, on an average, increased fifteen per cent. per annum, or a little more than doubled every five years. Owing to the more rapid increase of low-classed tonnage, the freights do not increase so rapidly. Their general average has been a little more than twelve and a half per cent. per annum, doubling in six years. At that rate the increase of freights should be $300,000. The removal of the transit duties which dammed back the freight, and other causes hereafter referred to, should increase this amount. The increase of expenses may be two thirds of the increase of freights.

The freight expenses are large in proportion to the receipts, for the reason that the handling, ferriage and other expenses, independent of distance, are often, owing to the position of the route, with a ferry and terminus in a great city at each end, necessarily more than the expense dependent on distance. This fixed cost being added both to the freight proper and to the expense due to distance, very much diminishes the per centage of excess of the former over the latter. On long lines these fixed expenses are but a small part of the whole; in these short lines, a large part.

The increase of tonnage and removal of transit duties will now justify a cheap freight system, separate from the fast freight, (as coal is,) by which much expense can be saved; and the new terminus at Harsimus, when made, will save ferriage to New York, and expensive handling and accommodations there.

The tonnage of the canal in 1868 was over two and a half millions; the receipts, $912,107 77. Its increase is very irregular, stopping when new coal outlets are made, and after a while rising suddenly. It may be averaged at seven per cent. per annum, which would give $65,000 increase, with almost no increase of expenses.

The receipts of the companies are large and increasing. The great effort is, to diminish expenses by rigid economy and by money-saving improvements.

During the last year, besides the expenses of new trains and the working of fifty miles of new road—the business of which is only partially developed—extensive renewals of bridges, steamboats, rails, &c., far more than belonged to the year, and the utter failure of the peach crop, for which extensive preparations were made,* has considerably reduced the apparent net gain. It was best for the stockholders to put their work in a high state of efficiency, ready for the expected period of activity, rather than make a more flattering exhibit of net profits.

When, during periods of depression, the receipts fall below the normal line of increase, they commonly rise suddenly to or above that line when business revives. The increase this year will depend on the general business activity, of which these works are a thermometer.

The companies are in possession of a location between the two great cities of the continent—on the shortest practicable route between the commercial centre and the whole South and South-west—on one of the great highways to the West and North-west—over which an immense traffic must soon pass—from which, in two or three years the receipts will probably be ten millions of dollars per annum. The combination in their hands, of a canal and two lines of railroad, giving the best means for carrying each kind of traffic; their three termini at eligible points in each of the great cities; their connection with all the roads radiating from Philadelphia; the branches that feed their main lines; and the possession of the best facilities along their lines to secure the local business; give them great advantages in addition to those of their general location. If any railroad anywhere is profitable, theirs should be so.

But, to avail themselves of all these advantages, the companies must fully occupy the ground now in their possession; complete, and, when necessary, increase their facilities to meet the increasing traffic. Not to do so, would be like allowing a valuable farm to lie idle, or half idle, to save the cost of plows. But besides the direct gain from providing ample facilities, the geographical position of these companies' works will not permit them safely to consider theirs as merely local roads. If they do not prepare to take all the business that comes from far and near, somebody else, that will prepare, will take the increase, and part of the present business over the same ground.

The growing tendency to consolidate separate links of railroad into long chains, will soon bring under one control a continuous line of nearly 1,000 miles from Philadelphia to St. Louis; with perhaps as many miles more branching from it. Under the same tendency, the long lines converging to Philadelphia and to Baltimore may seek separate outlets to New York, which, in some cases, would not add more than five or ten per cent. to their mileage of road, though it would add vastly more than that to their investment. Such separate outlets, if made, would not only divert the business brought by those lines from the works of the United Companies, but would also compete for their other business. It is therefore their true policy to make it the interest of those lines to continue always to use the works of these companies as a common trunk; and this only requires capacity to take their increasing traffic on remunerative terms.

In pursuance of this policy, or this necessity, a large increase of capacity has been created since the consolidation (and made more important by the consolidation) in additional tracks, wharf and station room, and rolling and floating equipment. Capability for still larger increase, when necessary, has been obtained by securing, while it could be had, room for expansion.

* The peach freights in 1867 approached two hundred thousand dollars; last year almost nothing; they promise this year to be larger than in 1867.

Several serious difficulties that formerly stood in the way of the companies' prosperity have recently been removed. The main upper line of railroad has been straightened and all double tracked. That line has been connected with the roads leading South and West. Its separate fragments have been united in one interest and under one management. The transit duties—sometimes prohibitory, generally obstructive to traffic—have been abolished. The companies may now safely improve in front of their lands on tide water, under an irrepealable grant from the State; and the companies have secured the best site on the west bank of the Hudson for a great terminal depot—essential to their future business. Each of these adds value to the rest. Without each of them their operations would be embarrassed. The road to solid prosperity is now fully opened.

The situation of the companies' railroads invites a very large freight traffic. But the transit duties by rail, which were fifteen cents per ton between the Delaware and Raritan and 27 between the Delaware and Jersey City—that is, from a quarter to half a cent per ton per mile—prevented the extensive carriage of low priced property by rail. To carry such property economically on these roads, it must be carried in large quantities, separate from fast freight; and to get such quantities requires low rates. Increase of transit duties from increase of quantities combined with low rates would have left no profits. Owing to the higher tax to Jersey City, no freight was sent that way if it could be avoided; and until lately little preparation for it was made there. But these duties are now abolished, and the Companies' State taxation commuted at not quite $300,000 per annum. This gives them the free use of their own works. Their policy should now be, by moderate, though paying, rates, to stimulate every branch of freight transportation. The traffic between the great cities, at the ends of the route, is capable of indefinite increase.

The companies' works, all terminating on, and at other points coming in contact with, tide water—where interchange from canal to open river, and from rail to water carriage is, or may be, required—made it proper to secure a considerable extent of water front, to be improved when wanted for use. Of late, embarrassing doubts have arisen about the right to reclaim outside of high water mark—the State claiming the title to all lands under tide water. The companies, in order safely to improve along these lands when necessary, have recently purchased the right to do so from the State.

The union of the New Jersey Railroad Company with the other companies, and the abolition of transit duties, make it advantageous to the combined interest to send much additional traffic by way of Jersey City, and to secure ample accommodations for that traffic on the waters of the Hudson River. The accommodations required are not merely for a system of local roads extending one or two hundred miles, but for lines extending thousands of miles, seeking outlet over this road.

The New Jersey Railroad Company already had an extensive frontage on the river, but this, though very valuable for passenger, ferry, steamship, and other purposes, could not be made to accommodate a large freight business.

Harsimus Cove, less than half a mile north of the Jersey City ferry, and immediately south of the Erie terminus—directly opposite the business part of the city of New York, the only unoccupied space for two or three miles along the river front, seemed reserved by Providence for this purpose. The companies bought seventy acres of it, fronting 1,300 feet on the river, and extending inland nearly (at one point quite) half a mile from the bulk head line. This may not be as large a tract as some of the neighboring railroad companies have, but it can be made more valuable than any other.

The objects and advantages of this project are—

First.—It will give room—which must be had somewhere—for the rapid increase of freight traffic. If these companies do not provide such room, that traffic will force open new channels alongside their own. Some of the increase may be carried advantageously by way of Amboy, but much of it must, to avoid delay and expense, go direct to the Hudson River.

Owing to the opening, by the consolidation, of a new freight route over the New Jersey Railroad; to the improved connections South and West; the opening of new branches; the rapidly increasing manufactures along the line; and especially the abolition of transit duties; the tonnage, instead of doubling in five years, as heretofore, will probably double in three or four years. It is now rather more than a million of tons, of which 600,000 tons reach the waters of the Hudson River. The increase could not be economically disposed of on the present ground.

The requisite amount of eligible room, considering the cost of getting to it, could have been obtained nowhere else at less expense. There is no other suitable and central spot unoccupied.

Additional tracks and rolling stock can at any time be added when wanted. With an extension of the signal system now in use on these roads, the number of trains over the same track can be greatly multiplied. But room for deposit must be provided beforehand.

Second.—After business becomes established at Harsimus, the railroad freights on a very large class of articles will be as good to that point as to the other side of the Hudson. The saving to the company of ferriage, of wharf rent in New York, and the less cost of handling at Harsimus, will amount at present prices to half a dollar a ton. This on 600,000 tons will be $300,000 per annum—enough to pay the interest on the whole investment.

The great drawback to the profit of the freight business, as already pointed out, is the heavy ferriage and terminal expense. Harsimus will save it where now heaviest.

The lower part of the city of New York is the counting house of the continent. There is not room for all the storage that will soon be required; it is already seeking the opposite shores of the waters that environ the city. It will be most valuable where rail and water carriage can be made to meet; and this will be on the west bank of the Hudson.

Want of wharfage room in New York is also driving the shipping across the river. Already three important steamship lines are on the west side of the river, one of which—the Cunard—occupies a part of these companies' property at Jersey City. When the wharves and ship canals at Harsimus are completed, it will be at least as desirable a point for steam and other shipping as any on the river. It must become an important commercial depot.

New York is not one point, but many. Transportation from one point to another (as in or about any great city) often costs as much as fifty or a hundred miles of rail transportation. Hence, to a great degree, terminus controls route. Shipping, lighterage, ferry, cartage, storage and rail all meet at this one point, and an immense saving will be effected in passing goods from one to another. That saving must inure both to the benefit of these companies and their customers.

Third.—This terminus will protect the companies' business. The first two miles of any great railroad from the Hudson River westward, including such extensive terminal facilities, as the roads terminating there are making, would cost as much as two hundred miles of ordinary railroad through a level country. Connecting lines can therefore well afford to pay for such an outlet and such facilities as are here provided; either specifically for the accommodation, or by sending their traffic over the route on fair terms. They cannot afford to go elsewhere, for they cannot elsewhere find facilities so complete. This is far better than paper contracts, or, if such a thing were to be thought of, than legislative guaranties.

Fourth.—The railroad passes through a large

city, and occupies the centre of it, without interference with or by streets.

Fifth.—The wharf and ground rents where storehouses will be built by connecting railroad companies, by transporters, by steamship lines, and by warehousemen, will be very large. This was not the object of the enterprise, but will yield a very great incidental profit. Harsimus is not a real estate speculation, but a railroad necessity. Nevertheless, one, two or three hundred thousand dollars a year, incidentally gained, will be very acceptable.

When the storage system becomes fully established in New York, the value of this point will be greatly increased, as goods arriving either from abroad or from the interior, even when destined for the city, will be stored till used.

Sixth.—Railroad lines approaching Jersey City from other directions, can get an outlet here for which they can afford to pay a very large amount, rather than go to the expense of making an independent one. Already parties are applying, whose business, if taken, is expected to yield, in two or three years, $100,000 per annum. The companies can get this incidental gain, without injury to their own business.

It is not proposed to go on immediately with the Harsimus improvement. For some time, by the help of other improvements now in progress, the traffic can be accommodated elsewhere; and however confidently its rapid increase may be looked for, it is thought best to wait till it is certain; and when the improvement is begun, it is proposed to go on with it only as fast as it can be brought into profitable use; and it is hoped that the price of labor and materials will hereafter become more moderate. The whole work may not be executed in some years.

But the Companies have taken warning from the serious evils so often suffered by railroad companies from neglect to secure room for their growing business while it is possible to get it.

Other improvements may be deferred; but land in the right place must be got before it is otherwise appropriated.

If this property had not been secured when it was, it would probably have fallen into the hands of a competing company already interested in a large tract, of which this was a part, and who insisted on and got their share in land. Notwithstanding the unexpectedly large award of half a million to the State for its grant, the property would doubtless now sell for much more than it cost.* But the loss to the companies by any sale of this property would be irreparable. The abolition of transit duties greatly increases the value of it by giving free access to it.

The high speeds now necessary for some of the passenger trains on the upper line require that all curvature should be as easy as possible. A mile radius has been or will be attained, whenever possible, without too great cost. The increase of safety and saving in wear of machinery will amply repay the expense.

At Newark a new bridge is under construction across the Passaic, and a detour in the line will be avoided, which will save five minutes in the time of the fast trains. If their whole time of passage remains the same, this will save, in wear of track and machinery, fifteen or twenty thousand dollars per annum.

New wharves have been built near Jersey City ferry to occupy fully the whole valuable frontage on the Hudson at that point and give room for the present freight business going there.

In any improvements the Companies may make, safety and efficiency only will be considered; nothing expended for fine work or unnecessary excellence. Of course, in passenger accomodations, the ordinary regard to appearance will be had.

The great cities form natural termini of these works, and forbid any indefinite expansion or distant investments or entanglements other than mere working arrangements. The only expansion that should be made is in breadth and base, so as to increase solidity. These works are a funnel—to be enlarged in diameter when necessary, but not in length.

A prosperous railroad is never finished. As the business increases, equipment must increase, and the greater the posperity, the greater the expenditure. Of course, this expenditure should not be made till necessary to increase traffic, or save an annual expense exceeding its interest. An increase of ten per cent. on the business of these Companies would give at present rates over three-quarters of a million increase of receipts, and a quarter of a million increase of net profits. This would not, as heretofore, be attended with increased State taxation. This increase of business would require increased investment in rolling and floating stock, and other accommodations dependent on amount of business, of half a million. The dividend of ten per cent. on this would be one-fifth of the increase in net profits.

Some other expenditures on the railroads besides Harsimus, not proportional to amount of business, will be required to perfect the lines and secure room for future enlargement.

An Act of the Legislature of New Jersey has been obtained, authorizing the increase of the stock of the Companies in New Jersey sixty per cent. It was thought best to get authority for so large an increase in order to avoid the necessity of making such an application for many years to come, if ever. When the money may be wanted and the stock issued, will depend on the Companies' prosperity. If the business does not increase, further investment will stop. It is now under consideration to issue scrip on stock to the extent of ten or twenty per cent. on the present stock of the four Companies, to be offered pro rata to the stockholders.

During the past year the directors have been called to lament the death of three of their colleagues, all prominent members of the board. One of these was the venerable James Parker, for half a century one of the eminent public men of New Jersey,—an active advocate, in concert with Neilson, Simpson and others, for the construction of the canal, long before it was actually undertaken,—an efficient sustainer of the bold hand of Stockton in carrying it through. He was one of the original directors of the Canal Company, continued a director for almost forty years, and for many years was chairman of the Joint Board.

Another was Edwin A. Stevens, one of those remarkable brothers, who projected and constructed the Camden and Amboy Railroad, and risked their fortune in it, while most men wondered at their temerity. Their more remarkable father, who, in 1803, built and run an experimental steamboat, propelled by a screw, or "circular scull," as he called it, with proportions very like the best now in use, predicted in 1812, that wagons would be driven across New Jersey by steam, at the rate of twenty miles an hour; and if he had found any support would have attempted to make such steam wagons. The father lived a generation too early. The dawn of the present age enabled the sons to carry out his ideas and their own. Mr. Stevens was a director of the Camden and Amboy Company from its organization in 1830 till his death in 1868; and from 1856 till 1867 was president of that Company.

The other was John L. McKnight, who for many years was a director of the Camden and Amboy Company, and, since the consolidation, a member of the Executive Committee. No man felt a deeper interest in, or acted with a more single eye to, the welfare of the Company, and no man counseled more wisely how to promote it.

By order of the Joint Board.

ASHBEL WELCH,
General President of the United Companies.

*From the published statement of real estate sales, it appears that a neighboring railroad company have just bought a tract of eleven or twelve acres of the same kind of property as Harsimus, half a mile further north, fronting 260 feet on the river,—certainly no better situated,—for $550,000. This is some three and a half times as much per acre as Harsimus Cove.

The receipts and expenses of the United Companies and of the Philadelphia and Trenton Railroad Company, in 1868, not including receipts by one of the companies from another, were as follows:

RECEIPTS—RAILROAD.		
From passengers, United Companies		$2,778,483 00
From passengers, Philadelphia and Trenton Railroad Company		850,855 34
		$3,629,338 34
Freights, United Co.'s	$2,294,210 85	
Freights, Philadelphia and Trenton Railroad Company	97,807 13	
		2,392,017 98
Mails, United Co.'s	$31,112 87	
Mails, Philadelphia & Trenton R. R. Co.	10,125 00	
		41,237 87
Miscellaneous, United Companies	$46,574 66	
Miscellaneous, Philadelphia and Trenton Railroad Company.	4,455 61	
		51,030 27
Total railroad receipts		$6,113,624 46
EXPENSES—RAILROAD.		
For railroad, United Companies	$3,276,210 46	
Railroad, Philadelphia and Trenton, not including paid Camden and Amboy for cars, &c.	483,712 00	
Steamboat	216,464 74	
		4,076,387 20
Net receipts railroad business		$2,037,237 26
Receipts Delaware and Raritan Canal	$912,107 77	
Expenses Delaware & Raritan Canal	325,560 56	
Net receipts canal business		586,547 21
Receipts steam towing	$499,358 37	
Exp'nses steam towing	432,257 33	
Net receipts steam towing		67,101 04
Receipts, miscellan'us, auxiliary, &c.	$373,934 49	
Deduct dividends of one company from another	68,500 00	
		305,434 49
Toal net receipts		$2,996,320 00
RECAPITULATION.		
Gross receipts:		
Railroad		$6,113,624 46
Canal		912,107 77
Steam towing		499,358 37
Miscellaneous, auxiliary, &c.		305,434 49
Total gross receipts		$7,830,525 09
Expenses:		
Railroad	$4,076,387 20	
Canal	325,560 56	
Steam towing	432,257 33	
Total expenses		4,834,205 09
Net receipts		$2,996,320 00
Taxes and transit duties, United Companies	$418,452 86	
Taxes, Philadelphia and Trenton Railroad Co.	50,428 86	
		$468,881 72
Interest, United Co.'s	$753,689 48	
Interest, Philadelphia & Trenton Railroad Co.	12,519 00	
		766,208 48
General expenses		125,005 47
Profits carried to undivided earn'gs.		$1,636,224 33

The expenditures for construction and investment during the year 1867 and 1868, were as follows:

Delaware and Raritan Canal including an additional outlet lock at New Brunswick, extension of wharves, real estate, &c.	$199,143 42
Real estate, for railroad purposes	343,234 81
Harsimus Cove property and Right of Way to it	685,528 37
Wharves at Jersey City, depots and buildings	413,046 05
Extension of shops and machinery	106,198 32
Increased value of steel rails, replacing iron, and increase in iron rails	232,267 60
New ferry boats at Jersey City, new freight steamboat and new tugs	324,930 14
Locomotives	185,504 18
Cars	267,571 17
Grading and bridging for new tracks	60,428 31
Other expenditures on the main lines	214,953 10
Investment in auxiliary works, including preparations for a large increase of coal traffic on the Belvidere Delaware Railroad, increase of West Jersey, and of Camden & Burlington County Railroad and other stocks, and payment of a loan of $200,000, &c	989,888 29
	$4,022,693 76

The railroad lines owned, operated, or controled by the United Companies, are as follows:

1. Owned directly by the companies:

	Miles.
Philadelphia and Trenton, (Kensington to Trenton, Delaware Branch,) all double track	26.6
Trenton to Jersey City, all double track	57.1
Jamesburg to Monmouth Junction	5.5
Camden to Amboy, 20 miles double track	61.2
Bordentown to Trenton	6.1
Monmouth Junction to Kingston	4
Princeton Branch	3
Other branches	1.5
Total	165.0

2. Roads in which the companies have a controlling interest:

	Miles.
Rocky Hill to Kingston	2.5
Burlington to Mount Holly	7.1
Mount Holly to Junction of Camden and Amboy Railroad, near Camden	16.5
Pemberton to Mount Holly	5.9
Vincentown Branch	3
West Jersey to Bridgeton	37
West Jersey, Millville to Glassboro	22
Cape May and Millville	41
Salem Branch	17
Freehold and Jamesburg	11.5
Millstone	6.6
Perth Amboy and Woodbridge	6.4
Belvidere Delaware	68.7
Flemington Branch	11.4
Total	259.6

3. Other leased roads:

	Miles.
Connecting railroad	6.8
Pemberton and Hightstown	24.5
Total	31.3

The rolling stock consists of: 128 locomotives, 193 passenger, 40 baggage and mail, 612 house and stock, and 478 platform, marl and lime cars.

The floating stock is as follows: 3 passenger, 12 ferry, 4 freight, and 14 towing steamboats. 5 freight barges, (three of very large size,) 10 car floats, carrying eight to ten freight cars, 20 schooners, 21 coal barges, and 77 canal boats.

In addition to the above, each auxiliary has an equipment of its own, including on the Belvidere roads, over five hundred eight-wheeled coal cars.

CONDENSED BALANCE SHEET *of the United Companies, including the Philadelphia and Trenton Railroad Company January 1st, 1869.*

COST OF PROPERTY.

Delaware and Raritan Canal and equipment		$4,580,394 70
Camden and Amboy R.R. branches, real estate and equipment, including steamboats		11,221,696 63
New Jersey Railroad, real estate and equipment		7,341,277 93
Philadelphia and Trenton Railroad, including real estate		1,704,267 37
Total owned directly by companies		$24,847,636 63
Interest in auxiliary works, viz:		
By Delaware and Raritan, and Camden and Amboy Railroad and Transportation Company Stocks, not including Philadelphia and Trenton stock	$2,713,015 00	
Bonds and advances	1,482,573 77	
By New Jersey Railroad & Transportation Company st'ks	921,170 00	
Bonds and advances	294,109 88	
By Philadelphia and Trenton Railroad Company stocks	161,455 56	
Total, not including $765,000, stock of one company held by the others		5,572,324 21
Total stocks	$3,795,640 56	
Bonds, &c.	1,830,683 65	
Unappropriated material on hand		320,288 81
Cash on hand		864,924 83
		$31,605,174 48

This does not include the amount payable to the State of New Jersey for the Harsimus grant, which had not yet gone into the books on the 1st January.

LIABILITIES.

Stock of the Camden and Amboy Railroad and Transportation Co.		$5,000,000 00
Stock of the Delaware and Raritan Canal Company		4,999,968 75
Stock of the New Jersey Railroad and Transportation Company		6,250,000 00
Stock of the Philadelphia and Trenton Railroad Company		1,259,120 00
Total stock on the books		$17,509,088 75
Deduct stock of one company held by another		765,000 00
Total in hands of stockholders		$16,744,088 75
Funded debt, viz:		
Delaware and Raritan Canal and Camden and Amboy Railroad and Transp. Companies	$9,865,645 00	
New Jersey Railroad and Transportation Company	1,004,000 00	
Special bonds	655,900 00	
Other indebtedness	1,560,734 90	
Total indebtedness		13,086,279 90
Sinking fund and suspense account New Jersey Railroad		293,974 21
Undivided earnings out of which the Jan. dividend was declared, viz:		
Delaware and Raritan Canal, and Camden and Amboy Railroad and Transp. Companies	$728,431 13	
New Jersey Railroad & Transportation Co.	112,236 61	
Philadelphia and Trenton Railroad Co	640,163 88	
Not including amount payable to the State, as before mentioned		1,480,831 62
		$31,605,174 48

The dividend paid to stockholders out of the above, and United States tax, was $878,003 25. The rest of the undivided earnings have been used in construction.

The Permanent Loans of the United Companies, included in the above statement, were, on the 1st Jan. as follows:

LOANS OUTSTANDING—CAMDEN AND AMBOY.

English debt, £337,250@$4.84		$1,632,290 00
Extra dividend loan overdue		2,195 00
Loan due in 1870		323,220 00
" 1875		675,000 00
" 1883		1,700,000 00
" 1889		867,000 00
Consolidated loan due 1889		4,665,940 00
		$9,865,645 00

New Jersey Railroad and Transportation Company:

Bonds due 1875	$300,000 00	
" 1878	450,000 00	
" State of N. Jersey	100,000 00	
New Loan United Co's.	154,000 00	
		1,004,000 00
		$10,869,645 00

Since the 1st of January, a six per cent. sterling loan of £369,200, equal to $1,846,000, payable, in 1894, with a sinking fund, has been negotiated in London.

New York and Albany Railroad.

At a recent meeting of the Board of Directors, it was determined to prosecute this enterprize with the necessary zeal and energy to effect its speedy accomplishment. The President was directed to secure the services of John H. McFarland, Esqr., of Salem, Washington County, who has had large experience and success in enterprises of this character. This the President has done, and Mr. McFarland will, in a few days, commence the work of increasing the subscription to the stock of the road.

A very perfect survey of the road has already been made under the supervision of Mr. Wentz, one of the most accomplished civil engineers in the country. If the citizens of Albany and those residing along the line of the road, will at once and without delay respond to the call for subscriptions, fifty-two miles of the road, from this city to Kingston, can be put under contract in the month of September next; and when completed, there will be a continuous line of railway, on the west side of the river, from Albany to Jersey City.—*Albany Journal.*

☞ The Belfast and Moosehead Lake Railroad has been leased to the Maine Central Railroad Company for the term of fifty years. The lease provides that if the Belfast and Moosehead Railroad is built to Burnham, the Maine Central Company shall pay six per cent. per annum on a cost of $800,000; if built to Newport, the amount to be paid is 5½ per cent. on the cost, which is not to exceed $1,000,000. The lease has been signed by the directors and ratified by the stockholders of both companies.

☞ The Albany *Journal* says a meeting has been held to organize a company to construct a railroad from Schuylerville to Mechanicsville. It is also proposed to build a road from Saratoga Springs to Schuylerville, there connect with the Champlain canal, and ultimately form a connecnection with the Troy and Boston road at Union Village.

☞ John F. Barnard has been appointed Superintendent of the Missouri Valley Railroad, vice Col. A. G. Gower, resigned.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,860,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Apl.'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	18,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	Apl '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & Newt'n..100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	N. '68 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Feb. '69 4
Cambridge Horse (Bost'n)100	727,900	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	----------
Cape Cod Branch 60	721,926	J. & J.	Jan.'69 3½
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J	July.'69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan.'69 2½
Central Ohio.....100	2,800,000	J & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Apl.'69 2
Cheshire, preferred 100	2,017,825	Annual.	Jan.'69 4
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref...100	2,426,400	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy .. 50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,566,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5
Cincinnati City Passenger...	----------	J'n &J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'69 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	F'b.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleve., Painsv. & Ashta...100	8,750,000	J. & J.	Jan'69 4½
Cleveland and Pittsburg... 50	5,424,091	J AJ &O	Apl. '69 2
Cleveland and Toledo*.... 50	5,000,000	J. & J.	Jan.'69 4½
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jun.'69 3½
Concord..... 10	1,500,000	M. & N.	May '69 5
Concord & Portsmouth ...100	350,000	J. & D.	Dec'68 3½
Coney Island & Brooklyn 100	800,000	----------	----------
Conn. & Passum'o. Rivers 100	139,000	----------	----------
Do. C... pref 100	1,822,100	J. & J.	Jan.'69 3
Connecticut River..... .00	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norw'k ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do. do. pref 100	1,987,351	J. & J.	J'ly '69 3½
Eastern (Mass.).....100	8,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	664,600	----------	----------
East Tenn. and Georgia....100	2,369,730	----------	----------
East Tenn. and Virginia...100	667,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,539,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6'4,300	----------	----------
Evansville & Crawfordsv.100	1,143,448	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	----------	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jul. '69 5
Hannibal and St. Joseph.10	1,900,000	----------	----------
Do. do pref.10	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... .100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 10	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,800,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lackawanna & Bloomsb... 50	1 326,000	----------	----------
Leeds and Farmington*.....	----------	----------	Jan.'69 2½
Lehigh and Mahanoy..... 50	2,158,555	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Apl.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint*.100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,125	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati.... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Mich. So. & North. Ind. ...100	10,059,400	F. & A.	Feb.'69 4
" " guaranteed.100	586,800	F. & A.	Feb.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
" " " 2d pref.100	----------	----------	----------
Milw. & St. Paul..... .100	7,151,069	J. & J	J'n'69 1½
" " " pref.....100	8,188,272	J. & J.	Do. 9a10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Dec'68 7a
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... 100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck..... .100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	Jan.'69 4
New Haven & N. London..100	788,638	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern.....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates..100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	Jan.'69 5
N. Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,618,900	F.M.A.N	May'69 2
North Eastern (S. C.) pref.100	156,000	----------	May '67 4
Northern of N. Hampsh..100	3,06',400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5a
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,269,000	J.A.J&O	Jul. '69 2½
Old Colony & Newport ...100	4.848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama..... .100	7,000,000	J.A J&O.	Apl. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	Jan.'69 3½
Paterson and Hudson Riv100	630,000	J. & J.	Jan'69 3½
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	Jan.'69 5a
Do. Do. preferred. 50	1,551,800	J. & J.	Jan.'69 5a
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 1.0	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt..... 50	2,058,300	J. & J.	July'69 4
Philadelphia City 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '65 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	Apl.'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	----------	----------	----------
Rensselaer and Saratoga ...100	2,600,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	647,100	----------	----------
Rich., Fred. and Potomac.100	1,041.800	----------	----------
Rockport ..... .100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred..... .100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300.000	----------	----------
" " " pref.100	2,400,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,241	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... .100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. 68 3
South Western, Georgia...100	3.203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook ..... .100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------- 3½
Summit Branch..... 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch ..... .100	250,000	J. @ J.	Jan.'69 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan.'69 6
Third Avenue (N. Y.)....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West...100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,476	J. @ J.	Jan.'69 3
Utica and Black River.....100	834,400	J. & J.	Jan.'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... .100	1,547,650	----------	---------- 3½
Worcester and Nashua ... 75	1 52,500	J. & J.	Jul.'69 4

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Feb.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	6,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,350	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation ..... .100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec'68 2
Central Coal ..... .100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----------	J. & J.	Jan. '69 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... .100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... .100	10,000,000	FMA&N	Apr.'68 5
American Express ..... .100	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	FMA&N	----------
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,290	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,083,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,004,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	1,209,934	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,126,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,961	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	313,130	434,318	488,388	530,871	429,785	380,034	4,683,805
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	256,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,683	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,689	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	480,287	630,844	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,860	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,830	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,037	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,637
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	748,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	457,642	5,122,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	732,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 439,062
1866	559,982	490,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	642,416	525,497	627,900	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,552	166,015	222,953	198,884	244,834	212,227	177,364	2,270,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144.001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,388
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,094
1869	284,192	265,137	242,705	311,833	312,529	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,285	32,378	33,972	63,862	82,147	68,180	59,862	75,677	92,715	61,770	37,830	689,382
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,035
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,330	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,564	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	121½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,400	6	" "	1881	117
..... coupon		6	" "	1881	121½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	116½
(5-20s).....coupon		6	" "	1882	122
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	116½
(5-20s).....coupon		6	" "	1884	116½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	116½
(5-20s).....coupon		6	" "	1884	117½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	117½
(5-20s).....coupon		6	" "	1885	118
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	115½
(5-20s).....coupon		6	" "	1886	119½
.. .. 3d series (5-20s)...registered	379,534,450	6	" "	1887	119½
(5-20s).....coupon		6	" "	1887	119½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	115½
(5-20s).....coupon		6	" "	1888	118½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
(10-40s)....coupon		5	" "	1904	108
Union Pacific R. R. Bonds .....(currency)	58,038,320	6	Jan. & July.	'95-'99	106½
Certificates of Mar. 2, 1867, and July 2, 1868...	53,075,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	132,100	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	222,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	.....	Due.	....
Treasury Notes (7-30s).....	35,000	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,956,350	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,610	var	.....	Due.	....
U. S. Notes (greenbacks).....	389,511,567	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	67
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	90½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	132
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1886	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	96
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	83
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100½
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1883	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	67
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	90
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	99½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	93
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	109
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	" "	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	126½
.. —	720,000	6	" "	'74-'75	120½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63..	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	109
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans payable in coin....	13,734,000	6	" "	'82-'90	91½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	....
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	104
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102¼
.. —	5,726,800	6	" "	1873	100
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
.. — .. Bonds.....	22,186,000	7	" "	1877	111
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	59
.. — .. (new).....	3,059,045	6	" "	'92-'98	55
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	98
.. —	4,724,000	5	Various.	'72-'82	94
.. —Inclined Plane Loan.....	112,000	4½	Jan. & July.	1882	....
.. —Redemption Loan of 1867.....	400,000	6	April & Oct.	1879	....
.. —	4,907,150	6	Feb. & Aug.	1872	105½
.. —	7,909,600	6	" "	1877	108
.. —	9,273,050	6	" "	1882	100
.. —Military Loan.....	910,200	5	" "	'72-'87	....
Rhode Island—War Loan of 1861.....	2,820,750	6	" "	1871	103
.. — .. of 1862.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1863.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	71½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	63
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	60
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	48½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	67½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	98½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	5*	Jan. & July.	London.	1880	....
Loan for $500,000	2,195	6	April & Oct	New York.	1867	....
Loan for $800,000	323,220	6	" "	" "	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1876	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	99½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	95
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	100
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	99
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	74½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	75½
Consol. S. F. Mort. ($5,000,000)	185,000	7	May & Nov.	" "	1900	67

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	101½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	83½
2d Mortgage	816 000	7	" "	" "	18—	80
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	96
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93½
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	515,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,910,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	....
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	87½
Greenville and Columbia:						78
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	123
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						....
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						....
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	'67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	"	" "	1891	....
Hudson River:						....
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	....
1st Mortgage	1,936,000	7	" "	" "	1870	104
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	....
3d Mortgage	183,000	7	May & Nov.	" "	1875	101
Huntington and Broad Top Mt.:						100
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						25
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	
Jeffersonville, Madison & Indian.:						....
1st Mortgage	1,980,000	7	April & Oct	New York.	1906	
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						....
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage		7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885	....
2d Mortgage		7	April & Oct.	"	1880	....
2d Mortgage (Extension)		7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	80–87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000		7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	93¾
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8		" "	18—	104½
2d Mortgage (P du C.)	739,000	7.3		" "	18—	93
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —		18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,080	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1900	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	90½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	88½
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	58
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	86
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage		6	— & —	Baltimore.	187	95
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	90
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	95
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	108,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	91½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	90
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	98½
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	97½
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	73
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	92
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	80
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equips. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct	New York.	1890	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	97
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1862	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,080,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	92½
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	13
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C. R. R. Co., N. J.	2,000,000	7	Jan. & July.	New York.	1886	96½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars. Pass.	Rolling Stock: Cars. B. M. E.	Rolling Stock: Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,557,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	.....	.....	.....	201,000	195,000	.....	.....	—	(Leased	to Cheshir	e.)	.....	7 000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	.....	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,925	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,226	447,708	404,447	3,824,909	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	914,563	.....	.....	1,080,740	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris .. N. Y.	198,096	18,568	2,000	12.710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	200	137	27	3,846	Baltimore and Ohio ¶ .... Md. & W. Va.	22,591,011	4,609,645	12,904,200	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	120½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	525,435	.....	—	100	23½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	208.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	8	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	—	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	120	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	153½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,348	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,950,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.L.Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	23½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1 891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,088	234,805	8	500	134
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,7 2	4,299,724	—	306,973	976,017	119 4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	140½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,815	3,360,000	94,382	203,6*9	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	133
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5.000.000	—	36,352	1,208,263	68.6	783,666	44.117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb .... N. Y. & Penn.	1,101,022	18,052	.....	139,078	359,640	600,000	298,511	—	43.2	20,735	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,362,220	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	.....	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,008	*	.....	.....	950,000	2,395,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,980	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	129
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7 1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	.....	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	66⅔
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,848	.....	.....	.....	188,195	125,000	20,848	—	18.8	27,500	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	—	—	(Operat	ed by Wes	t Jersey.)	100.576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.0	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L.	and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9.777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,966,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64 0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,604,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	107
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	3,100,000	*	.....	.....	5,000,000	2,500,000	66,631	—	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	27
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5.000,000	15,000.000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200.000	—	100	....
Dec. 31, 1867	60.0	—	....	45.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	102,000	15,340	1,500,000	324,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14.145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,980	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	663,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,568,643	1,987,896	10	100	157
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy .. Illinois.	14,777,344	3,205,408	644,445	1,158,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	190
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	60	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5.487	Chicago and N. West'n. Ill., Wis. & Mich.	47.547,196	*	1,684,908	1,509,092	30,911,963	18,073.400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741.200	10s	100	80
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,453	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,596,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	117½
Jun. 30, 1867		Less	ces	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern ..... Ohio	620.000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945.670	999,198	1,384,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee .... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22.121	—	100	....
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	54.000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818.233	120,452	700	9,073	374.100	580,000	15,258	—	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	....	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31,	1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31,	1867	241 4	49.9	64.8	—	85	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,060,000	.....	.....	.....	594.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	74
Dec. 31,	1867	67.0	11 0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	—	(Leased	to Atl. &	Gt. W n	—	—	8	100	....
Oct. 31,	1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,098	996,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	105
Nov. 30,	1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	345,349	5,424,691	5,974,489	275,869	287,261	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	96¾
May 31,	1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	609,312	128,625	5,000,000	2,872,185	133,635	667,944	145.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	97½
Feb. 12,	1868	588.0	12.0	....	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	6,670,000	—	—	—	11,420,000	15,000,000	1,550,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	40¼
Nov. 30,	1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31,	1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	168,144	119.5	560,024	.....	.....	941,321	146,888	8	50	75
Mar. 31,	1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,586	—	—	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31,	1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87
Nov. 30,	1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	130¾
Oct. 31,	1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....
Mar. 31,	1867	14.6	—	....	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29,	1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	—	—	—	—	....
Dec. 31,	1867	34.0	8.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30,	1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110
Dec. 31,	1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,625	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31,	1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31,	1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	₹ 23,412	—	100	....
Jun. 30,	1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	369,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31,	1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	—	—	6	100	....
Oct. 31,	1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	116½
Dec. 31,	1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31,	1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31,	1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	—	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	—	—	—	100	....
Dec. 31,	1867	143.5	—	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	106½
Dec. 31,	1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,350,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30,	1867	—	—	63.0	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	—	—	—	34,660	.....	.....	.....	—	.....	.....	.....	—	—	—	100	....
Oct. 31,	1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb.	Penn.	259,80.0	—	.....	.....	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Nov. 30,	1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,284,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	115½
Dec. 31,	1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Delawa	re.)	—	—	—	100	....
Oct. 31,	1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	39 ,550	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	23,553	6	50	....
Oct. 31,	1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,064	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30,	1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2 369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30,	1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30,	1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	—	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30,	1867	40.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central	l.)	—	25,000	5	100	....
Oct. 31,	1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central	l.)	—	165,000	5	50	60
Sept. 30,	1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,480,008	*	5,213,335	15,569 58	46,302,210	23,398,800	6,745,809	822,701	774.0	6,882,970	124,312,884	595,699,225	14,376,872	3,244,583	—	100	....
Dec. 31,	1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,085	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31,	1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶	Maine.	.....	—	—	—	—	—	—	—	13.0	.....	.....	.....	—	—	—	100	....
Dec. 31,	1867	108.0	—	60.0	12	18	8	168		European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructed	by the	Provincial	Government.)	—	—	—	108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31,	1867	182.0	—	....	15	13	3	221		Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,142,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31,	1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	—	—	—	—	—	—	—	8.0	.....	.....	.....	—	—	—	100	....
Nov. 30,	1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	328,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31,	1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	8,162	7½	50	....
Nov. 30,	1867	8.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	100.074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	134½
Nov. 30,	1867	13.9	—	....	3	5	1	18		Fitchburg and Worcester	Massachusetts.	1,263,659	40,226	.....	.....	248,000	2,000	25,42	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31,	1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....
Dec. 31,	1867	17.0	—	....	5	5	1	50		Flint and Holly	Michigan.	469,095	*	7,199	59.031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31,	1867	58.5	—	119.0	7	9	3	97		*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31,	1867	154.0	—	—	7	—	—	75		*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	.....	.....	.....	—	—	—	100	....
Dec. 31,	1867	45.2	—	....	4	—	—	36		*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	—	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	11.5	—	....	2	3	...	24		Freehold & Jamesburg Agricultural	N.J.	230,258	*	.....	.....	230,845	—	—	—	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31,	1867	50.3	1.8	....	7	8	2	91		Galveston, Houston & Henderson	Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31,	1868	171.0	61.0	164	—	42	25	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,268	4,156.000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31,	1867	20.0	—	—	330.0	2	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	—	—	—	93 0	—	—	—	—	Grand River Valley	Michigan.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	887.5	—	....	—	298	219	85	4 041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31,	1867	229.0	95.5	....	—	94	125	20	1,308	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565 83	16,668,030	8,601,221	1,208,680	357,157	356.0	2,108,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31,	1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,368	37,746	197.3	118,446	.....	.....	251,861	137,245	—	100	....
Aug. 31,	1867	208.0	13.0	15.8	52.0	48	47	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	120
Oct. 31,	1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	133,284	7	50	110
Aug. 31,	1868	61 4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,324	539,117	12	100	210
Jan. 31,	1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	.....	122.4	373.152	12,126,037	.....	766,351	.....	—	100	....
Dec. 31,	1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,698	50,962	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept.	1867	100.0	—	....	11	7	7	140		Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31,	1867	50.0	—	....	2	5	2	44		Houston Tap and Brazoria	Texas.	.....	—	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30,	1867	144.0	—	156 6	—	82	142	32	985	Hudson River	New York	17,505,027	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	164
Oct. 31,	1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.	Penn.	2,192,814	*	.....	.....	685,130	1,656,745	.....	.....	58.8	149.189	.....	.....	186,451	52,342	—	50	....
Dec. 31,	1868	560.9	146.5	....	—	170	95	39	3,815	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	143½
Dec. 31,	1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	34
Dec. 31,	1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	.....	—	.....	.....	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31,	1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 30,	1867	13.0	—	....	3	2	—	54		Iron	Ohio.	181,750	*	—	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....
Dec. 31,	1867	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400 000	150,000	—	—	11.0	.....	.....	.....	37,144	17.165	—	50	....
Dec. 31,	1867	66.0	—	50.0	8	6	2	80		*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	—	45,526	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31,	1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	65
Dec. 31,	1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	—	152,927	7	100	96
Dec. 31,	1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	—	8	100	....
Oct. 31,	1867	4 6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	*	—	—	155,250	800,000	—	—	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31,	1867	99.0	—	....	20	12	6	255		Kentucky Central	Kentucky.	.....	—	—	—	—	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	250,000	500,000	—	—	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31,	1867	31.0	—	.4.	24.0	5	5	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	90.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	...
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	...
Jan. 1, 1868	27.0	—	....	325.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	...
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawauna...Pennsylvania.	575.100	.....	.....	.....	375,100	200,000	.....	—	.....	.....	.....	.....	(Open. J an.1,'68)	.....	—	100	...
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	(Opened Jan. 1, 1868, & oper. by L. C & N.Co.	.....	.....	534,154	193,776	6	50	...
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459.652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	113½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	—	6.6	24,042	765,067	29.360	38,718	5,642	—	100	...
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,640	44.000	114,749	8.267	—	(Operated by Louisv. Cinc. and Lex.)			45,700	6	100	...
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operated in connection with Col. & Xenia.)				8	50	...
Nov. 30, 1867	15.3	—	....	—	45	40	24	718	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627.251	396,378	196.2	1,110,055	29.979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	(Leased to Phila. and Read.)					4	50	88½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	9.0	.....	.....	.....	.....	57,382	8 036	—	100	...
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805.509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,450	19,437.628	5,420.360	693,016	449,189	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	—	23.250	474 307	211,122	2,116.000	573,445	95,278	94.0	244,054	7,078.999	3,181,380	493.219	157,247	9	100	...
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36.367	5.519	1.108,594	282.520	4.538	185,179	—	(Operated by Louisv., Cinc. and Lex.)			103,858	6	100	66½
Jun. 30, 1868	185.0	163.2	35.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772.867	21,420,247	29,321,009	2,226.609	919,095	8	100	67
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	—	343.0	597,077	.....	.....	864,222	109,607	—	100	...
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased to Boston and Lowell.)				21,780	6	100	...
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	—	—	—	—	(Leased to Summit Branch.)				62,500	9	50	...
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415.000	222,174	—	59.0	.....	.....	(11 mos.)	94.046	288	—	100	...
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,832	.....	.....	568,246	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	—	—	(Leased to Phila. and Reading.)					—	50	...
Dec. 31, 1868	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	30
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Operated with Concord.)				97,925	9	100	130½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	—	—	(Owned and oper. by Conc.)			50,267	1,950	—	100	...
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	...
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operated by contractors.)					—	100	...
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174.914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	—	—	(Leased to Louisville and Nashville.)					—	100	...
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	—	130.0	(Operated by Louisville and Nashville.)					—	100	...
May 31, 1868	284.8	—	36.5	—	98	86	50	1.747	Michigan Central.....Mich., Ind. & Ill.	14.914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	133
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747.219	1,710,097	—	100	106½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113.014	—	.....	.....	102,365	—	10,649	—	6.6	.....	.....	.....	15.128	5,090	—	100	...
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	400.366	—	.....	.....	405,020	—	—	—	—	(Leased to West Jersey.)			59.329	36,482	12	100	...
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30.931,300	*	545,361	1,361.523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2.296,146	35.282.221	96,178,049	5,683,608	2,017,923	—	100	74½
Oct. 31, 1867	98.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775.000	.....	.....	—	—	(Leased to Phila. and Reading.)					8	50	109
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942.507	*	.....	.....	1,607,775	100,000	155.000	.....	63.0	.....	.....	.....	.....	.....	—	100	...
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396.270	151 574	2,948,783	3,870,580	1,624,348	655,525	236.0	429.653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	...
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307.402	*	.....	.....	3,762,400	7,553.989	.....	—	486.5	1,167,204	.....	.....	2,300.269	776,505	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129.000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	...
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288.652	33,477	1,644,224	1,183,900	289.438	—	116.9	172.918	.....	.....	411.714	143.722	—	100	98
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	89½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	—	81,122	720.000	—	15,000	120,725	43.2	381,529	6,752.429	5 415.670	440.241	74,769	10	100	135
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719.000	.....	—	159.0	729,472	7,108,329	19,674.243	1,124.421	311,578	—	100	...
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367.920	30,270	1,526,459	2,366,801	678.154	110.232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	...
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	92.000	406,087	1,157,736	3,464.050	317,626	159,529	98.0	239,947	879,802	2,987,871	'283.454	81,345	—	100	...
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,090,395	*	211,964	89,139	1,436,600	246.000	69,665	228,233	62.0	176.321	4.709,851	.....	473,635	194.176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597.284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2.744.092	79,781	26,289	—	100	...
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164.200	.....	—	14.9	(Operated by Phg F.W.&C.)			178.500	71,400	12	50	...
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744.520	—	—	—	6.0	(Owned & oper. by Phil..W. and B.)			18,294	—	—	100	...
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344.000	650,000	142 167	.....	—	(Operated partly by N. Y. & N. H.)					2	100	...
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077.493	558,314	2,393,297	631,137	6,000 000	1,362.614	194.010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382 944	93.894	8	100	...
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	—	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	8	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642.107	—	80.2	137,698	2.999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,667.197	6,030,913	692.2	6.212,439	201.629,501	366,199,697	14,381,303	5,143,140	7	100	190½
Sept. 30, 1867	—	5.0	....	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216.660	—	.....	.....	193.360	—	29,224	—	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,504	2,688,121	1,144,018	8	100	144½
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	65,426	6,000,000	1,002,500	239,418	706,169	62.2	827.523	67,095,092	6,279,840	2,218.509	864,879	10	100	136
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased to New York Central.)				60,000	6	100	...
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120.138	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269 167	6½	100	...

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)			12,569	—	100	....					
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶..... ..South Carolina.	2,148,131	*	28,362	27,548	1,063,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....				
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,138,701	13,691,447	892,057	377,206	5s	50	72				
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....				
Dec. 31, 1866	138.0	4.0	101.3	—	111	68	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	99¼				
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146.259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	110¼				
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	169,100	300,000	62,145	—	35.3	128,394	.....	.....	252,366	14,805	—	100	....				
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,009	8,888,209	680,438	204,086	8	100	105				
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by Provincial Government.)						145.0			(9 mos.)	155,098	22,699	—	—					
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142.100	229,896	4,061,000	1,038,000	146.425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	66				
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,693	122,225	340.0	.....	.....	.....	4,450,319	1,083,529	—	100	32½				
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	—	100.0	358,378	.....	.....	1,509,246	599,882	—	50	89				
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	820,061	32,496,484	5,372,737	1,381,095	473,987	6	100	100				
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72				
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....				
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	—	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....				
Sept. 30, 1867	38.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,600	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....				
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,665	10,991	.....	3,614,515	9,349,000	806,281	—	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....				
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	295				
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)			.....	53,400	8	100	....				
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	—	....				
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)			.....	26,500	5	100	....				
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113¾				
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....				
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	616,385	156.0	138,864	1,487,543	.....	.....	295,606	157,371	—	100	....				
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)			.....	125,000	8	100	....				
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	—	92.3	.....	.....	.....	220,252	93,662	—	100	....				
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	—	102.1	85,460	.....	.....	149,348	23,423	—	50	....				
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,475	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,259	—	50	64				
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	138				
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135	.....	.....	8,791,937	3,150,837	10	50	98⅜				
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,116	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	127				
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	104				
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....				
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,978	—	50	....				
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	158				
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	21½				
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75				
Sept. 30, 1867	23.0	—	...	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....				
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,603	—	100	....				
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	160	110				
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)			.....	24,500	7	100	215				
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....				
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....				
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....				
Dec. 31, 1867	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	73 8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....				
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	—	48.0	158,533	.....	.....	175,071	25,486	—	50	....				
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,226	15,223,332	11,106,420	1,423,009	366,305	6	100	93				
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9~2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....				
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	—	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....				
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	130,467	39,544	—	100	....				
Sept. 30, 1867	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶.....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)			.....	.....	—	100	....				
Sept. 30, 1867	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	125				
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	32				
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	209.0	(Leased June 1,'67. I. & St. L.)			2,218,402	608,112	—	100	38				
Dec. 31, 1866	80.9	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	—	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	....				
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)			.....	.....	.....	.....	54.0	.....	.....	.....	106,184	42,071	—	100	....				
Dec. 31, 1867	91.0	16.0	....	111.0	18	.....	.....	.....	*St. Louis and Iron Mountain* ¶....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	150.0	—	....	148.0	15	8	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....				
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,564	87,404	—	100	....				
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)			.....	16,533	6	100	....				
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	—	—	(Operated by Boston & L.)			17,500	16,788	—	100	....				
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	—	—	50	44⅛				
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	—	116.3	241,284	.....	.....	410,668	86,369	—	100	....				
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,508,686	*	.....	.....	1,269 150	97,000	149,218	—	54.0	143,124	.....	.....	146,840	18,546	—	50	....				
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	.....	5	50	....				
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....				
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	700,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....				
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....				
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)			.....	.....	5	50	....				
Dec. 31, 1867	20.0	—	....	23.0	8	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....				
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)			.....	.....	—	100	....				
May 31, 1867	50.0	—	4.1	—	19	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....				
Dec. 31, 1867	71.0	—	....	2.0	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)			.....	.....	—	100	....				
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)			36,000	.....	—	100	....				
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)			.....	.....	6	100	....				
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....				
Nov. 30, 1867	71.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,189,688	150,000	20,147	100,583	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½				
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....				
Sept. 30, 1867	123 0	0 0	....	—	15	6	2	142	South Side (Petersb'g & Lynch b'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....				
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0					*Southwest Pacific* ¶.....Missouri.																	
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.									209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000				196,000	150,000			68.0						—	130	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	—	(Leased to Cinc., Dayton and Eastern.)					—	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	.....	.....	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,385	—	—	.....	267,300	—	—	.....	—	(Leased to Housatonic.)				31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.									13.2	(Leased to Nashua & Lowell.			17,700	14.118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.															—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	* 255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111.618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	71½
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)				19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	—	(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned by railroads centring in Troy.)					—	—	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)					—	—	....
Dec. 31, 1867	550.0	—	....	—	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	—	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)					8	100	100½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	77.3	199,126	3,837,794	3,281,428	467,424	62,595	1½	100	59½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	582,533	392,872	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	140.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	213.5	379,147	6,439,617	6,145,144	764.148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.			(In hands of receiver.)						18.3				458.606	155.928	7	100	87½
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,106	5,764,520	561,323	2,902,363	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)						35.4	167,562	.....	.....	375,680	165.260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588.729	—	—	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6.820	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35.985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775,075	128.650	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Under construction.)		804,150	1,018,000	.....	.....	37.5	.....	.....	.....	278,639	119.287	—	50	80
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	224,357	27,441	6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	463,289	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	203,333	.....	.....	—	(Leased to Balt. and Ohio.)				27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	293,230	—	.....	.....	317,050	52,000	24,180	.....	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
																		—	(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	216,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	99
Oct. 31, 1867	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	16	100	120
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	584	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)	.....	.....	65.5	.....	.....	.....	871.672	543.157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	.....	.....	.....	.....	247,603	8	50	73½
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,260,000	1,049,260	120,553	61,091	101 0	.....	.....	.....	.....	.....	—	100	29
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162.972	—	50	40
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	262.054	46,450	—	50	20
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,602,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099.013	.....	6	50	24
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1.100.000	750,000	.....	.....	123.0	.....	.....	.....	75.279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000					—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.							—	100	100	19¾
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	70
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	30.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th& 11th sts.)(Ph.)Pa.	179,625	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	615,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.& B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443	—			....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville...Conn.	152,917	150,000					—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54.200	42,500	9,000	400	8,653	159	—			....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	502.270	112,245	350,000	—	322,439	85,644	37.4	50	15	31
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171.712	170,000		—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	....
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.							—			....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,083	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000					—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	11½
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.							—			....
Dec. 31, '68	—	—	—	Hoboken and Weehawken..N.J.							—			....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.							—			....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69.416	55,830		2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207.587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60.246		52,600		24,472		—			....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700					—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27.500	21,000	6,500			2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50.241	50,000		12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361.500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	69¾
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,040	16,659	—	100	100	69
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929		—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000					—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	48
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,397	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,458	82,000	10,600	30,082	70,706	8,481	7.33	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179.635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.)....Pa.	47,464	50,000					—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,902	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	48
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,589	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401.030	400,000			12,047	209,164	20,976	9½	100	100	99½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39.344	33,000			1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000					—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25.978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.							—			....
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72.463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363.967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000					—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311.879	200,000	30,200	132,265	373.102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305.828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87.000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297.145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000				—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa	571.055	375,000	100,000	15,000	321.374	43,748	10	50	50	—
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62.152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester.....Mass.	89,573	75,800	72,000	26,000			—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160.000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98.500	6	J.&D.	18—	—
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	....
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23.000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	...
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	...
Union (Boston): Real estate mortgages	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	75
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	76
Chicago and Alton, pref.	2,425,400	7	10	160
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	95½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,233,836	...	...	119
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64¾
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	85½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	79½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,998,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	80
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	40½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	34½
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	39 — @ 44 —
Pig, American, No. 1 (good to best)		42 — @ — —
Pig, American, No. 2		38 — @ 39 —
Pig, American, Forge		36 — @ 37 —
Bar, Refined, English and American		85 — @ 90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		90 — @ 92 50
Bar, English and American, Common		85 — @ 87 50
Scroll		120 — @150 —
Ovals and Half-round		117 50 @142 50
Band		117 50 @ — —
Horse Shoe		117 50 @ — —
Rods, ⅜@3-16 inch		97 50 @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9¾
Sheet, Russia, assorted No.'s	(gold)	— 11½@ — 13½
Sheet, Single D. and T. Common		— 5½@ — 6½
Rails, English	(gold) per ton.	55 — @ 56 —
Rails, American		75 — @ 76 —
Anvils, Eagle	per lb.	— 9¾@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 33
Bolts		— — @ — 35
Braziers'		— — @ — 35
Nails		— 40 @ — —
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 22 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 34 @ — —
Straits	(gold).	— 29½@ — 30
English	(gold).	— — @ — 30½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 25 @ 8 50	12 — @ 12 25
I. C. Coke	6 75 @ 7 50	9 25 @ 10 75
Coke Terne	5 75 @ 6 —	8 50 @ 8 75
Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 15½@ — 16
Crude, 40 @ 47 gravity (in shipping order)		— 21 @ — 22
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 29 @ — —
Refined, Standard White (in ship'g order)		— — @ — 31
Refined, prime White (in shipping order)		— — @ — 31½
Refined, S. W. (in merchantable order)		— — @ — 30
Naptha, Refined, (60 @ 63 gravity)		— — @ — 10
Residuum	per bbl.	5 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9	per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15		8 25 @ 6 50
11 by 14 to 12 by 18		9 75 @ 7 —
14 by 16 to 16 by 24		10 50 @ 7 50
18 by 22 to 18 by 30		12 25 @ 8 —
20 by 30 to 24 by 30		15 — @ 9 —
24 by 31 to 24 by 36		16 50 @10 —
25 by 36 to 30 by 44		17 50 @12 50
30 by 46 to 32 by 48		20 — @13 50
32 by 50 to 32 by 56		22 — @14 50
Above		25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10	per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23.
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co.	63½	....	62	....	....	....
Central of N. Jersey	109½	107	104	106	106½	106¾
Chicago & Alton	....	....	152½	....	....	157
" pref.	160	....	....	....	....	....
" 1 M.	104	....	....	....	104	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	95	....	....	....	....	....
Chicago, Burl. & Q.	190	....	....	....	....	190
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	81½	78	78½	78½	78¾
" pref.	95½	95½	93½	92½	94½	94½
" 1st M.	....	....	....	....	91	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	118½	117½	115½	116½	116½	117
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	98½	....	98½	....	....	....
Clev., Col., C. and Ind.	....	73	73	73	73	74
Clev. and Pittsburg	96½	96	93½	93½	95½	97½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	101½
Col., Chi., & Ind. C.	....	....	40	39½	40	40½
" 1 M.	83¾	83¾	83¾	83¾	83¾	83¾
" 2 M.	....	....	80	....	....	....
Cumberland Coal pref.	34½	34½	....	....	....	....
Del. & Hudson Canal	130	130	130	130	....	....
Del., Lack. & Western	....	117	117	116¾	....	....
" 1 M. 7s	....	....	....	98	98½	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	98
" 2 M. 7s, 1879	....	....	....	....	....	94
" 3 M. 7s, 1883	....	....	....	....	88½	....
" 4 M. 7s, 1880	82	....	....	....	....	81
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	79	....	....	....	....
Hannibal & St. Joseph	....	....	....	....	120¾	....
" pref.	121	....	119	118½	120	120
Hudson River	157	....	155½	157	159¾	161
" 1 M. 7s, 1860	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	144	143	....	....	143½	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	104½	103½	102¾	104¾	105¾	106½
" Div. bonds	....	....	....	91	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	133	134	133	133	....	....
" S. F. 8s, 1882	130	130½	....	130	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	98	....	....	....	....
" 2 M.	94	....	....	....	....	93¾
Mariposa Mining Co.	....	....	....	8	....	....
" pref.	17	....	16½	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	74½	73¾	71	72½	74	74
" pref.	85	84½	81¾	83¾	84½	85½
" 1st mort.	....	....	....	....	93¾	....
" 2d mort.	....	....	....	....	....	....
" 8s	104¼	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	93	....
Missouri 6s	94½	93¾	93	....	92	91
" H. & St. J. iss.	95	....	....	....	92	....
Morris and Essex	....	....	....	....	89	89¼
" 1st mort.	99½	....	99	99	....	....
" 2d mort.	95½	....	96½	....	....	95¾
New York Central	188½	187½	185½	188½	189½	190½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	92	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	145¾	146	144	....	....	144½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	100½	100
N. Carolina 6s	59½	59	....	59½	....	59
" new	55¾	55½	55½	55½	55½	55
Ohio and Miss.	32½	32½	32	32½	32½	32¾
" pref.	....	....	....	....	....	....
" 1st M.	95	....	....	....	....	....
Pacific Mail S. S. Co.	90½	....	90	88¾	86½	85½
Panama	295	....	....	....	....	....
Phila. and Reading	98½	97½	96½	97½	98	98⅜
Pitts., Ft. W. & Chicago	155½	153¾	152½	154	155½	156½
" 1 M.	105	....	....	....	....	106
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	15½	15½	15	14½	15	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	59	60	60	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	64¾	64	64	64	63	63
" new	62¾	62½	61½	60½	60½	59½
Tol., Wab. & Western	71	67½	67½	70	70	71½
" pref.	....	....	80	....	....	....
" 1 M. ex.	....	91½	....	....	92	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	57½	....	....	....	56¾	....
" new	62½	....	....	61¾	61	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108⅛	108⅜	107⅞	108	108	107⅞
U. S. 5s, 10-40s, reg	....	....	107½	....	107⅜	....
U. S. 6s, 1881, reg	116¼	....	....	....	....	117
U. S. 6s, 1881, coup	121½	121	....	121⅜	121⅜	121½
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	116⅛	116⅛	....	....
U. S. 6s, 5-20s, c. 1862	122⅜	122½	121⅞	122⅜	122¼	122⅜
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117⅛	117⅛	117	116⅜	117⅛	116⅜
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118⅛	118⅛	118⅛	118⅜	118⅜	118
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	115⅛	115⅛
U. S. 6s, 5-20s, c. n. '65	119⅜	119½	119	119½	119⅜	119½
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	119⅛	119⅜	119½	119⅝	119½	119⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	118⅜	....	....
U. S. 6s, Pac.R.R.issue	106⅜	....	....	106½	106½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	....	....	....	....	....	....
.. preferred	....	....	37	37	37	37½
Camden and Amboy	129½	....	129	129	129	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	88½	....	....	....	....	....
.. 6s, 1889	....	85½	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	93½
Elmira & Williamsport	....	....	30	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	37	....	36	36	36	36⅛
.. 6s, 1884	....	....	84½	84½	....	....
.. Gold L	93¾x	93⅜	93⅜	93½	93	92⅛
.. R. R. L	88⅜	....	88⅜	88½	....	....
Lehigh Valley R. R	56⅜	56½	56½	56	56½	56⅜
.. 6s new coup	....	....	94	94½	....	....
.. 6s new reg.	94½	....	....	....	94½	....
Little Schuylkill R.R	44½	....	44⅜	....	....	44½
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	54½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	90	....	....	....
North Pennsylvania	36	....	....	....	....	....
.. 6s, 1880	91	91	....	91	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	57⅛	57	56½	56	55⅝	57
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	96
Penn. State, 6s, 1st series	....	....	....	....	....	105½
.. 6s, 2d series	107½	....	....	....	108	....
.. 6s, 3d series	109	109	....	....	....	109
.. 6s, W. L	103	....	....	....	....	103
Philadelphia City, 6s	94	94½	....	....	....	....
.. new	100½	100	100	100	100	100
Philad., Germ. & Nor	69	69	....	....	....	....
Phila. & Reading	48⅛	49¼	49⅛	48⅛	48⅜	49
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	32⅛	32⅜	....	32	31	31⅞
.. 6s	....	....	....	....	....	....
.. 7s	....	89¾	89¾	....	....	89⅜
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	68	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	11½
Chestnut & Wal.	48	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	48
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 22.

	W.16.	Th.17.	F. 18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	92	92	....	....	....	92½
.. 1886	....	....	....	....	....	....
.. 1890	....	92	....	....	92½	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	120½	120⅜	....	....	....	....
.. bonds, 1875, 94	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	91½	....	....	....	91⅜
Marietta & Cin. 1st M	88½	89½	....	....	....	89
.. 2d M	....	70⅛	70½	....	....	....
Northern Central	49½	....	....	49½	....	49½
.. bonds, 1885	88	....	....	....	88	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	19½	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	....	159½	158	153x	153½	
Boston and Lowell	....	....	....	....	134	
Boston and Maine	145	140½x	....	....	....	
Boston and Providence	....	136½	....	....	133x	
Boston, Hartford & Erie	....	23¾	24¼	23¾	23¾	
.. 7s, new	66	67	67½	67⅛	67½	
Cheshire, pref	....	76½	76	....	....	
Concord	....	....	....	....	75	
Connecticut River	....	135¼	....	....	x130½	
Eastern	119	....	....	....	x115½	
Fitchburg	135	134½	....	....	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	....	....	....	134½	....	
Northern, N. H	....	109½	....	....	110½	
Ogdens. & Lake Champ	66	....	....	67	66	
.. pref	....	....	....	....	105	
Old Colony & Newport	103½	103½	....	100x	100	
Ph., Wil. & Baltimore	....	53⅜	....	52⅛	52	
Portl'd, Saco & Ports	....	....	....	....	....	
Vermont & Canada	....	100	....	....	100⅛	
Vermont & Mass	....	59⅞	....	59⅛	....	
Vt.C. & Vt. & C. Eq. 8s	....	....	....	....	....	
Broadway (Horse)	....	....	....	....	99½	
Cambridge ..	....	....	....	....	70	
Metropolitan ..	....	69¾	....	....	....	
Middlesex ..	....	69	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	8¼	....	8½	8½	....	
Franklin ..	....	17	....	16	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	2	....	
Pewabic ..	....	....	....	....	....	
Pittsburg ..	....	....	18½	....	....	
Quincy ..	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. June 4.	Closing Prices. May 28.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	24⅛— 25⅛	24 — 25
Detroit and Milwaukee 1st mort. 7s	60 — 63	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	18½— 19	18½— 19
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	97 — 99	98 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95 — 96	95 — 96
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	103 —105	103 —105
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 94	90 — 94
Do. General mort. 6 p. c. 1910	85 — 88	85 — 88
Philadelphia and Erie 1st mort. 1881	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal

Saturday, June 26, 1869.

Stock Exchange and Money Market.

Money has been in brisk demand, all through the week, especially among the Stock and Gold brokers who have found considerable difficulty in negotiating for accommodation, and who have been generally compelled to pay usurious rates for temporary aid. The extremes on call loans have been from seven per cent. currency to a few of the heaviest dealers in the public funds to as high as an ⅛th of one per cent. per day to the neediest of the street borrowers, which rates prevailed up to the close, impeding speculative operations, and seriously prejudicing the claims of legitimate business enterprises to the favor of lenders. The discount market has been unusually tame and nominal. Only the very choicest selections of commercial paper have been marketable to any considerable amount, and these have been rated at from 8@10, more generally at ten than at eight per cent. per annum. While the Sub Treasury made a further addition of nearly two millions to its coin and currency balances, partly through the excess of income from excises and customs over expenditures on regular accounts, and partly from the unemployed surplus proceeds of the gold sales over the bond purchases, the city banks have shown a further loss of resources, making another unfavorable weekly exhibit, though less decidedly so than hadbeen looked for. The deposits showed a falling off of $7,644,795; and the legal-tender reserve a loss of $1,246,770. The loan averages exhibited a contraction of $6,641,829. A reduction of $28.136 in the specie item, and an increase of $54,039 in the circulation were also noted. The legal tender reserve is now down to less than 50 millions, against nearly 58 millions five weeks since, and full 72½ millions at this date last year. The specie hoard is well maintained. The deposits are now as low, however, as about 186¼ millions, against 203 millions on the 29th of May, and 211½ millions this time a year ago. The loans are now about 265⅜ millions, against 276 millions on the 5th of June; and 274⅛ millions this date in 1868. The circulation shows but little change of moment. The U. S. Sub Treasury has gained about eight millions of coin and currency, chiefly the latter, since the beginning of June. Washington advices now place the aggregate currency reserve of the Treasury Department above thirty millions, showing a very rapid accumulation, in this form, since the 1st inst. On Tuesday it was formally announced that after the 1st of the coming month of July, the Secretary of the Treasury will buy a million U. S. Five-twenties, and sell a million of gold, each alternate week, until further notice, beginning the purchase of a million of Five-twenties on Thursday the 1st of July, and the sale of a million of gold, on Thursday, the 8th of July. The announcement has led to a rather notable revival of confidence in the future of Bond and Stock values, stimulating operations for a rise, though Money continued in quick request for speculative uses at extreme figures.

The specie reserve of the city banks according to the latest return is $19 025,444, against $9,124,830 same time last year. The city bank deposits are now $186,244,110, against $211,484,387 week ending June 20 1868. The legal tender reserve amounts to $49,612,488, against $72,567,582 same time last year. The circulation now stands at $34,198 829, against $24 119,120 same time last year. The loans are now $265,341,906, against $274,117,608 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $139,370,671 a day, against a daily average of $142,667,774 the preceding week, and $127,713,504 the week ending with June 2, 1869. The current week's exchanges average about $126,612 500 a day. The city banks, last week, reported a loss of $28.136 of specie, $7,642,795 of deposits, and $1,246,770 of legal tender notes. They reduced their loans, $6,641,829; and increased their circulation, $54,039.

The city bank exchanges on Wednesday were $124,064,105, and the resulting balances, $3,216,862.

It is confidently believed that the July dividends upon the Stocks of the United States and the Bonds of the Pacific Roads in Gold will be larger than last year, and the Currency Dividends upon Bank Stocks, Railway Bonds and Shares and various other investments will also be in excess of the corresponding Dividend period of 1868.

National Bank notes to the amount of $95,100 were issued last week by the Treasury Depart-

ment, making the total issue to 1,685 banks thus far, amount to $316,020,128, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $16,161,434, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,858,694. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,882,200; and for the public deposits, $27,538 850—making a total of $370,421,050. The Treasury Department last week redeemed and destroyed $294,000 of worn and mutilated fractional currency, and issued $95,100 of new. The outstanding amount of fractional currency on the 1st of June, was $33,452,523 against $35,330,323, on May 1, $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week endin with June 19, were $12,829,095, including $1,942,911 from customs duties; payments, $10,860,103, including $242,414 of coin interest; balance at the close of the week, $84,476,809, against $82,507,817 at the close of the preceding week, showing an increase of $1,968,992. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $4,402,110, including $360,000 from customs; payments, $3,862,162, including $43,019 of coin interest. On Tuesday, receipts, $2,370,692, including $317,000 from customs, and payments $1,357,527, including $23,010 of coin interest. The balance at the close of business on Tuesday stood at $86,029,923, against $85,195,977 a week previous; and $80,506,697 on June 9, 1869. The aggregate receipts of the office in May were $53,236,435, including $10,034,613 from customs, aggregate payments, $00,202,733, including $13,681,439 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,500, April 1, $28 775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $3,604,000, and retired $1,845,910 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached $10,606,080.

Government revenues have been quite prolific since our last, in the form of excises, though moderate in the yield of the customs. The excises, last week, yielded about 7 millions; customs at the port of New York, $1,942,911, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $10,565,253 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $160,000,000, according to the latest Washington advices. The customs yielded, same time, about 174½ millions in gold.

The yield of the excises on the first day of the current week was $1,032,000.

In the Gold speculation, more actively has been noted but at variable rates, the range having been from 136¾ to 138⅛, and the closing quotation on Wednesday 137⅛. The Money pressure has been working severely against the interests and manipulations of the operators for an advance in the premium, yet they have shown remarkable confidence, and have been unexpectedly successful in their efforts to resist, or arrest, the downward tendency of the market. On Monday, the award of the whole million of government gold was made at 136.76 to the Messrs. Marvin Brothers & Co. The aggregate of the bids was $3,870,000, and the range, $136.03@136.76. There has been very little of any export call for gold. The past week's shipments were only $101,102. The *Cimbria* on Tuesday took out $129,000 in specie for Hamburgh. The customs drain has averaged quite moderately, barely equal in their weekly aggregate for this port in the weekly sales of Government coin.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 19th day of June, 1869:

Average am't of loans and discounts	$1,707,281 71
Average amount of specie	1,046,770 33
Average amount of deposits	1,980,495 37

The Gold Exchange Bank clearances on Wednesday were $118,120,000; and the resulting balances $3,282,235 in coin and $4,565,592 in currency.

The New York Gold Exchange Bank has declared a dividend of eight per cent., payable on July 1.

The customs of the port on Wednesday yielded $416,000. The U. S. Sub-Treasury disbursed $34,781 of coin interest, on that day.

The customs demand for Gold last week, averaged $323 818 a day; thus far, this week, it has averaged $338,500 a day, or equal to a weekly aggregate of $2.031,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $54,764, and since Jan. 1, $8,862,650, against $3,399,931 same time in 1868. The receipts from California, since our last, have been $122.505. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $121,768,718, against $111,129,794 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to June 11th, 1869, $3,216,814, against $3,557,651 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $19,231,237, against $34,742,562 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $15,511,325. The exports of specie, from this port, last week, were $101,102, against $1,850,432 same week last year; total, since July 1, 1868, $35,885,929, against $72,879,605 in 1867–'68 Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $242,414; since July 1, 1868, $86,973,586, against $73,225,637 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to June 11, 1869, were $18,432,307, against $16,696,090 same time in 1868.

Foreign exchange has not been offered very freely, and has been quoted firm most of the week, though inquiry for it has not been remarkably active. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@ 109⅝, and on Paris to 5.22½@5.16¼; sight bills on London to 109⅞@110⅜, and on Paris to 5.16¼c @5.13¾. The offering of produce bills has been again very extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,427,531, against $2,670,477 same week last year; total, since July 1, 1868, $166,695.119, against $175,365,706 same time in preceding fiscal year of 1867–'68.

Government securities have not been offered very freely, yet under the stringency in money, prices have further yielded a fraction, though there was a partial rally on Tuesday, on the announcement of the modification of the financial policy of the Secretary of the Treasury for the coming fiscal year. Wednesday's dealings were on a restricted scale, and the market closed barely steady.

The government bought $1,620,000 of 6 per cent. 5 20 bonds on Wednesday at prices as fol- $100,000 1867 coupons at 115.45; $100,000 1867 coupons at 115.44; $100,000 1867 coupons at 115.43; $100,000 1867 coupons at 115.42; $100,000 1867 coupons at 115.41; $250,000 1867 coupons at 115.48; $250,000 1867 coupons at 115.50; $46,000 1867 coupons at 115.53; $20,000 1867 coupons at 115.14; $15,000 1867 coupons at 115.14; $70,000 1862 registered at 115.30; $30,000 1867 coupons at 115.32; $10,000 registered at 115.30; $100,000 1867 coupons at 115.49; $100,000 1867 coupons at 115.50; $100,000 1867 coupons at 115.51; $100,000 1867 coupons at 115.52; $19,000 1867 coupons at 115.53; $10,000 1867 registered at 115.53.

U. S. sixes of 1881 closed here on Wednesday at 121@121¼; U. S. Five-twenties of 1862, ex-coupon, 122@122¼; U. S. Five twenties of 1864 at 116¾@117; U. S. Five-twenties of 1865 at 118@118⅛; U. S. Five-twenties of 1865, consolidated, 119⅛@119⅝; U. S. Five-twenties of 1867, 119⅜@119½; U. S. Five-twenties of 1868, 119¼@119½; U. S. Ten-forties at 108@108⅛; U. S. Six per cent. currency bonds, 105⅞@106¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 9.	June 16.	June 23.
Consols	92¾	92½	93@93⅛
U. S. 5-20's of 1862	80⅝	80⅞	80¾
Erie	18¾	19¾	20¾
Ill. Central	94½	95	95
At. & Great Western.	25	....	..

Under the activity and dearness of Money the railway and miscellaneous share speculation has been quite variable both as regards volume, and values; but the later transactions on Tuesday and Wednesday showed a substantial gain of strength, on a more confident bidding.

Business has been decidedly brisk in Breadstuffs, largely for export at firmer prices; but in most other kinds of Domestic Produce, the movements have been restricted and the general market has been depressed. Middling upland cotton closed heavily on Wednesday at 33 cts. per lb. The stock of cotton now here is estimated at about 26,500 bales. The receipts at the port this week, have averaged about 2,250 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,251,000 bales, against 2,307,000 bales same time in 1867–8; exports, same time 1,395,000 bales, against 1,668,000 bales same time in 1867–'8; stock on hand at latest dates, 110,000 bales, against 112,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total export

thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 14,468 pkgs., against 11,379 pkgs., same time last year. From Boston, 4,218 pkgs., against 6,073 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in stock demand, at from 13@16c., per lb.; week's receipts, 7,197. Milch cows, neglected at from $40@$110 each, receipts, 105. Veal calves in less request at from 5@11½c. per lb.; receipts, 2,798. Sheep and lambs less active and depressed at from 4@7½c., per lb.,; receipts, 28,298. Swine in demand but closed weak at from 9@9¾c. per lb.,; receipts, 23,970.

Foreign merchandise has been generally quiet, and weak in price. The total imports of foreign dry goods, last week, were $861,495, and the total amount marketed $849,849. The value of foreign merchandise imported last week, was $5,494,236—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,355,731, against $4,465,888 same week last year; total since July 1, 1868, $275,400,449, against $232,028 838 in 1867–'8.

Ocean freights have shown more activity and firmness. For Liverpool we quote flour at 1s. 9d. @2s. by sail, and 2s. @2s. 3d. by steamer, per bbl.; grain at 7@7½d. by sail, and 8d.@8½d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d by sail, and ¼@$\frac{5}{16}$d. by steamer, per lb.; and heavy goods 17s. 6d.@35s. by sail, and 22s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 476.

The New York exports, exclusive of specie, for the week ending June 22, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$2,670,477	$4,427,531
Prev. reported.....	80,404,521	79,535,422
Since January 1.....	$83,074,998	$33,962,953

The imports for the week ending June 19, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	$960,023	$861,495
Gen. merchandise.....	3,505,865	5,494,236
Total for the week.....	$4,465,888	$6,355,731
Previously reported....	111,016,220	145,963,584
Since January 1.....	$115,482,108	$152,319,585

The balance in the Sub-Treasury on Wednesday was $86,017,049 31.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s new, 71½; Georgia 7s, 96; do., 6s, 83; ; Alabama 8s, 99½; N. Y. State Bounty Loan, reg., 108; do., 6s, 1874, 102; N. Y. City 6s, 1887, 91; Louisiana 6s, 72; do., 6s, Levee bonds, 67; New Jersey Central new bonds, 100; Hannibal and St. Joseph conv. bonds, 123; Am. Dock and Imp. 7s, 96½; Chicago and Northwestern Equipment 10s, 100; Great Western 1st mort. 1888, 87½; Long Dock bonds, 96½; Toledo, Wabash and Western consol. bonds, 83; St. Louis and Iron Mt. 1st mort., 85¼; Dubuque and Sioux City R. R., 106¼; Joliet and Chicago R. R., 96; New York and New Haven R. R., 136; New Jersey R.R., 133; Western Union Telegraph, 38½; Adams' Exp. Co., 60; Am. Exp., 40⅜; Mer. Union Exp., 15⅛; U. S. Exp., 70¾; Am. Mer. Union Exp., 40¼; Wells-Fargo Exp., 30½; Penna. Coal, 225; Brunswick City Land, 11; Buchanan Farm oil, 0.61; Consolidated Gregory gold, 2.70; Central petroleum, 0.60; Grass Valley gold, 0.06; Lehigh and Susq., 0.75; Montana Gold, 0.13; Quariz Hill Gold, 0.87; Smith and Parmalee gold, 2.65; United petroleum Farm, 0.20; Wallkill Lead, 0.10.

Philadelphia.—Oil Creek and Allegheny River R. R., 44½; Phila. and Reading 6s, 1844–'80, 91½; Lehigh Nav. Conv. loan, 81; Belvidere Delaware 3d mor.., 80; West Jersey R.R. 6s, 92½; Connecting R. R. bonds, 87½; Germantown Passenger R. R. 31; New Jersey 6s, 1880, free, 104; Penna. coupon 5s, 94; Clinton Coal, ½; N. Carbondale, 2; Niagara oil, 2¼. The latest quotations are: City 6s, 94¾@95; do., free of tax, 100@100⅛; State 5s, coupon, 93@94½; do., 6s, W. L., 103@103; do., 1st series, 105@105½; do., 2d series, 108@108⅛; do., 3d series, 108½@109; Reading, 49¼@49⅜; do., 7s, 1893, 105@106; do., 6s, 1880, 91⅛@91½; Camden and Amboy, 129@130; do., mort. 6s, 1889, 93@93½; do., 1883, 88¼@88½; Penn. R. R., 56⅞@57; do., 1st mort., 100⅛@101; do., 2d mort., 96@96½; Little Schuylkill R. R., 44@45; Morris Canal, 30@40; do., pref., 64@65; do., bonds, 79@81; Susquehanna Canal, 11½@12½; do., 6s, 57@57; Sch. Nav., 9¾@10½; do., pref., 20@20; do., 6s, 1882, 67½@68½; Delaware Div. Canal, 49½@50; do., bonds, 81@83; Elmira and Williamsport, 30@30½; do., pref., 40@41½; do., 7s, 1873, 91½@93½; do., 5s, 59@60; Lehigh Coal and Navigation, 36⅞@37; do., 6s, 1884, 83@83; do., R. R., Loan, 87¾@88; do., Gold Loan, 92½@92¾; North Pennsylvania, 36@36½; do., 6s, 90½@91; do., Chattle 10s, 108@109; Philadelphia and Erie, 32⅛@32¼; do., 6s, 88@88⅛; Minehill, 54@54⅝; Catawissa, 14@17; do., pref., 37@37¼; Lehigh Valley, 56⅝@56¾; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 47@48; West Philadelphia, 61@61¼; Spruce and Pine, 26@27½; Green and Coates, 39@40; Chestnut and Walnut, 47½@48½; Thirteenth and Fifteenth, 18@18½; Girard College, 29@29¼; Tenth and Eleventh, 71@71⅛; Union, 44@—; Hestonville, 12@12½.

Boston.—Vermont Central 1st mort., 7s, 80; do., 8s, new, 100½; do., 2d mort., 40; Union Pacific R. R. 6s, 92; Cedar Rapids and Missouri River R. R. 7s, 1916, 92; Eastern R. R. 6s, 1874, 95¼; do., 1889, 96; Western R R. 6s, 1875, 97; Keokuk and St. Paul R. R. 8s, 93; Vermont and Massachusetts R. R. 6s, 90½; Cheshire R. R. 6s, 1880, 90; Ogdensburg and Lake Champlain Equipment 8s, 102; Old Colony and Newport 6s, reg., 95; Burlington and Missouri River R.R. 7s, 1893, 88¼; Cincinnati amd Indiana R. R. 7s, 1882, 74¾; Rutland and Burlington 1st mort., 140⅛; Eastern (N. H.) R.R., 115⅜; Indianapolis and Cincinnati R. R., 17; Cape Cod R. R., 66⅞; Boston Water Power Co., 16⅛; Cary Imp., 8; Rhode Island 6s, 1883, 99⅝; Maine 6s, 1871, 99; Massachusetts 5s, 1894, gold, 109; New Hampshire 6s, 1884, 98; Cambridge 6s, 1875@1888, 99¼; Charlestown 6s, 1874, 98½; Bath 6s, 1898, 92; Chicago 7s, 97⅛; Cincinnati 7 3-10s, 5-20s, 103¼; St. Louis 6s, 1882, 85¼; Springfield, Ills., 10s, 1872, 105; Portland 6s, 1887, R. R. Loan, 96½; Augusta 6s, 1870, 99½; Boston 5s, 1876, gold, 105¾; do., 1878, 108¼; do., 1877, 108¾; do., 6s, 1876, currency, 101½; Bangor 6s, 1894, R. R. Loan, 91¼; do., 1874, 94; Albany 6s, 1896, R. R. Loan, 92¾; Cambridge 6s, 1889, 99⅝; Allouez Mining Co., 4½.

Baltimore.—Virginia 6s, old, reg., 48⅝; do., 6s, old, coupon, 57¼; do., 6s, 1867, 52½; do., 1866, 56¾; Orange and Alexandria 4th mort., 70¼; Pittsburg and Connellsville R. R. bonds, 90; Western Maryland 1st mort. unindorsed, 75; Richmond and Danville bonds, 72½; Central Ohio R. R., 27; Memphis City 6s, 53; Baltimore Copper, 46. The latest quotations are: Balt. and Ohio, 121@121½; do., 6s, 1875, 94@96; do., 1880, 93⅜@93¾; do., 1885, 91¾@92; Northern Central, 49⅝@50; do., bonds, 1885, 87½@88; do., 1900, 85½@86; Parkersburg Branch, 23½@24; N. W. Va. 1st mort., 95@96; do., 2d mort., 91@92; do., 3d mort., 1885, 85@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 88@90; do., 2d mort., 70¾@71; Central Ohio, 25¼@30; do., 1st mort., 83@83½; Western Md. 6s, 1890, 72@75; do., guar., 90@95; do., 2d mort., guar., 87@—; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 92@92½; do., 1886, 90@90; do., 1890, 92¼@93; do., 1893, 95@95; do., 5s, 1838–'70, 73@80; City Passenger R. R., 19½@20¼; George's Creek Coal, 70@72½; Santa Clara, 1.50@2 00; Atlantic Coal, 2.00@3.25.

☞ EIGHT PER CENT. FIRST MORTGAGE BONDS, GUARANTEED BY THE STATE OF ALABAMA. PRINCIPAL AND INTEREST PAYABLE IN GOLD. The undersigned offer for sale the second installment of

ALABAMA AND CHATTANOOGA RAILROAD BONDS,

and call attention to the following facts:

1. The mortgage is limited to $16,000 per mile, issued only upon road built and equipped.

2. The road develops a section unsurpassingly rich in iron, coal, manufacturing facilities, and cotton, besides shortening the distance between New York and New Orleans 216 miles, and forming the shortest route possible between the two cities.

3. Since our last advertisement a donation of about 2,000,000 acres of land contiguous to the road has been confirmed to the Company by the United States Government, worth more than the entire amount of the first mortgage.

4. In the last month twenty miles of road have been finished, making seventy miles in operation, and the whole is under contract to be completed in twelve months.

5. These bonds are guaranteed by the State of Alabama, whose entire debt is less than $5,000,000, whose interest has always been promptly met, and whose Eight per Cent. Currency Bonds are now selling above par.

6. Both principal and interest are payable in gold.

7. The present price is par and accrued interest, in currency, the right being reserved to advance the price.

8. Ten thousand Five-twenties will purchase twelve of these bonds. The annual interest upon the $10,000 Five-twenties will be $600 gold.

The annual interest upon $12,000 bonds will be $960 gold. We confidently recommend these securities as the best and cheapest investment now on the market.

SOUTTER & CO., No. 53 William st.,
HENRY CLEWS & CO. No. 32 Wall st.

☞ Coupon No. 2, Pittsburg and Connellsville Railroad Company First Mortgage Bonds, will be paid on and after 1st July at the Merchants' National Bank of Baltimore.

From Herapath's Railway Journal.

Railway Economy.--The Locomotive.

Our last article was devoted to a general description of the various improvements which have been introduced since the year 1837 in the boiler, furnace, and apparatus connected with them, with the view of promoting economy in the consumption of fuel by increasing the evaporative power of the boiler, preventing as much as possible waste of heat, and by adapting the furnace to burn coal in place of coke. We there demonstrated that the great advance made had been brought about by shaping the mechanical appliances employed in accordance with theoretical deductions, so that the process of combustion would be conducted as nearly as possible in accordance with the laws Nature has laid down as essential to perfection. The carrying out this principle should be the end and aim of every engineer who seeks to obtain the utmost duty or value out of the means or materials placed at his disposal. It can only be done by a careful study of those laws, and by founding the structure upon first principles; that this has been done as respects the combustion of the fuel and the utilization of the heat produced therefrom in the locomotive engine in a very satisfactory manner, our explanations of the chemical questions involved, and the means adopted of satisfying the theoretical conditions together with the practical results obtained, prove conclusively. The whole theory of combustion and absorption being thus well understood, and the means of applying that theory ascertained, little more remains to be done but by remedying defects which still exist, and carrying out the principles laid down to the greatest extent possible, to approach still nearer to perfection.

While thus bearing testimony to the efficient manner in which philosophical knowledge has been applied to this function of the locomotive engine, we cannot go to the same extent as regards the other, as the means generally employed for using the steam are very defective, and as we stated in our first article, only gives a result of nearly 75 per cent. below the full theoretical duty. This is mainly owing to the fact that first principles have in this instance been to a great extent lost-sight of, not that with the present type of engine we can ever hope for as near an approach to the full theoretical duty in the use of the steam as is now obtained in its production, but at the same time we may expect a very considerable reduction in the present enormous per cen age of loss if suitable means are judiciously applied to effect it.

In order to bring about this we must first clearly understand the nature and causes of this loss, and ascertain what should be the qualities of a theoretically perfect engine. When we have determined this we shall then be in a position to consider how close to it we may reasonably hope to approach, and what means we should adopt with this object.

The reason why there is so enormous a discrepancy between the theoretical effect and the actual duty got out of a given quantity of water converted into steam, are: Firstly, that the expansive power of the steam is wasted in expanding itself in the boiler without doing any work; secondly, in the cylinder in which its expansive power is only utilized to a very limited extent; thirdly, that a large portion is lost in the clearance of the piston and in the steam passages; and fourthly, there is a loss from the back pressure of the atmosphere against the piston, also from radiation, condeneation, and by escape at the safety valve. If the loss from all these causes could be entirely prevented it is demonstrable that we should have a theoretically perfect engine, which, making an allowance for friction, and assuming the combustion and absorption of heat to be theoretically perfect, would, with the consumption of 1lb. of coal, realize the theoretical duty of 10,000,000lb. raised one foot high. The losses by radiation, condensation, the steam passages, and safety valve, are self-evident, and hardly require a line of argument to be devoted to them. Any one can understand that if a certain quantity of steam is passed into the passage of a cylinder where it does no work, and then discharged into the atmosphere, it developes no power, the same with what escapes from the safety valve; and as heat is power, all the heat that escapes by radiation is so much power lost. These are all necessary evils to a certain extent, and all we can expect to do is to diminish them as much as possible; but the chief loss does not occur from these, but from the way the bulk of the steam is used in producing power, in not properly taking advantage of its expansive property. We arrive at a knowledge of what steam is capable of if this principle is fully carried out in this way. It is known that if steam is let into a cylinder it will drive the piston before it; suppose the steam to be shut off when the piston has traveled a certain distance, the steam will then have exerted a power expressed by its pressure multiplied into the area of the piston and by the distance it has traveled; if, now, the steam is allowed to escape either into the atmosphere or a condenser there is an end of it, and no more power is derived from it; if, however, the steam, although shut off from the boiler, is still retained in the cylinder, it will expand and drive the piston further, and continue to do so until its pressure reduced by expansion is balanced by the pressure of the atmosphere on the other side of the piston, and all this power obtained in driving the piston after the steam was shut off from the boiler is so much pure gain over and above the power which was derived from the steam while it was flowing into the cylinder from the boiler.

This gain amounts to something very considerable, depending on the number of times the steam is expanded. Suppose, for instance, we have steam of 100 lbs. pressure per square inch, which is let into a cylinder, and after driving the piston a distance of 1 ft. it is shut off, we may represent the power thus exerted by 100; if now the steam is allowed to expand and drive the piston another foot, it will have exerted an additional power by the time it arrives at the end of the second foot represented by 69, and it continued through a third foot, at the end of it, an additional power represented by 40, which added to that derived from the second foot amount together to an additional power represented by 109; if continued through a fourth foot we should add 28; through a fifth 22, and so on until the pressure of the steam was so reduced that it was incapable of exerting further power. Now see by this that a very great additional power is obtained from the same quantity of steam by taking advantage of this expansive property, and that by even expanding it only three times its original bulk more than twice the power is obtained from the same amount of steam. We also see that the more the steam is expanded the greater is the power developed, that consequently the greater is the economy obtained. It is therefore evident that to attain perfect economy the steam must be expanded to the utmost limit possible, and by following out this view we shall arrive at some idea of a theoretically perfect engine to serve as a model of perfection which it should be our aim to approach as nearly as possible in practice. We have before explained that we can only give steam the number of expansions that will reduce its pressure to nil, consequently the higher the pressure, the greater the number of times it will expand before it arrives at this point; we shall only therefore have a theoretically perfect engine when we begin with the very highest pressure steam is capable of exerting. This pressure will only be obtained when the steam is confined in a vessel of the same capacity as the volume of the water from which it was produced, that is to say, a cubic foot of water would have to be confined in a boiler of the capacity of one cubic foot, and heat applied until that water was converted into steam. It has been estimated that the pressure of such steam would not be less than 2,000 lbs. per square inch. It would have a temperature of about 1,180 deg. Fahrenheit, and supposing an engine could be constructed to use steam of this heat and pressure, and expand it down to zero, and provided the boiler was so constructed that all the heat of the fuel was utilised, such an engine, being also free from the other losses before enumerated, would be theoretically perfect, and with a consumption of 1 lb. of coal would accomplish the theoretical duty of 10,000,000 foot pounds. It must not be supposed from this that we are now advocating the construction of such an engine upon the system now in use, for this would be impossible, not we believe from the greatness of the pressure, but from the high temperature the boiler, cylinders, &c., must necessarily be kept at; this temperature of 1,180 deg. would be about that of a piece of iron at a bright red heat; we should, in fact, have to deal with red-hot steam, if such a thing can be imagined, and at such a temperature, combined with its great pressure, no material we are acquainted with would be suitable for the working parts, nor could any lubricant be applied. If the natural law had been different, and the temperature of the steam at 2,000 lbs. per square inch had only been some 200 or 300 deg., then indeed we might have hoped for a very near approach to a perfect engine, but until some completely new mode of using the steam, to which a high temperature will not be detrimental, is discovered, we must be satisfied to keep a long way off from absolute perfection. If it were the pressure alone that had to be considered this might be provided for without much difficulty, in fact 2,000 lbs. per inch is but a moderate pressure compared to the pressures that have to be controlled in modern artillery, which is estimated by tons per square inch instead of pounds, and is probably twenty times as great as the greatest pressure steam is capable of exerting. Moreover, if vessels can be constructed to bear such enormous pressure, it would be a comparatively easy task to construct them to bear only a pressure of 2,000 lbs.; in fact, this is a pressure that engineers are quite familiar with in hydraulic presses and other similar apparatus.

While, therefore, we must with our present knowledge and means of utilising steam of this temperature, stand at some distance off and view with awe this monster of our imagination--an engine consuming red hot steam, which would indeed be literally a fire engine, a veritable salamander,—we may nevertheless approach him closer than we have done, for if treated with the consideration due to his exalted position, and dealt with according to the laws of Nature, the all powerful master he obeys, we may tame him to our use, and turn him to our advantage—that is to say, while for the present, and until some new kind of engine is devised capable of using red-hot steam, we must be content to postpone this idea—there is no reason why we should not more nearly approach it by using steam a great deal hotter, and consequently at a much higher pressure than we now do, for the greater the pressure, the greater number of times it can be expanded, and the greater the expansion, the greater the economy.

The direction of our future progress is thus clearly indicated; it should be our aim to employ steam at the highest possible pressure that the means known to us will admit of, and we should expand that steam to the utmost practical limit. If we now look back for five and thirty years, and examine what has been done in this direction during that time, we shall find that it amounts to very little. The pressure of steam in the boiler has certainly been increased, perhaps doubled, but this is all we can say, for its use expansively has hardly been approached, much less handled in the masterly way that the subject of combustion and absorption of heat has; for although some attempts to work the steam expansively in the locomotive have been made, they were mostly of a futile character, and founded on a false basis; they have been confined chiefly to improving the mechanical apparatus for working the slide valves so as to admit of the steam being cut off at various parts of the stroke by the ordinary D valve, or at best some arrangement of separate cut-off or expansion valve has been added, which has also been arranged to vary the rate of ex-

pansion, so that in fact the slide valve, under the erroneous notion that it was economising the steam by expanding it, has only been performing the office of the regulator in a somewhat differe t manner, and with little if any more advantage.

We do not hesitate to say that the whole system of variable expansion is one of the greatest fallacies that has ever prevailed among any body of scientific men. The sooner it is exploded, and the matter viewed in its true light, the better.

No doubt the introduction of the variable expansion system arose in the first instance from the fact that the work of the locomotive is constantly varying, according to the weight of the train, the inclination of the gradients, and whether it is ascending or descending,— and no doubt the difference between the two extremes under even ordinary circumstances must be very great,— but then that is no argument in favour of varying the rate of expansion to correspond, for expansion should be applied to promote economy, not to regulate the admission of steam to the load, and increasing the expansion as the load diminishes is the reverse of economical. Suppose, for the sake of argument, that the difference between the greatest and least load is as 5 to 1, and that during its journey the engine is one half the time doing the work represented by 1 and the other half represented by 5, and as the work done indicates the quantity of coal burnt, supposing there was no expansion in either case, the respective consumption of coal would be in the like proportion of 1lb. to 5lbs. Now if the steam were worked expansively, according to the present variable system, when the engine was doing its maximum work and consuming 5lbs. of coal the steam would be worked at full pressure throughout the stroke, and no saving would be effected. but when it was consuming 1 lb. the expansive gear would be brought into action, and then a saving would be effected say of 50 per cent.; which would reduce the consumption to ½ lb.; so that the total consumption during the journey would be 5lbs. for one-half, and ½lb. for the other, or 5½lbs. instead of 6lbs., amounting to a saving in the whole journey of 1-12th of the total fuel consumed.

Let us now suppose that by a suitable arrangement the steam is used expansively while the engine is doing its maximum as well as its minimum duty, and that the same saving of 50 per cent. is effected; this on the 5lbs. would amount to 2½ lb. and on the 1 lb. to ½lb. as before, on 3lbs. on the whole consumption of 6lbs., being 50 per cent. for the whole journey, or one half in the place of the 1-12th saved by the variable system.

We have submitted this comparison to the test of figures in order to illustrate more forcibly the fallacy of the variable expansive system, although its absurdity might be exposed by reasoning generally on the subject. It is only another example of the penny wise and pound foolish system, and amounts to much the same as a man economising his expenditure by saving sixpence out of every shilling while he throws away ten shillings out of every pound; in fact, it must be self-evident to any one that the same percentage of saving on a large sum must in the aggregate be proportionately greater than on a small one, and therefore if true economy in the use of the steam is to be introduced in the locomotive, the general arrangement of the engine must be so modified as to admit of the steam being used expansively, and that to a much greater degree than hitherto attempted during all times of the working of the engine, but especially when the engine is working up to its maximum power and consuming the greatest quantity of fuel. The sooner therefore this principle is admitted by locomotive engineers, and they set themselves to work to solve the problem, the sooner may we hope to see another important reduction in the consumption of fuel, and a corresponding increase in railway dividends.

We have shown that the higher the pressure of the steam we can employ the greater may be the expansion, and the greater consequently will be the economy. It is of no use therefore to creep up to this by degrees; we may as well at once determine what is the very highest pressure that can be used, or rather what is the highest temperature that can be dealt with in engines as at present constructed, and adopt the pressure corresponding to that temperature as the one we should aim at constructing the boiler and engine to utilize. As to the strength of the boiler and engine we ought not to be under any apprehension. It is as easy to construct these to bear one pressure as another, provided proper means are adopted, but we cannot with safety heat the metals employed above a certain temperature, and moreover it is requisite that the working parts be lubricated, and probably this will determine the limit, as the heat must be kept below the evaporating temperature of the lubricant.

The temperature of steam at 500 lb. per square inch would be about 460 deg. Fahrenheit; this is well below the temperature at which any kind of oil or grease would evaporate or become decomposed, neither would it injuriously affect the strength of cast or wrought iron or gun metal, and steam of this pressure could be expanded 30 times, and the power derived from the same quantity of steam used in this way would be more than 3½ times as great as if used expansively, or on the present variable expansive system.

The use of steam of 500lbs. pressure is after all no novelty. Mr. Perkins, many years ago, constructed a boiler which generated steam of this pressure with perfect security, and he applied it to drive a small engine as well as in his steam gun, but the chief advantage to be derived from steam of this pressure by admitting of a larger degree of expansion he hardly appears to have appreciated, yet in this after all lies its chief advantage, and probably on this account his ideas, which were to a certain extent correct, did not become sufficiently developed to be turned to a useful account.

We are sure, however, this is the road that future improvement in the locomotive as well as in other engines must take, and we submit this as a simple problem to our locomotive engineers to work out. We give them the hint as to what is required to be done, but we must leave to their ingenuity and practical skill to provide the means of doing it, and if the same amount of ability is evinced in working out this question, as in the other, we hope to see as great a saving on the present consumption of fuel effected in the next three years as has been during the last thirty.

Sale of the Western Union Railroad.

The Western Union Railroad, from Racine to Port Byron on the Mississippi River, a distance of 180 miles, has passed into the hands of Alexander Mitchell, of Milwaukee, and his associates, by purchase. Of course the management will go with the ownership.

It has always been a mystery that this road, running as it does through a region of unsurpassed productiveness, has fallen so far behind our Prairie du Chien Railway or the Chicago and Rock Island. We believe it has been the least productive of any road connecting the lake with the river. Under the management of such men as have managed Milwaukee roads, or Chicago roads, the Western Union ought to have made Racine a city of twenty-five thousand people. Instead of this she has been content to be used as a tail to the Chicago kite.

When the new owners assume the management of the road, we can assure our neighbors that there will be a change in policy that will enable the Western Union to rank with the other great thoroughfares from Lake Michigan to the Mississippi River.

The towns along the line of the Western Union, as well as Racine, will find cause for self-congratulation in the change about to be made. With the ample means which Mr. Mitchell can command, he will be able to add to the stock, equipment, and station accommodations to meet all the demands of the public. Mr. Mitchell is a director in the Northwestern Railroad, which crosses the Racine road at two points, and will be able to make the most satisfactory connections.

In every point of view it seems to us that the change will be a good one; good not only for Racine but for Milwaukee.—*Mil. Wis.*

The South Street (Philadelphia) Bridge.

The Philadelphia *Ledger* says that the plans of Chief Engineer Kneass for an iron bridge over the Schuylkill at South street, Philadelphia, have been adopted. It is proposed to construct a Murphy's truss bridge, with two draws in the centre 77 feet wide each. On each side of the draws are to be two spans of 185 feet each. The centre and river piles will be of iron, sunk by pneumatic process; and on this principle will the draws be worked. The length of the bridge will be 2,188 feet, and the clear height 32 feet above high water. Proposals for its construction have been invited, but none as yet have been received.

☞ The State Treasurer of South Carolina gives notice that the interest on the bonds of the State of South Carolina, since July 1, 1867—up to which date the accrued interest was funded—will be paid on and after July 1, at the banking house of H. H. Kimpton, in New York, and at the State Treasury office in Columbia. The interest on the registered stock of the State, accrued since July 1, 1867, will be paid at the same time, but in Columbia only.

☞ The first regular passenger train on the first division of the Dutchess and Columbia Railroad, from Hopewell Junction to Fishkill Landing, was run on the 21st inst. The road is leased for ninety-nine years to the Boston, Hartford and Erie Railroad Company, by whom it will be operated.

☞ We give in our advertising columns the names of 14 Contractors to whom 51 Sections of the Pittsburg and Connellsville Railroad have recently been let. The remaining 35 Sections having been previously contracted for, the whole line of 86 miles between Connellsville and Cumberland is now under contract, and there will be constant employment for labor thereon during this year and the next.

☞ The Treasurer of Indiana proposes to pay off $800,000 of the State debt on the 1st of July, if the holders of the State bonds will relinquish them to that extent. If this sum can be paid it will leave the State debt at about $1,800,000, whereas it was fully $7,000,000 but five years ago.

☞ A dispatch dated Memphis, Tenn., June 23d, says: A. L. Mitchell, President of the Mississippi River Railroad, advertises for grading the same from Memphis to Covington, Ky. Indications are that the work will be pushed forward at an early day.

☞ The new railroad to connect Newark with New York has been completed as far as Railroad avenue, Newark, so that there can be now no doubt the road will be in working order before the 1st of July.

☞ The St. Louis and Iron Mountain Railroad was opened to Fredericktown, 105 miles from St. Louis, on the 22d inst.

☞ The preliminary survey of the Des Moines and McGregor Railroad has been commenced,

Journal of Railroad Law.

RAILROAD COMPANY—WHEN NEGLIGENCE OF A THIRD PARTY WILL NOT EXCUSE A CORPORATION FOR INJURY TO A PERSON NOT HIMSELF GUILTY OF NEGLIGENCE.

The facts of the recent case of Webster *vs.* The Hudson River Railroad Company (38 N. Y. 260), are fully and clearly stated in the following opinion by

HUNT, CH. J.—The plaintiff was properly in the cars of the Hudson and Boston Railroad Company, on his way to Chatham. It is not pretended that he was guilty of any personal negligence, or that it was in his power, by any means, or in any degree, to have prevented the collision by which he was injured. Like every passenger in a train of cars propelled by steam, he was passive in the hands of the railroad company; unable to aid, if aid was useful, unable to delay or to hasten a train, incompetent, and not permitted, to regulate or examine its machinery. His personal safety was exclusively under the control of others. Of the company, to whose care he had intrusted himself, he was entitled to ask the very highest degree of care and attention. Of all others, that ordinary care which all prudent people are bound to bestow in the management of their affairs. The jury have found, that the defendants were deficient in the use of such care, and I see no reason why they should not respond in damages. The "imputation" to the plaintiff of the negligence of another is based upon no sound principle. The fact that the Boston road was also guilty of negligence, furnishes, in law or morals, no excuse for the negligence of the Hudson River Company, and no reason why they should not respond in damages. (Sheridan *vs.* Brooklyn and H. R. R. Co., N. Y. 39.)

In Chapman *vs.* The New Haven R. R. Co., (19 N. Y. 341), and in Colegrove *vs.* The Harlem and N. H. R. R. Co., (20 id. 592,) the question now before us was distinctly presented, and in each case was decided in favor of the plaintiff. In the case of Brown *vs.* N. Y. C. R. R. Co. (23 N. Y. 597), the question was somewhat discussed, but it did not exist in the case. There, the justice at the circuit had charged, that the plaintiff was responsible for the negligence of the driver of the stage in which she was riding, and the jury had found that there was no negligence on the part of the driver. The question of imputed negligence could not, therefore, have been decided in that case. The case of Thoroughgood *vs.* Bryan (8 Com. B. 115) was cited in several of the above cases. The facts in that case show a clear question of personal negligence to be submitted to the jury. Instead of waiting for the driver of the omnibus in which he was riding to draw up to the sidewalk, and there permit him to alight, as he had a right to require, the plaintiff got out in the crowded street, and was at once, or soon, struck by an approaching omnibus. If there was negligence, the plaintiff was the negligent party, although the driver of his omnibus may have been negligent also in not stopping at once, or in not driving to the sidewalk. This case is no authority for the decision of a case like the present.

Upon principle and authority, this case was rightly decided below, and the judgment should be affirmed.

Judgment affirmed.

Illinois Central Railroad.

The statement of this Company for the month ending May 31, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	6,408.76 for	$61,393 01
Acres Int. Fund Lands sold	40.00 for	501 60
Acres Free Lands sold	840.00 for	13,573 80
Total sales during month of May, 1869	7,288.76 for	$75,468 41
To which add Town Lot Sales		1,892 00
Total of all	7,288.76 for	$77,360 41
Cash collected in May		$166,142 22

TRAFFIC DEPARTMENT.

Receipts from Freight		$325,848 00
do. Passengers		124,132 10
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		90,000 00
Total Receipts in May, 1869		$550,338 43
Total Receipts in May, 1868		$486,041 22
Estimated earnings in the month of May, on the D. & S. C. R. R., not included above		$104,708 55
Corresponding month of 1868		$82,891 43

Kansas Pacific Railroad.

At the close of 1868 this company had 440¼ miles of road in operation, of which 405 miles, (extending from the Missouri State Line to Sheridan, Kansas,) were Main Line, and 35¼ miles branches. Of this, 70 miles were opened during the year, viz: from old Coyote Station to Monument, 50 miles, on the 14th of June, and from Monument to Sheridan, 20 miles, on the 16th of August—making the average length of road operated during the year 403.36 miles, against an average of 228.45 miles in 1867. The branches are: Leavenworth branch, 31.8 miles; Wyandotte spur, 1.75 miles; State Line to Kansas City, 1.70 miles. The following is a comparative statement of the earnings and expenses during the year ending December 31,

Earnings:	1867.	1868.
Commercial business	$1,071,883 44	$1,263,165 53
Government business	511,369 04	487,920 18
Conductor's freight	250,968 14	145,384 73
Miscellaneous	49,633 14	13,691 39
Total	$1,883,853 76	$1,910,161 83

The expenses of 1868 were as follows:

Conducting transporta'n	$276,759 80	
Motive power	416,207 20	
Maintenance of cars	63,012 56	
Maintenance of way	221,029 44	
General expenses	59,485 23	
		1,036,494 20
Net earnings		$873,667 63

In 1867 the operating expenses were $1,277,618 69, and the net earnings $606,235 07. The per centage of expenses to earnings in 1868, was 54.26; in 1867, 66.04. The earnings per mile in 1868 were $4,735 63; the expenses per mile, $2,569 65—and the net earnings per mile, $2,165 98.

The company have over 6,000,000 acres of unsold land between Kansas City and Denver, lying in alternate sections within 20 miles of the road on each side. About one-half of this lies along the road thus far completed, and there is no incumbrance on any land of the company, except on about 1,000,000 acres between the 140th and 240th mile posts, on which there are Land Grant Bonds outstanding to the amount of $361,000. The proceeds of sales during 1868 have equaled more than one-half the amount of these outstanding bonds, and by the close of 1869 will undoubtedly be sufficient to extinguish the lien. The entire landed estate of the company will then be practically clear of encumbrance. The number of acres of land sold during the year amounted to $111,271; cash received therefor, $77,678 26, notes, $201,084 06—total, $278,762 32. The expenses attending the sales were $24,477 95, and the net proceeds, $254,284 37.

The equipment of the road consists of 29 locomotives, 21 passenger, 10 baggage, mail and express, 242 box freight, 108 stock and 422 platform cars. Miles run by passenger trains, 232,121; by freight trains, 439 932; by other trains, 94,148—total miles run, 766,201. Number of passengers carried, 109,332 (of whom 10,094 were emigrants); 59,713 were carried west, and 49,619 east. Passengers carried one mile, 6,752,750. Tons of freight moved, 124,377; do., moved one mile, 20,251,545.

GENERAL ACCOUNT, March, 31, 1869.

Cost of construction and equipment, 438 miles, including surveys to the Pacific, right of way, and real estate purchased		$22,692,217 34
Interest on funded debt, and amount paid for discount and interest, since December 31, 1868		90,234 41
Due from government for transportation		177,160 91
Bills receivable (chiefly Land Notes)		274,843 76
Due from other companies		14,335 01
Due from individuals, including amounts advanced on audited accounts		25,084 73
Agents' balances		68,480 96
Value of supplies on hand		227,908 30
Sundry investments		60 457 34
Cash and securities on hand		55,774 65
Profit and loss		7 320 67
		$23,693,818 08
Capital stock		$5,072,500 00
Income bonds	$4,275,350	
First mortgage bonds	6,240,000	
Leavenworth Br. bonds	600,000	
Land Grant bonds	361,000	
		11,476,350 00
Government subsidy	$6,303,900 00	
Less amount credited by U. S. Treasurer for transportation	413,458 02	
		5,889,541 88
Bills and accounts payable, unclaimed coupons, wages, &c		711.569 16
Miscellaneous liabilities		40,979 47
Net earnings for January and February, 1869		41,925 69
Net receipts from sales of lands January and February, 1869		108,423 77
Receipts from agents and conductors, for account of month of March, 1869		75,081 78
Balance of income, Dec. 31, 1868		277,446 23
		$23,693,818 08

☞ Messrs. Willis, Phelps & Company, of Springfield, Mass., have contracted to build the Monadnock Railroad from Winchendon to Peterborough, N. H.

☞ The Chicago, Cincinnati and Louisville Railroad, entending from La Porte to Peru, Indiana, is completed, and through passenger trains will commence running on the 27th inst.

The Car Builders' Convention.

The Master Car Builder's Association held its fourth annual convention at the Tremont House, Chicago, on Wednesday and Thursday of last week. Twenty-six old members of the Association—mostly from Eastern roads—were present the first day, and fifteen new members joined it. I. W. Van Houten, of the Pennsylvania Railroad, was re-elected President for the ensuing year, and Hugh Grey, of the Chicago and Northwestern, was chosen Vice President; J. W. Davis, of the Pennsylvania, Secretary; and A. Steinbach, of the Philadelphia and Reading, Secretary. Invitations to accept excursions over various railroads were received, and some time was spent in examining various improvements exhibited by the inventors or their agents.

In the discussion on car building the following were the decisions by votes after debate:

That the draw bars of freight cars be fixed at two feet eight inches, and those of passenger cars at three feet.

That the bodies of box cars consist of two sills and four stringers; the sills to be four and a half by eight inches, and the stringers three by seven and a half, dressed, all of Southern yellow pine. Several members believed it impossible to determine upon a uniform size.

That six-wheel trucks for the largest size of passenger coaches and sleeping cars are the safest, and, all things considered the best for railroads to use.

That for heavy passenger cars the size of the axle should be four and a half inches in diameter on the wheel seat, and three and seven-eighths in the centre, with journals three and a quarter inches in diameter and six and a half long.

A committee which examined drawings, models and specifications for the construction of freight and passenger cars and trucks reported that the best four-wheel passenger truck was that presented by Mr. Van Houten, of Philadelphia; the best iron freight car, the design of Mr. Waddington, of Fort Wayne; and the best six-wheel passenger truck, also Mr. Waddington's design.

A committee, of which E. R. Brown, of the Lehigh Valley, and Leander Garey, of the New York and Harlem, are members, was appointed to prepare business for the next meeting of the Association. Mr. Brown's address is Mauch Chunk, Pa., and Mr. Garey's, New York City.

The next meeting of the Association will be held in New York on the second Wednesday of June, 1870.

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TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
NEW YORK, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869**, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

ROME, WATERTOWN AND OGDENSBURG RAILROAD.—VICE PRESIDENT'S OFFICE, No. 12 College Place, New York, June 12th, 1869—This Company will pay a semi-annual dividend of FIVE (5) per cent., free, on and after the 15th July, to stockholders of record at this date. Transfer books will remain closed from date till the 1st July. Stock registered in New York will be paid at the Mercantile Bank for 60 days. All other at Watertown.

3125 J. A. LAWYER, Treasurer.

FOR SALE OR HIRE.

4 SECOND HAND PASSENGER CARS, 4 feet 8½ inch gauge. Two seat 60; two 48 persons.

JACKSON & SHARP,
Delaware Car Works,
4125 Wilmington, Del.

EDWARD J. ETTING,

105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern.

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

☞ Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron

CONSIGNMENTS SOLICITED.

Pittsburg and Connellsville Railroad.

ENGINEER'S OFFICE PITTSBURG & CONNELLSVILLE R.R. Co., Pittsburg, June 3d, 1869.

THE GRADUATION, MASONRY and BALLAST, upon the following Sections of the PITTSBURG AND CONNELLSVILLE RAILROAD, have been allotted, by the President and Directors of the Company, to the parties named below in connection with the same—viz:

To RALPH JONES & CO.—Sections, 67, 68, 69, 70, 71, 72, 75, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105.
To JOHN DONAGHUE & BROTHERS—Sections 107, 143, 144.
To MEYER, BRODHEAD & CO.—Sections, 115, 119, 120, 121, 122, 123, 124, 125, 126, 127.
To DEWEES & CLARK—Sections 118, 119.
To PATRICK KEATING—Section 118.
To JOHN WILHELM—Section 109.
To EDWARD KERNS & BROTHER—Sections 131, 132, 137.
To BRACKEN & FITZPATRICK—Section 133.
To B. B. GONDER—Sections 134, 135.
To ALEXANDER B. BUCHANAN—Section 136.
To P. R. HOWLEY—Section 138.
To GEORGE W. HARRISON—Section 139.
To NATHAN SHIPLEY—Sections 141, 142.
To MANFULL & ROSS—Sections 77, 78, 79.

The remaining 35 Sections between Connellsville and Cumberland having been contracted for previously, the whole line of 86 miles between those points is now under contract to responsible parties, and there will be ample and steady employment for labor thereon during this year and the next.

BENJ. H. LATROBE, Chief Engineer.

Proposals for $2,767,000 Tax Relief Bonds of the City of New York.

SEALED PROPOSALS will be received at the Comptroller's office, until TUESDAY, June 29, 1869, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of $2,767,000, of "Tax Relief Bonds of the City of New York," authorized by Sec. 2 of Chap. 876, Laws of 1869.

Said bonds are to be issued for the purpose of providing means to redeem the Family Aid Fund Bonds of the City of New York, due Nov. 1; that portion of the county debt, due Nov. 1, and the quota of the State tax to be levied on account of State debt chargeable to the County of New York during the present year.

The bonds will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November in each year, and the principal will be redeemed on the 1st day of July, in the year 1879.

The proposals will state the amount of bonds desired, and the price per $100 thereof; and the persons whose proposals are accepted, will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

The "Family Aid Fund Bonds, No. 5," of the City of New York, due Nov. 1, 1869; the Bonds of the County of New York, entitled "New York County Bonds for the repayment of Taxes," due Nov. 1, 1869; and the "Revenue Bonds of the City and County of New York, of 1869," will be accepted at their par value and accrued interest, in payment, on account of any proposals made for the aforesaid Tax Relief Bonds of the City of New York, which may be accepted; and in such cases the adjustment will be made at this office and the new bonds issued.

On presenting to the Comptroller the receipts of the Chamberlain for deposits made with him on account of the aforesaid loan, the parties will be entitled to receive bonds for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment.

This loan, without increasing the debt of the City, offers an investment to companies and individuals unrivaled in security and for a period of years.

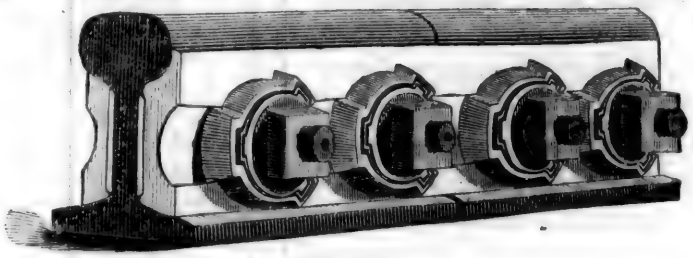
Each proposal should be sealed and indorsed, "Proposals for Tax Relief Bonds of the City of New York," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved, on the part of the Comptroller, to reject any or all of the bids if, in his judgment, the interests of the Corporation require it.

RICHARD B. CONNOLLY, Comptroller.

City of New York, Department of Finance, Comptroller's Office June 19, 1869.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

STEEL & IRON RAILS,

American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,

22 William Street New York.

HARRISBURG

Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

EAST RIVER SCREW BOLT WORKS.

RYLANCE & CASKELL,

Manufacturers of Screw Bolts,

No. 433 EAST 25th ST., N. Y.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

WILLIAMS, PAGE & CO.'S

PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers.** These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

Manufactured and for sale by

WILLIAMS, PAGE & CO.,

91 Water St., Boston, Mass.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. *Manufactory, Junction Shop, Worcester, Mass.*

THE OFFICE OF

THE MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY

IS PROVISIONALLY LOCATED AT

5t21 **32 BROAD STREET.**

PACIFIC MAIL
Steamship Company's

THROUGH LINE TO

California and China.

Through rates, New York to San Francisco:

First Cabin.			
Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

July 11, ARIZONA, CAPT. MAURY, connecting with COLORADO, CAPT. PARKER.

Steamer leaving July 10, connects closely with steamer OREGONIAN, leaving San Francisco Aug. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA received until 4 P. M. on WEDNESDAY, June 30. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS
CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders, CHILLED DRIVING WHEELS and TIRES for Locomotives, ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE

BIGELOW & JOHNSTON,
BROKERS.

New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc., Etc,

48 Pine-St.,

EDWARD P. BIGELOW, JAMES JOHNSTON. } NEW YORK.

WHIPPLE'S
PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.

Per E. Trowbridge, Treas.

DETROIT, May 23d, 1869.

ODDIE & CO.,
Stock, Bond & Gold Brokers,

35 WALL STREET,

NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE.

(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 27.] SATURDAY, JULY 3, 1869. [WHOLE No. 1,733, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 3, 1869.

From the Pittsburg Chronicle June 25.

Pittsburg, Fort Wayne and Chicago Railway Lease.

Yesterday we gave a brief record of the proceedings of the adjourned meeting of the annual meeting of the stock and bondholders of the Pittsburg, Fort Wayne and Chicago Railway. The stock vote, which was in progress at the time we went to press, was called on the following resolutions:

Resolved, That we, the stock and bondholders of the Pittsburg, Fort Wayne and Chicago Railway Company, hereby assent to and approve of the lease of the railways of said company to the Pennsylvania Railroad Company for the period of nine hundred and ninety-nine years, upon the terms and conditions, and for the annual rental reserved and mentioned in a certain Indenture of Lease thereof, bearing date on the 7th day of June, 1869, executed by or on behalf of the said Pennsylvania Railroad Company and now submitted to us; and that we hereby assent to and approve of the execution and delivery of such lease on behalf of the said Pittsburg, Fort Wayne and Chicago Railway Company: *Provided, however*, That this assent and approval shall not be construed to waive, alter or impair the existing liens of the respective deeds of trust or mortgage by which the payment of the respective bonds are secured; but that this assent and approval is expressly declared and is given upon the condition that the said lease shall be and shall ever be deemed and taken to be subordinate to the aforesaid liens.

Resolved, That the assent of the stockholders is hereby given to the making, by the Board of Directors of this company, of such contract, as is contemplated in article thirteenth of the lease this day submitted, upon the terms and conditions, and upon the approval and assumption by the lease, as in the said article contemplated.

Resolved, That inasmuch as in and by the provisions of the lease of the railway of this company to the Pennsylvania Railroad Company, after satisfying the liabilities of the company for interest and sinking funds, a perpetual dividend fund is provided adequate to pay twelve per cent. upon the existing stock of this company, free and clear of all taxes which may operate as a deduction from the said dividends, it is expedient that a guaranteed stock entitled to dividends at the rate of seven per cent. per annum, payable quarterly in such form and with such guarantee as the Board of Directors may prescribe, and of such aggregate amount as the annual rental $1,300,000 shall suffice to pay dividends upon, at the aforesaid rate of seven per cent. per annum, shall be created, and that the same shall be issued in substitution of the now existing stock, in such manner and on such terms as the Board of Directors and such committee or officers as they may designate are hereby vested with all powers which the stockholders can confer, and which may be necessary or proper to carry the substitution into complete effect.

A motion was made and carried to vote by ballot on the three propositions severally.

The voting was not concluded until a late hour in the afternoon, when the meeting adjourned to assemble this morning at 10 o'clock to receive the report of the tellers.

It is supposed that about $15,000,000 of share and bond capital voted at the meeting yesterday of which over $14,000,000 voted in favor of the lease, and less than $1,000 000 against it, the larger portion of the latter sum being voted, it is said, by the President.

This morning, at 10 o'clock, according to adjournment, the tellers assembled and made their report.

The vote stood as follows:

On the first resolution, 179,701 for, and 7,217 against.

Second resolution, 186,918 for, and none against.

Third resolution, 162,636 for, and none against.

In the meeting of the first and second bondholders, the vote stood about in the same proportion.

At the meeting of the Directors of the road, the usual quarterly dividend of two and a half per cent. was declared, anticipatory of the 16th of July.

We presume that, under the terms of the lease, the active operations of the road will fall into the hands of the lessees, the Pennsylvania Railroad Company, on the 1st of July, General Cass still retaining his position as President of the Pittsburg, Fort Wayne and Chicago Railway, in which capacity he has so long been identified with the interests of that corporation and the business history of Pittsburg.

In this connection, we may state that the Grand Rapids and Indiana Railroad is being pushed forward with great energy on the part of Mr. Cass, the President, northward from Fort Wayne to the Upper Lake country. His energy, as President, joined with that of Mr. J. L. Williams, of Fort Wayne, as Receiver, has built within the last three months twenty miles toward Grand Rapids, and placed twenty miles more under graduation, to be completed within the next three months. This whole route toward Grand Rapids will be completed this year, and will form another great link of transportation and traffic with the Pittsburg, Fort Wayne and Chicago Railway at Fort Wayne.

Grand Rapids and Indiana Railroad.

The Kalamazoo *Telegraph* says that the Pennsylvania Railroad Company has agreed to indorse the bonds of the Grand Rapids and Indiana Railroad Company, and is confident that the speedy completion of the railroad is assured by this endorsement. It would be valuable to the Pennsylvania as a feeder to its lines east of Fort Wayne. The last Michigan Legislature gave the company a land grant, on condition that it should complete 20 miles of the road north of Cedar Springs, which itself is 20 miles eorth of Grand Rapids, by the 1st of July this year. On the 22d ult. this section was completed and a train ran over it. Work on the next section is to be commenced immediately.

☞ Gen. E. M. Law has been appointed Superintendent of the Charlotte and Augusta Railroad.

Canadian Railway Returns.

The earnings of the Railways of Canada for the month of May, 1868 and 1869, were as follows:

	1869.	1868.
Great Western	$294,658	$280,992
Grand Trunk	736,917	646,824
London and Port Stanley	3,371	3,642
Welland	9 201	10,793
Northern	81 906	74,671
Brockville and Ottawa	19,344	16,556
St. Lawrence and Ottawa	14,688	10,263
St. Lawrence and Industry	989	1,027
New Brunswick and Canada.	12,324	11,273
European & North American	17,190	14,746

Toledo, Wabash and Western Railway.

The gross income of this company for the fiscal years ending December 31, 1867 and 1868, was as follows:

	1867.	1868.
From passengers	$1,213 525 43	$1,224,681 51
" freight	2,364,225 40	2,542,742 91
" mail	52,000 00	70,412 49
" express	148,385 52	89,163 97
" miscellaneous	31,217 23	86,207 10
	$3,809,353 58	$4,013,207 98
Expenses, viz:		
Renewal of iron and superstructure	$264,912 93	$287,064 04
Maintenance of roadway and structures	633,491 20	624,579 41
Maintenance of cars, engines, etc.	449,469 34	489,389 66
General transportat'n expenses	1,439,008 85	1,488,586 68
	$2,786,882 32	$2,889,619 79
Leaving a net income of	$1,022,471 26	$1,123,588 19

Compared with the previous year, the gross earnings of 1868 show an increase of $203,854 40; with an increase in expenses of $102,737 47—making the increase of net earnings, $101,116 93.

The receipts and expenditures during the year were as follows:

Receipts.	
Gross income, as above	$4,013,207 98
From consolidated mortgage bonds.	615,000 00
Bills payable	1,308 00
Materials and supplies, less than 1867	24,546 80
Fuel, less than 1867	6,848 42
Cash, (balance of 1867)	151,171 98
Wabash elevator stock, (sold)	10,000 00
From Connecting roads (balance of 1867)	35,000 11
Total	$4,857,083 29
Expenditures, &c.	
Operating expenses, as above	$2,889,619 79
Equipment	19,300 83
Construction	284,180 88
Interest less unpaid coupons	1,181,330 03
Jacksonville Depot Company	1,765 48
Quincy Railway Bridge Co	1,800 00
Meredosia Bridge Co	15.184 90
Hannibal and Naples R. R. Co	3,669 00
Bills payable of 1867, paid	15,420 00
Coupons of past year paid	16 030 00
Cash on deposit	108,077 43
269 sinking fund bonds paid off	269,000 00
Due from connecting roads, individuals, &c	22,759 22
Due from U. S. Post Office &c	28,945 73
Total, as above	$4,857,083 29

The earnings of the road, for the current year, show a very gratifying increase of $203.854 40 over the earnings of the preceding year, and are largely in excess of any corresponding period in the history of the company. However, owing to causes that were extraneous and beyond our own control, the results of the year have hardly been commensurate with the vast amount of actual service performed. The prevalence of a most vicious competition at all principal cities at the East during a large portion of the year, for the through traffic, and carried to an extent as to involve a positive loss upon the business done, has seriously depressed the aggregate earnings of our own line, as I dare say it has that of all others. It is to be much regretted that harmony and community of interest between the various lines, furnishing outlets to common points or markets, cannot be more permanently established in these matters, so that these frequent and disastrous conflicts for business might be avoided.

Another source of depression to our earnings is found in the failure of Eastern lines to receive and forward with promptness and despatch, our eastward-bound freight, the neglect of which has caused damaging blockades at Toledo, and consequent stagnation and paralysis of business all along the line of our road. The losses and injury entailed upon Western lines from this cause, are of a very serious character indeed, but no doubt will have to be borne until the managers of Eastern roads shall come to understand and appreciate, the ever-increasing demand for transportation facilities, created by the vast and constantly increasing agricultural productions of the West, and when so apprehended, shall promptly and adequately meet these demands.

Our prospects for a large and prosperous traffic for the incoming year, are singularly bright and encouraging. It is believed there was never before so large an area of our country in wheat at this season, as now, and all agree that the wheat sowed last Autumn, is looking remarkably thrifty and promising. Unless some disastrous blight shall yet be experienced, we shall harvest more wheat in 1869 than in any former year. The larger portion of the corn crop of last season, confessedly an abundant one, still remains in the hands of the producers, and fully one-half of the wheat crop is likewise held in reserve, and to come forward. We have also the usual accumulations of beef, pork and other miscellaneous freight upon the line, sufficient to swell the business of our road beyond that of any previous year.

The local traffic of our road, in all its various branches, indicates a constant and gratifying increase with each returning season, and its continued increase will be fully assured, as the rich and fertile country contiguous to it, becomes more populous and its resources more fully developed. It is in view of this, that we are inspired with confidence as to the future success of our line, since it may be assumed as an axiom of universal experience, that the profitableness of a railway actually depends upon the volume and character of its strictly local traffic.

During the present year a contract was entered into between this company and the Hannibal and Naples R. R. Co., the Hannibal and Central Missouri R. R. Co., and the North Missouri R. R. Co., whereby it was agreed in consideration of the covenants of these companies, that on the completion of the lines connecting Naples with Moberly, on the North Missouri Railroad, and the several companies uniting in forming a continuous through line to Kansas City, mutually co-operative and on a *pro-rata* basis, that this company would procure a certain amount of pecuniary aid for building the line, and assist in the construction of a bridge to Hannibal, and also on the completion of the road as far West as Hannibal, would furnish equipment and operate the same under a lease or division of the gross earnings.

The Hannibal and Naples Division of the line is now rapidly approaching completion; more than one-third of the iron has already been laid, and it is confidently expected that during the month of July next, the road will be ready for the running of trains over its whole length, from Naples to Hannibal.

The line from Hannibal to Moberly is also under contract, and though work has been delayed by the unfavorable weather of the winter, so large a force has now been distributed over the whole distance, as to make it certain that the grading can be completed within the year. The iron, equipment, &c., for this portion of the road is now being secured and will be delivered as soon as required. The completion of this work insures to our road, a line to Kansas City and Leavenworth, forty-three miles shorter than *via* Quincy, forty-five miles than *via* Saint Louis, and the shortest and most eligible route from New York, Boston, Philadelphia and Eastern cities, to Northern Missouri, Kansas, and the principal towns upon the Upper Missouri River. The importance of this connection to our road cannot be over-estimated.

Another equally important arrangement for our company has recently been concluded, having for its object the building of a direct line of railway, connecting with our road at the city of Decatur, and running thence to the city of Saint Louis. The means required for this undertaking have already been provided, and upon the consummation of some preliminary contracts with several counties and towns immediately interested, the work will be commenced and prosecuted to completion with the utmost degree of energy. As soon as the completion of this road is accomplished, it is to be operated by our company, and in fact is to be incorporated into our own line, in virtue of an agreement of consolidation already executed. The line of this proposed road passes through one of the richest and most productive portions of Illinois, and with Saint Louis as its terminal and objective point, we have every reason to expect from it, an accession to all branches of our traffic, far beyond and surpassing anything hitherto experienced upon our road.

We have also additional grounds for confidence in the future business of our road, by the building of a railway bridge across the Mississippi River at Keokuk, and which is now, already in process of construction. By the construction of this bridge, we are brought into immediate connection with the Des Moines Valley Railroad, and thence to the extensive grain and stock growing regions of Central and Southern Iowa, a source from which we are now deriving a valuable traffic, and which will be very materially increased when the expense, detentions and other inconveniences incident to transfers by ferry, are surmounted.

The advantages attainable to our road by the construction of the Attica and Rockville Railway, were referred to in a former annual report, and the subject continues to be invested with much importance. The company in charge of this enterprise are still making exertions to secure means sufficient to build the line, and with the progress thus far made, they feel encouraged of ultimate success.

The year has been marked by an unusual exemption of accidents, and trains have been run with signal promptitude and regularity, which affords gratifying evidence of diligent care on the part of those immediately in charge of the road and trains.

Our capital stock, both general and preferred, is unchanged since the late annual report. The funded debt is changed by the payment and cancellation of the outstanding $269,000 of sinking fund bonds.

We close our fiscal year without any floating debt whatever, and with a liberal balance of cash on hand.

The length of road operated is as follows: in Ohio, 75.5 miles; in Indiana, 166.9 miles; Main road in Illinois, 212.4 miles; Keokuk branch, 41.2 miles; Naples branch, 4 miles; Camp Point to Quincy, (leased) 22 miles—total length of road operated, 522 miles. Three passenger coaches, 60 box freight, 6 mail and baggage and 35 other cars have been built at the shops of the company during the year; and there have been entirely rebuilt, or received general repairs, 20 passenger, 4 sleeping, 19 baggage and mail, 213 box freight, 26 stock, 29 flat, and 85 other cars. The equipment now comprises 105 locomotives, 48 passenger, 4 smoking, 29 mail and baggage, 1,077 box freight, 404 stock, 243 platform, 148 coal, 44 caboose, and 30 dumping cars. During the year 87 miles of new iron have been put in the track,

and 50 miles of iron taken out, repaired and replaced. Four miles of new steel rails have been put in the track; 8½ miles new side tracks built; 148,919 new cross-ties; 4 new passenger and 4 new freight buildings; 36 miles of fences; 1,000 feet truss bridges; 1,200 feet stringer bridges; and 2,780 feet bridges covered. The number of miles run by locomotives has been 1,133,321.

INCOME ACCOUNT.

Net income, as above	$1,123,588 19
Balance from previous year	491,512 82
Consolidated mortgage bonds sold	615,000 00
	$2,230,101 01
Construction and equipment	$303,481 71
Sinking fund bonds paid	269,000 00
Interest	1,226,622 53
Balance	430,996 77
	$2,230,101 01

TREASURER'S GENERAL BALANCE.

Road bed and equipment	$21,550,000 00
Messrs. Griswold, White and Worden Trustees	1,195,000 00
Materials on hand	135,168 28
Fuel on hand	102,194 38
U. S. Post office department	28,945 73
Bills receivable	7,209 53
Equalization account	34,574 08
Uncollected freight earnings	623 43
Meredosia Bridge	49 813 67
Hannibal and Naples R. R. Co	13,669 00
Illinois and Miss. Telegraph Co	11,950 00
Jacksonville Depot Building Co	3,765 48
Quincy Railroad Bridge	3,900 00
South Shore Line	800 00
Sundry balances	14,126 26
Cash on deposit	108,077 43
	$23,259,817 27
General stock	$5,700,000 00
Preferred stock	1,000,000 00
First Mortgage Bonds, Toledo and Illinois R. R. Co.	900,000 00
First Mortgage Bonds, Lake Erie, Wabash and St. Louis R. R. Co.	2,500,000 00
First Mortgage Bonds, Gt. Western R. R. Co. (east of Decatur)	45,000 00
First Mortgage Bonds, Gt. Western R. R. Co. (west of Decatur)	1,000,000 00
First Mortgage Bonds, Gt. Western R. R. Co. of 1859	2,500,000 00
First Mortgage Bonds, Quincy and Toledo R. R. Co.	500,000 00
First Mortgage Bonds, Illinois and Southern Iowa R. R. Co	300,000 00
Second Mortgage Bonds, Toledo & Wabash R. R. Co.	1,000,000 00
Second Mortgage Bonds, Wabash and Western R. W. Co	1,500,000 00
Second Mortgage Bonds, Gt. Western R. R. Co. of 1859	2,500,000 00
Equipment Bonds, Toledo and Wabash R. W. Co	600,000 00
Consolidated Mortgage Bonds, Toledo, Wabash and Western R. W. Co.	2,700,000 00
Coupons 1865–'67	48,210 74
Bills payable	1,308 00
Balance of income account	430 996 77
	$23,259,717 27

President.—AZARIAH BOODY.

Ass't President.—WARREN COLBURN.

Directors.—Azariah Boody, Isaac H. Knox, A. M. White, William Kidd, James R. Jesup, Abraham B. Baylis, Theron R. Butler, Wm. I. Schenck, New York; Wm. Mason, Taunton, Mass; George Cecil, Logansport; C. M. Smith, Springfield; C. A. Savage, Quincy; Warren Colburn, Toledo; James Spears, Lafayette; J. N. Drummond Toledo.

Secretary and Treasurer.—J. N. DRUMMOND.

Gen'l Superintendent.—GEORGE H. BURROWS.

European and North American Railway.

The Annual Meeting of the stockholders of the European and North American Railway for extension westward from St. John, was held at St. John, N. B., on the 16th ult. The meeting was organized with Wm. Parks, Esq., President in the chair, and T. B. Robinson, as Secretary. After disposing of the minutes of last annual meeting, it was on motion of Dr. Botsford, decided by a *viva voce* vote to proceed with reading the directors report. This was then read, and is as follows:

Report of the President and Directors of the European and North American Railway Company for extension from St. John westward for the year ending 16th June, 1869:

To the stockholders of the said company:

GENTLEMEN—The President and Directors of the European and North American Railway Company for extension from St. John Westward have great pleasure in submitting for the information of the stockholders of the said company a report of their proceedings during the past year, in which time the works and operations of constructing the whole line of this road from the city of St. John to the Eastern boundary line of the State of Maine has been pushed forward with great vigor and success, in proof of which we beg to lay before you the following facts and figures. The total length of the road from the west bank of the River St. John at the Suspension Bridge to the State of Maine is about eighty-eight miles; nearly the whole of this distance is graded and ready to receive the rails as soon as they arrive from England. On the 31st May last, thirty-three and a half miles of track had been laid continuously from Brundage's Point, and at the present time a train can be run from the latter place up to the junction of the Fredericton Branch Railway. Tracklaying from Brundage's Point towards St. John and from the stations at Fairville towards Brundage's Point has also been commenced, and the directors believe that by the end of July or early in August the track will be laid so that a train can proceed from the Station at Fairville to the Junction of the Fredericton Branch Railway.

Sleepers sufficient for laying track on the whole line have been delivered and forty-one and three quarter miles of double fencing has been put up.

The rails for the whole length of the road have been purchased, and it is calculated that it will require about nine thousand tons; of this quantity about four thousand and twenty-one tons were received during the season of 1868, about eighteen hundred and thirty tons have already arrived this spring, and the balance about three thousand two hundred and five tons are reported afloat.

Three locomotives and fifty flat cars for ballasting and other purposes have been procured, and are kept constantly occupied in the construction of the road.

Temporary bridges have been constructed, or are in course of construction over all the large streams, and will be used only until the permanent superstructures can be brought from the United States; all bridges over forty feet span are to have iron superstructures.

At a special meeting of the stockholders of this company held on the 2d day of November, 1867, the directors of the company were authorized and empowered to execute a mortgage on the road and to procure and issue first mortgage sterling bonds, by the sale of which bonds they would procure means to complete the road. The bonds were to be like the form submitted and an issue of about two million dollars was ordered. The mortgage was duly executed and two thousand and fifty five first mortgage sterling bonds, of two hundred pounds each, amounting in all to four hundred and eleven thousand pounds sterling were prepared.

On the third day of December, 1867, William G. Case, Esq., of Columbia, Pennsylvania, U. S., was appointed the agent of this company to proceed to England and negotiate and sell these bonds. On the sixth day of May following he concluded an agreement with Messrs. J. S. Morgan & Co., Bankers, London, to introduce these bonds in the London Stock Market, and under this arrangement Messrs. J. S. Morgan & Co., disposed of £38,800 for the net sum of £26,431 15s. 1d., and £41,000 were subsequently sold by Mr. Case for £27,913 6s. 2d. stg. On the 12th December last, the directors of this company sold and transferred to the International Railway Construction and Transportation Company, an association organized in the United States, one hundred and eighty thousand pounds of these bonds, at seventy-one per cent. of their par value, for which this company were to receive forty thousand pounds sterling in cash by monthly instalments, five thousand tons of railroad iron, and the balance is to be paid by them in two years from the date of the sale.

Eleven thousand four hundred pounds of these bonds have been used in procuring rolling stock, and six thousand six hundred pounds of them have been paid on account of the Station Buildings on the road. Of the whole amount of bonds authorized, only £278,200 have been issued, which leaves £132,800 still under the control of the directors.

By the provisions of the Act of Assembly, 27th Victoria, Cap. 3, entitled "An Act to aid in the construction of railways," a subsidy of ten thousand dollars per mile is granted to assist in constructing this line of railway. The whole length of this road is about eighty-eight miles, so that the total amount arising from this source is about eight hundred and eighty thousand dollars. Twenty instalments, or five hundred thousand dollars of this amount, has been called for, which leaves a balance of three hundred and eighty thousand dollars still available.

The total amount of stock subscribed for, and owned by individuals principally resident in St. John is $193,750. Of this amount $116 760 55 has been collected, leaving a balance of $76,989 45 due and unpaid. The Treasurer's accounts showing the total cash receipts of the company up to the 31st May last, to be $1,131,517 88, and the total expenditure up to the same period to be $1,130,476 15, and also a general balance sheet of the company's accounts are submitted.

WM. PARKS, President.
A. JARDINE,
WM B. ROBINSON, } Directors.
LEWIS CARVELL,

GENERAL BALANCE TO 31ST MAY, 1869.

Construction account		$1,068,252 78
Iron account		118,553 35
Stations account		32,119 35
Rolling stock account		58,005 93
Discounts, stamps, common printing, and expenses on bonds issued		416,428 17
Board expenses		17,382 98
C. N. Skinner account		1,026 47
Charges		1,288 03
		$1,743,037 06
Due by—		
International Railway Construction and Transportation Co.	$537,169 59	
J. S. Morgan & Co.	13,411 86	
London and Asiatic and American Banking Company	11,680 01	
William G. Case	5,328 61	
		567,590 07
Subsidy called for	$25,000 00	
Bank of Montreal	1,041 73	
		26,041 73
Subscriptions unpaid:		
By individuals	$76,989 45	
By associate contractors	250,000 00	
By St. John City	12,000 00	
		338,989 45
		$2,675,658 81

General account:	
Individual stock subscribed	$193,750 00
Associate contractors do	250,000 00
Government stock do	300,000 00
St. John City do	60,000 00
20 instalments Provincial subsidy	500,000 00
Bonds disposed of, viz: £278,200 stg. at 9½ per cent. prem. equal to	1,353,907 58
Bills payable	18,000 00
Commercial Bank	73
	$2,675,658 31
Memo. of bonds:	
In possession of Treasurer	£15,500 stg.
In bank vault	80,800 "
In possession of J. S. Morgan & Co.	36,600 "
	£132,800 stg.
Disposed of	278,200 "
Total authorized issue	£411,000 stg.
Memo. of subsidy:	
88 miles railway at $10,000 per mile	$880,000 00
Less subsidy instalments certified	500,000 00
Balance still available	$380,000 00

Western Extension Railway Office,
St. John, N.B., 15th June, 1869.
T. B. Robinson, Treas.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$1,622,641 02	$1,634,834 39
" freight	321,511 57	383,523 86
" express	195,790 12	81,678 88
" mails	23,865 90	26,316 09
" other sources	54,700 54	33,708 39
" gain operating Canal road		3,813 73
	$2,218,509 15	$2,163,875 34
Expenses, viz:		
Repairs of road	$241,677 47	$306,871 23
" bridges	14,730 92	47,699 24
" buildings	29,741 34	17,064 36
" engines	76,690 41	80,621 98
" cars	118,608 57	115,018 51
" tools	7,006 27	9,550 09
Fuel	101,043 15	105,054 19
Oil, tallow and waste	22,226 21	22,609 69
Haulage	71,943 04	73,562 75
Legal expenses	26,915 02	23,519 88
Damages	13,275 65	17,081 95
Station labor and expenses, including loading and unloading freight	116,650 75	88,652 67
General expenses	29,081 40	40,430 63
Agents and clerks	44,702 07	48,776 87
Train men	116,995 74	120,610 91
Switch & signal men	13,283 20	13,892 77
Watchmen & porters	17,863 85	19,111 37
Insurance	10,139 51	8,156 57
Contingent expenses	4,163 58	4,058 39
	$1,077,427 62	$1,162,344 05
Balance	$1,141,081 53	$1,001,531 29
Deduct coupon interest and taxes		224,172 25
Leaving for dividends and improvements		$777,359 04

The resources for the past year and the disposition of the same have been as follows:

Resources.	
Cash on hand April 1, 1868	$377,170 59
Materials on hand April 1, 1868	274,934 71
Forfeited stock	47,900 00
Insurance received for loss at New Haven shops	64,609 89
Increase in accounts payable	29,664 88
Transportation earnings	1,001,531 29
Total	$1,795,811 36

Payments.	
Dividends, July, 1868, and January, 1869, 5 per ct. each	$600,000 00
Taxes	160,602 25
Coupon interest	63,570 00
Additional real estate, N. Y., Stamford, &c	220,680 29
On account lands, new shops at N. H.	55,148 81
Steel rails, (amount in excess of cost of new iron)	212,759 55
Part of cost of new double track bridge with iron draw at Bridgeport	43,236 52
New equipment	38,000 00
Retired bonds	1,000 00
Purchases on account loss by fire at shops, N. H	27,452 03
Materials for coming season	258,735 00
Cash on hand April 1, 1869	114,676 91
Total, as above	$1,795,811 36

From the foregoing accounts it will be seen that the gross receipts of the road for the last fiscal year were about $54,000 less than for the preceding year. This has grown out of the withdrawal of the through Boston Express Freight Train, which was run during the whole of the previous year for the accommodation of the Adams' and Merchants' Union Express Companies, but was discontinued by said companies on the 1st of April, 1868. The withdrawal of this train has reduced the express receipts for the year by the amount of $111,661. There has however been a fair increase in freight and passenger receipts for the year.

Your directors have commenced to carry out the improvements to the road, suggested in their last annual report. About twenty-eight miles of the track were relaid last year with steel rails. Large purchases of real estate were made at New York and New Haven, and points upon the line of the road. A new double track bridge with iron draw and permanent stone piers was erected at Bridgeport; new draws erected at Housatonic and Westport Bridges. A large portion of the road was thoroughly ballasted with good gravel. New passenger cars were purchased and old ones rebuilt.

The construction of new shops at New Haven was commenced during the last winter, and will be carried forward with all possible despatch. About 2,800 tons of steel rails have been ordered for renewal of track the present season. When these are all placed in the track, about one-half of the entire road will be laid with steel. The steel rails thus far have given great satisfaction, and will no doubt result in a considerable saving in the repairs of road, as well as in increased safety to the traveling public. During the past year the condition of the road and its equipment has been greatly improved, and it is the purpose of your directors to continue these improvements until the promise of last year, to make your road the best in the country, is fulfilled.

The Legislature of Connecticut at its May session, 1868, passed an amendment to the charter of the company, authorizing an increase of the capital stock by the amount of $3,000,000, thus making the total capital stock $9,000,000. This $3,000,000 of additional stock has been issued to the stockholders pro rata, and twenty five per cent. thereof called in. Scrip certificates will be issued for the amount actually paid in, and the remaining seventy-five per cent. will be called in from time to time as may be necessary to meet the expenses of the permanent improvements and additions to the road and its equipment. Your directors have the fullest confidence that these improvements will result in increased net receipts, sufficient to give a reasonable return to the stockholders for the additional capital invested; while the facilities offered to the traveling public will be greatly promoted.

The lease of the Canal road will terminate upon the 1st of July next, after which time it will be operated by the New Haven and Northampton Company. The contract with the Hartford and New Haven Railroad Company, will terminate at the same time. Your directors, however, have effected a new arrangement with the latter company for a continuance of connections, running of through trains, and use of our tracks and passenger depot in New Haven, upon just and equitable terms, which arrangement can be terminated by either party upon six months' notice.

The company have 37 engines—28 in good order, 6 in fair running condition, 1 in shop for repairs, and 2 awaiting repairs. During the year 1 old engine has been sold, and 1 new engine purchased of the Rogers Locomotive and Machine Works, Paterson, N. J. One new one is now under contract to be delivered in July.

The company have also 75 passenger, 18 mail and baggage and 44 freight cars, besides 74-234ths of 26 passenger, 12 baggage, 13 freight, 2 postal, 1 compartment and 7 sleeping cars, which belong to the New York and Boston Express Line, and 74 232ds of 4 passenger and 2 baggage cars belonging to the New York and Boston Shore Line. There were also building (to be delivered in May,) 10 first class passenger cars for the New York and Boston Express Line, *via* Springfield, 4 of which are Drawing Room Cars, also 4 first class passenger cars for the New York and Boston Shore Line, making the number of passenger cars now in use, including those owned in common with the two lines to Boston, 127.

There were burnt in a car house at Boston last October, 3 passenger, 1 compartment, 1 baggage, and 1 postal car belonging to the New York and Boston Express Line (*via* Springfield.) All new cars which have been built for the line, as well as the large outlay for repairs of the old cars, some of which have been made equal to new, have been charged to repairs of passenger cars which causes the item "Repairs of Cars" to be so large.

There were put in the track during the past year 53,438 ties and 2,700 tons steel rails. These, with the large quantity of gravel used for ballasting (having run a construction train about eight months,) caused the track to be in excellent condition during the winter just past.

The company have on hand about 60,000 ties and intend to work the gravel train the coming season in ballasting the track. These, with the 2,750 tons of steel rails under contract for delivery this season, will be about sufficient to relay one-half the entire road with steel, and go far towards fulfilling the promise of the company to make their track the best in the country.

The repairs of bridges during the past year have been very heavy, having constructed 2,050 feet of new pile bridge at West Haven, a new double track bridge with iron draw, over Bridgeport Harbor, new draws at Westport and Housatonic River, besides a large expenditure on Westport, Norwalk and Housatonic Bridges, and also the necessary repairs to all other bridges. All the bridges are now considered in a good and safe condition.

The buildings are all in a very satisfactory condition.

Number of miles run by passenger trains, 610,836; by freight trains, 204,551; by construction trains, 22,786—total, 838,173 miles; being 10,650 miles more than the previous year, at a cost of 9⅝ cents per mile for repairs, and 11 1-5th cents per mile for fuel.

Number of passengers carried, 2,256,589½;

do., carried one mile, 69,247,430. Tons of freight moved, 124,955; do., moved one mile, 6,736,230, Average distance traveled by each passenger, 30,71 miles. Gross earnings from passengers per mile, $24,029 90. Average amount received from each passenger, 78.82 cents. Do., for each mile moved, 2.56 cents.

There have passed over the road during the year, 9,158 passenger, and 1,674 freight trains. During the past thirteen years, 18,571,087 passengers have been transported over the New York and New Haven Railroad without an accident to any train, while on that road, that caused the loss of a single life or limb to any passenger so transported.

CONDENSED BALANCE SHEET.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c.	$6,143,480	04
Equipment: engines, cars, &c.	900,000	00
Real estate in New York and New Haven	107,745	66
Due from Wm. Bement	88,291	68
Materials and supplies on hand	258,735	00
Permanent improvements and additions	632,344	75
Cash in bank, due from agents, connecting roads, &c.	114,676	91
	$8,245,274	04
Capital stock: 60,000 shares	$6,000,000	00
Bonds payable December 1, 1866, past due	2,000	00
Bonds payable October, 1875, interest at 6 per cent., coupons due April 1st & October 1st, annually	1,059,500	00
Coupon interest and dividends unpaid	32,335	00
Accounts payable: March pay roll and balances due connecting roads	230,753	54
Balance insurance account, (loss at New Haven)	37,157	86
Profit and loss	883,527	64
	$8,245,274	04

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, New York; William W. Boardman, Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

Burlington, Cedar Rapids and Minnesota Railroad.

This road is graded from Burlington to Wapello, in Louisa county. From that point to the Iowa River the grading is about half done; thence to West Branch, Cedar county, about seven-tenths of the grading is completed. Throughout the distance of twenty-one miles from Burlington the piles are driven and capped for each bridge and culvert. Five thousand tons of the best T rail have been purchased already, and three thousand tons more are contracted for. Two thousand seven hundred and thirty-five tons have been delivered at Burlington. The capital stock has all been subscribed, and the bonds of the company which were negotiated in the purchase of the iron above mentioned find ready sale in New York at ninety-six cents on the dollar. The New York agent of the company telegraphs assurance of continued financial backing, and says 'Go on with your road.' And 'Go ahead' is the word all along the line, so that by the first day of November next the cars will be running from Burlington to West Liberty, only thirty-nine miles west of Davenport.—*Davenport Gazette, June* 19.

Classification of Directors.

The following is a copy of an Act passed by the Legislature of Wisconsin, entitled an Act to amend the articles of Association of the Milwaukee and St. Paul Railway Company, so as to elect one-third of the Directors each year for three years, and authorizing the bondholders to vote for the election of Directors:

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. The articles of Association of the Milwaukee and St. Paul Railway Company are hereby, with the consent of the stockholders as herein-below named, so amended as that at the next annual meeting of the stockholders, they may elect the directors of said railway company as follows: One-third of said directors, as near as may be, to hold office for three years, one-third for two years, and one-third for one year, and thereafter at each annual meeting they shall elect one-third of their board of directors, as near as may be, each year, to hold office for three years.

SECTION 2. The holders of all classes of bonds issued by said company, upon complying with such reasonable terms and proper regulations as shall be established by the company for the registration of their bonds, in the office of the company, may thereafter have and give one vote for the election of directors on each one hundred dollars of the principal of their bonds.

SECTION 3. No action shall be taken under the provisions of this act, until the Secretary of the Milwaukee and St. Paul Railway Company shall have filed with the Secretary of State, a certificate under the seal of the company, certifying that the stockholders of said company have by a majority vote accepted of said act, or of one or the other sections thereof; and in the event of said stockholders accepting one section thereof, and not the other, then no action shall be had under the section not so accepted. The Secretary of the Milwaukee and St. Paul Railway Company, shall certify to and file with the Secretary of State the action of said stockholders thereon.

Safety of Railroad Passengers.

The following is the law passed by the late Legislature of Ohio "To protect more effectually the lives of railroad passengers from casualties by fire:

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, That each railroad company in this State shall, when necessary to heat any of its cars, do so by heating apparatus so constructed that the fire in it will be immediately extinguished whenever the cars are thrown from the track and over turned; and it shall be unlawful for any railroad company in this State to allow any other railroad company, or person, or persons, to run any cars upon its roads unless the heating apparatus in such cars conforms to the requirements herein prescribed.

SEC. 2. It shall be unlawful for any railroad company to light or illuminate any of its cars except with candles properly protected; or to allow any other railroad company, or person, or persons, to run any car upon its roads, unless the manner of lightning or illuminating such cars conform to the requirements herein prescribed.

SEC. 3. Whenever any heating apparatus contemplated by this act shall be offered for sale, and the price cannot be agreed upon between the railroad company desiring to purchase and the seller, an arbitrament concerning such price may be made by the selection of three disinterested citizens of Ohio, one by the seller, one by the purchaser, and one by the two referees thus selected, whose award shall be binding upon the parties. The expense of such arbitrament, if any, shall be borne in equal proportions by the buyer and seller.

SEC. 4. Every railroad company violating the provisions of this act shall be liable to a forfeiture of not more than $500, nor less $100, to be recovered in an action for debt, upon the complaint of any person before a justice of the peace in any country in which such violation may occur, one-half the penalty shall go to complainant, and the other half to the State of Ohio for the benefit of common schools.

SEC. 5. This act shall take effect on the first day of November next. F. W. THORNHILL,
Speaker of the House of Representatives.
J. C. LEE,
President of the Senate.

Passed May 4, 1869.

Iowa Falls and Sioux City Railroad.

A distance of twenty-seven miles of the Iowa Falls and Sioux City Railroad, hence from this place, is ready for the putting down of the iron. By the middle of July forty miles will be ready.

A construction train will be put to work here within ten days. The iron for thirty-three miles of road has been shipped to this point. The iron for the entire distance has been purchased and can be put upon the ground as fast as it is needed. There are 100,000 ties in readiness at this end of the road and an equal number at Fort Dodge.

The laying of track from Fort Dodge west will commence about the 1st of August. The bridge over the Des Moines River at that place will be completed by the 10th of August. The grading between Fort Dodge and Storm Lake will be finished before the ground freezes this fall. In this distance is embraced all the heavy work.

The Constructing Company has resolved to complete the road before the 1st of January, 1870, if it can possibly be done. Unless winter should set in early and with severity there is every probability of the success of the company's purpose.—*Sioux City Journal.*

Granite Railway.

This company is a branch of the corporation bearing the same name at Quincy, Mass. It operates a quarry at Rattlesnake Hill, in which, and in the cutting sheds, over 100 hands are employed. The annual product of the company is 35,000 to 40,000 feet of finished granite. This company has just finished the new block of the Equitable Life Insurance Company, in New York, the stone work of which cost over $100,000. O. E. Sheldon is agent of the company, and J. G. Sargent, Superintendent.

☞ The West Amesbury Branch Railroad is to be changed. It was designed to connect West Amesbury with the Boston and Maine road at Newton, N. H. Now it is proposed to run it across the Merrimac River at East Haverhill, through West Newbury to Groveland, and there connect.

☞ Work was to have commenced on the Mississippi, Ouachita and Red River Railroad at Eunice, on the 10th ult., under the superintendence of Mr. Sickles, the contractor. This step will do much to re-establish confidence in the fidelity of the managers of the road to the interests of the stockholders.

☞ It is stated that the Illinois Central Railroad Company has leased the St. Louis, Vandalia and Terre Haute Railroad for a term of years, and it will not for the present be extended beyond Effingham.

☞ The Des Moine Valley Railroad has been completed to Perry, a point 35 miles northwest of Des Moines, and within fifteen miles of the Northwestern, which is to be crossed by the 10th of August.

☞ The time in which the Cairo and Vincennes Railroad is to be completed through Wabash county, Ill., has been extended to March 1, 1870.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
Allegheny Valley 50	2,000,000	----------	----------
American Central..... 100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point.. 100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina ...100	5,745,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'69 3¢
Baltimore and Ohio..... 100	16,151,962	A. & O.	Apl. '69 4
Do. Washington Br. 100	1,880,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3
Belvidere Delaware..... 100	996,250	----------	----------
Berkshire* 100	600,000	J.A J&O	July'69 1½
Blossburg & Corning.* 50	250,000	J. & D.	Dec.'68 4
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell..... 100	1,891,500	J. & D.	Jun. '69 4
Boston and Maine..... 100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 10	1,000,000	F. & A.	Feb.'69 3½
Brooklyn City & Newt'n..100	394,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N	N. '68 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Feb '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy..... 100	7,921,412	F. & A.	Feb.'69 3
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod Branch 60	721,928	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun. '69 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jul.'69 1½
Cedar Rapids & Mo. pref...100	765,000	M. & N.	M'y '69 3½
Central of Georgia..... 100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan '69 2½
Central Ohio..... 100	2,600,000	J & D.	Dec.'68 3
Do. pref..... 100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*..... 100	380,000	J.A J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 4
Chicago and Alton..... 100	5,141,809	M & S.	Mar. '69 5
" " pref...100	2 425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy .. 50	12,500 000	M. & S.	M. '69 1½
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July'69 5
Chicago and Milwaukee*..100	2,227,000	----------	----------
Chicago & N. Western.... 100	14,555,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Apl.'69 5
Cin., Ham. & Dayton..... 100	3,521,664	April.	Apl.'69 5½
Cincinnati City Passenger...	----------	J'n & J'ly	Jan.'68 2
" Street	----------	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '69 7
Clev., Col., Cin. & Ind.....100	10,460,000	F. & A.	Feb.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,421,091	J A J &O	Apl. '69 2
Cleveland and Toledo* 50	5,000,000	J & J.	Jan.'69 4½
Col., Chi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jun '69 3½
Concord 10	1,500,000	M. & N.	May'69 5
Concord & Portsmouth ...100	350,000	J. & D.	June '69 5
Coney Island & Brooklyn 100	600,000	----------	----------
Conn. & Passum'c. Rivers.100	139,000	----------	----------
Do. do. pref 100	1,822,100	J. & J.	Jan.'69 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley..... 100	1,820,200	----------	----------
Detroit & Milwaukee..... 100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat.100	1,200,000	----------	----------
Dubuque and Sioux City..100	1,673,841	Annual.	J'ly '69 3½
Do do. pref 100	1,957,351	J. & J.	J'ly '69 3½
Eastern (Mass.)..... 100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,900	----------	----------
East Tenn. and Georgia...100	2,369,730	----------	----------
East Tenn. and Virginia...100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref..... 100	8,539,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	----------	----------
Evansville & Crawfordsv.100	2,143,445	----------	----------
Fitchburg 100	3,340,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248.000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	----------	----------	Mar.'69—
Green and Coates St.(Ph.) 50	152,000	J. & J.	Jan. '69 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jul. '69 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central..... 100	23,416,780	F. & A.	Feb. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300.000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	26 892.000	F. & A.	Aug. '69 4
" " guar. 100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,585	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J. A J&O	July'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1.804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'69 4½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000.000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	96,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville ..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western..... 100	2.000,000	June.	Jun '69 2
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central..... 100	1,600,860	----------	----------
Manchester & Lawrence.. 100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston)..... 100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston)..... 100	400,000	----------	----------
Mill Creek and Minehl'*. 50	323.375	J. & J.	Jan '69 1
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul..... 100	7,151,069	J. & J	J'n'69 1½
" " " pref..... 100	8,188 272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3.775,000	J. & J.	Jan. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Dec'68 7s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan '69 6
Nashua and Lowell..... 100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck 100	1,438,000	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July '69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central..... 100	28,795 000	F. & A.	Aug.'69 4
" Int. certificates..100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem..... 50	6,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue..... 100	797,400	----------	----------
North Carolina..... 100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh.,.100	3,06 .400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester ...100	2 363.600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	Jan. '69 3
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi..... 100	20,000,000	----------	----------
" " pref.100	8,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J&O	Jul. '69 2½
Old Colony & Newport ...100	4.848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri..... 100	3614,515	----------	----------
Panama..... 100	7,000,000	J. A J&O	July '69 6
Paterson and Ramapo..... 100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	5,900,700	----------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Apl '69 5
Phila. and Trenton*..... 1 0	1,049,120	F. & A.	Feb.'69 5
Phila., Wil. & Balt..... 50	9,088,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A J&O	July 69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec ..100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	----------	----------	Jul. '68 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Peterab g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041.800	----------	----------
Rockport 100	88,400	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred..... 100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Ap'l.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	J. & J.	Jan '69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	596,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.)....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,300,000	----------	----------
Tol., Wabash and West. ..100	5,700,000	----------	----------
" " pref 100	1,000,000	M. & N.	May'69 3½
Troy and Boston..... 100	607,111	----------	----------
Troy and Greenbush*..... 100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	Jan.'69 3
Utica and Black River..... 100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*..... 100	2,500,000	J. & D.	Jun.'69 4
Vermont Central..... 100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'69 2
Vicksburg and Meridian....100	357,408	----------	----------
Virginia Central 100	3,353,675	----------	----------
Virginia and Tennessee....100	5,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	----------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon..... 100	1,465,776	----------	----------
Winchester and Potomac....	----------	J. & J.	Jan. '69 3
Warren..... 100	1,647,650	----------	----------
Worcester and Nashua ... 7s	1 522,500	J. & J.	Jul.'69 4

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228 595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson....100	10 000,000	F. & A	Feb.'69 5
Delaware and Raritan..... 100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500.000	J. & D.	Dec '68 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal	----------	J & J.	Jan.'69 4
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express.... 100	6,000,000	FMA&N	M'y'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,809	153,204	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	428,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508 643
1869	339,762	304,828	393,048	331,149	345,556	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,079	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466 922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	506,403	509,549	442,275	377,693	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	565,400	6.114,366
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	982,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808 524	797,475	1.000.086	1.200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443 765
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153.441	1,101,632	1,243.636	1,208,243	1.295,400	1.416.101	1.476.244	1,416,001	1,041.116	14,596,413
1867	906,759	917,639	1,139,528	1.217,143	1,122.140	1,118,731	1,071.312	1,239.024	1,444,745	1.498,716	1,421.881	1,041.646	14.139 264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191 648	206,246	289 282	261,079	352,786	411 343	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343 929	511.305	478,576	496,433	437,679	424,581	4.571,028
1864	327,900	416,588	459,762	423,797	466,373	510,100	423,578	640.179	799,236	661,591	657,141	603,402	6,329 447
1865	571,536	528,972	616.665	516,608	460.573	617,682	578.403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569.250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440.271	477,027	516,493	525.242	709,727	738.530	823,901	727,810	615,329	7,160,002
1868	587,443	536,165	444.443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	656,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,886	113,504	112,952	123,802	1.201 239
1867	94,136	78,976	92,910	92,768	90.526	96,535	106.594	114.716	121,217	142,823	132,587	123,383	1,278,715
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,356	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241.236	189.145	238.012	308.106	375.567	332.360	348.048	3,302,543
1864	256.600	304,445	338,454	330,651	267,126	316,258	278.891	358,862	402.219	407.107	448.934	411 806	4.120,152
1865	363,996	366,361	415,974	365,180	351,489	387.095	301.613	418.575	486,808	524.760	495,072	351,799	4,826,727
1866	312,846	277,284	412,715	413.970	418,024	384.084	338.858	384.401	429.177	496.635	420,546	352.218	4.650..28
1867	305,857	311,088	395,372	409.248	357,749	307,968	318.130	434.318	488,388	530,871	429,785	380.054	4.665.808
1868	362,021	338.335	381,497	455,983	400,486	363,550	301,495	435.781	512,523	532.061	419,005	426.313	4,929.050
1869	378,781	363,881	453,481	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650 702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970 946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	486,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	389,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,502
1869	454,130	330,233	420,774	400,287	630,844	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955.659	1,346,734	1,255,521	1,132,701	1,162.024	1,495,752	1,524.434	1,526.829	1,486,356	1.117.858	14,575,128
1866	1,086,360	895,887	1.135,745	1.190.491	1,170.415	1.084.533	1.135.461	1.285.911	1.480.929	1 530.518	1,211.108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093.731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223.242	268,177	302.596	332.400	278.006	346.243	275.950	3.311.077
1865	259,223	239.139	313,914	271,527	290,916	304,463	349.285	344.700	350.848	372.618	412.553	284.519	3,793,005
1866	207,541	246,109	326,236	277,424	283.130	253 925	247,262	305.454	278.701	310.762	302.426	281.613	3.380 583
1867	242,793	219,065	279.647	284,729	282,939	240,135	234.633	322,521	365,371	379.367	336.066	272,053	3,459 319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	293,329	274,637	233,861	2.964.041
1869	180,366	216,080	221,459	214,409	218, 639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448 994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464.809	451,884	574.486	734.302	815,902	746,955	526,009	6.324,083
1864	436,742	532,786	617.021	609,384	757,178	936,188	711.457	1,170.241	1,125.635	754.551	1,032.149	812.178	9.555,510
1865	653,053	608,305	116.215	925,283	416.341	566,979	957,194	1,121.205	1,351.579	1.419.232	1,196.955	702.685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	833.742	887,793	874.974	436 990	10.637.124
1867	500,488	534,561	703,618	836,603	965,258	903,974	864,637	693.104	878.153	966.658	837.351	586,779	9,256.284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,066,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249.419	277.380	397.525	401.299	364 334	370,963	3.745.310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	493 509	505,814	496 300	487,642	5,192,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625.547	675.360	701,352	691,556	914.082	7.120.466
1865	690,144	678.504	857,583	733,866	637,186	646,995	584,523	712.495	795.938	858.501	712.963	580.964	8 489,062
1866	559,982	480,986	662,163	599.806	682,510	633,667	552,378	648.201	654.926	757.441	679 935	555.222	7.467.217
1867	542,416	525,497	627.960	590.557	586,484	507,451	537,381	606.218	669.037	784,800	690,598	573.727	7.242 126
1868	505,505	604,316	689.317	770,198	615,600	601,239	556,828	656,424	781.562	827,639	685.554	746.999	8.041.181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168.699	162 582	166.015	222.953	198,884	244,834	212.227	177.364	2.250,142
1867	149,658	149,342	174,153	188,162	171.736	156.066	172.933	220.788	219.160	230.340	205.095	180 971	2.218,402
1868	127,593	133,392	149,164	155.388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,985.753
1869	132,623	127,817	175,950	171,868	157,398	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	367 910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,091	304,917	396,248	349,117	436,065	354,801	287,150	3.717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,966	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,250	292,235	260,529	293,344	283,833	484,208	450,203	429,898	325,274	320,756	3.945,.94
1869	284,192	265,137	242,705	311,833	312,529	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,695	84,402	100,512	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	68,262	73,525	126,495	120,208	79,431	54,710	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, June 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	121½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,400	6	" "	1881	117
.. .. coupon		6	" "	1881	117
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	116⅝
.. .. .. (5-20s).....coupon		6	" "	1882	121½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	117
.. .. .. (5-20s).....coupon		6	" "	1884	117
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	117
.. .. .. (5-20s).....coupon		6	" "	1884	117
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	116½
.. .. .. (5-20s).....coupon		6	" "	1885	118½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	115
.. .. .. (5-20s).....coupon		6	" "	1886	119½
.. .. 3d series (5-20s)...registered	379,534,450	6	" "	1887	115
.. .. .. (5-20s).....coupon		6	" "	1887	115½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	115½
.. .. .. (5-20s).....coupon		6	" "	1888	119½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s)....coupon		5	" "	1904	108
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	106
Certificates of Mar. 2, 1867, and July 2, 1868...	53,075,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	132,100	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	222,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	.....	Due.	....
Treasury Notes (7-30s).....	35,000	7	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,956,350	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,610	var	.....	Due.	....
U. S. Notes (greenbacks).....	389,511,567	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	62½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'71-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	98
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	133
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99⅛
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64.(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock....	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	68
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	109
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	280,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	126½
.. —	720,000	6	" "	'74-'75	120½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	108½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'78-'83	....
.. —War Loan.....	806,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans payable in coin.....	13,734,000	6	" "	'82-'90	90½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
.. — .. Bonds.....	22,186,000	7	" "	1877	111
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	[illegible]
.. — .. (new).....	3,059,045	6	" "	'92-'98	53
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,300	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	"	Various.	Due.	....
.. —		5	" "		....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105
.. —	7,909,600	6	" "	1877	108½
.. —	9,273,050	6	" "	1882	109½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	69½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	2,9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	63
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	59½
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	50½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	62
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	107,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	66
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	95½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	5*	Jan. & July.	London.	1880	....
Loan for $500,000	2,195	6	April & Oct	New York.	1867	....
Loan for $800,000	323,220	6	" "	" "	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 60 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,660,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	99½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	97
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	109
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1868	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	98
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1856	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	74½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1896	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	124,000	7	May & Nov.	" "	1900	81

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	102
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1903	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	84½
2d Mortgage	816 000	7	" "	" "	18—	80
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	250,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1885	96
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	186,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,0(0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93½
3d Mortgage	6,000,000	7	" "	" "	1883	88
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	81
5th Mortgage	926,500	7	June & Dec.	" "	1888	75
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	77
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	123
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	April & Oct.	New York.	67 '09	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	104
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	25
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1872	....
2d Mortgage (do.)	844,000	7	—— & ——	" "	1882	....
3d Mortgage (do.)	236,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,000,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89⅝
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	104½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	93
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	—— & ——	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	—— & ——	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'72–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	90
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,639,349	6	Jan. & July.	Philadelphia.	1890	90
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	—— & ——	"	18—	88½
North Shore, S. I.:						
1st Mortgage	110,200	7	—— & ——	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	96
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	—— & ——	Baltimore.	187	96
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75-'76	95
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70-'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72-'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68-'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71-'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71-'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88½
2d Mortgage	4,000,000	7	" "	"	1901	89½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	91½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	93
Bonds of 1867	946,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	90
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	98½
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75-'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69-'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69-'75	....
Company Bonds, dollar	271,399	7	"	"	'75-'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69-'76	....
Rockford, R. Island & St. Louis:						
1*st Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	87,000	7	March & Sept.	" "	'68-'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1*st Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2*d Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	93
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'68–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'88	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T., W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	150,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	89½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	95½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,037,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1863	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	90
2d Mort. for $300,000, end. by B	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1806	....
Wills Valley:						
1st M. for $1,000.000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1807	75
Wilmington and Manchester:						
1st Mortgage	500,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1894	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	598,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,250	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,533	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State bds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,006,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81½
2d Mortgage	3,980,670	6	Jun. & July.	"	1882	68
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1 000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1 250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	96
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	82,000	7*	Jan. & July	" "	1872	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$		lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,891,393	2,802,000	580,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	—	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	.....	.....	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	.....	—	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.0	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23½
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquel and Marquette*....Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	9	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,155	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housatonic.)	.....	42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland..... Vermont.	1,083,800	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Brook Coal	Co.)	.....	.....	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	154
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.L,Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	—	108.8	297,637	9,582,938	2,532,317	369,577	50,770	—	100	22½
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell..... Mass.	2,460,961	192,628	454,886	88,993	1 891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	132½
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,7 2	4,299,724	—	306,973	976,017	119 4	893,661	42,096,255	12,886,085	1,565,462	435,780	10	100	140½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	603,627	193,813	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	133
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	425	Boston and Worcester..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101.022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	835	Buffalo and Erie..... New York.	5,109.933	*	—	.....	5,000,000	1,000,000	—	—	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	—	—	(Operat	ed by Grand	Trunk)	176,270	.....	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	—	—	950,000	2,395,000	.....	—	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy..... New Jersey.	10,099,001	*	8,827,986	315,566	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	131
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic..... New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	66⅔
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Milliville.....New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operat	ed by West	Jersey.)	100.576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville..... Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa..... Penn.	3,634,000	*	—	—	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	.....	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	—	—	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	780,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,681,244	1,617,288	10	100	104½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	—	137.0	(Leased	to Balt. and	Ohio.)	888,080	.....	—	100	27
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31. 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased	to Phila. and	Read.)	.....	.....	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,587,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	162
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	191
Dec. 31, 1867	30.0	—	....	73.0	8	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. and N. W.)		.....	.....	10	00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n.Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	82½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,208,148	10	100	118½
Jun. 30, 1867		Less	ees	of S	an.			Cl	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,870	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased	to Kentucky.)		.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.		.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....					
Dec. 31, 1867	341 4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	74					
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....					
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn	3,882,000	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	110½					
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	102					
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	97½					
Feb. 12, 1868	588.0	12.0	....	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	26,670,000	—	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	40					
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....					
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	75					
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,768	—	100	....					
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87					
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	289	Connecticut River	Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	181½					
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....					
Mar. 31, 1867	14.6	—	....	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	14.6	.....	.....	.....	40,291	18,088	—	100	....					
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	—	53.0	(Op	ened Dec.	1867.	—	—	—	100	....					
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	—	37.0	252,679	.....	.....	479,937	114,627	—	50	....					
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,057	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110					
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,023	24.0	64,670	.....	.....	156,756	11,292	—	100	....					
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....					
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....					
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....					
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	—	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....					
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	112½					
Dec. 31	1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....					
Dec. 31, 1867	189.0	—	16.0	—	35	29	20	525	Detroit and Milwaukee	Michigan.	9,098,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....					
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	—	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....					
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,643	*	107,393	64,767	3,602,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	106					
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,512	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....					
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	34,660	—	—	—	—	—	—	—	—	—	—	100	....					
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	89,800	103,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....					
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114½					
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	—	—	(Leased	to Delawa	re.)	.....	.....	—	100	....					
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	397,550	—	.....	.....	392,550	—	.....	—	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....					
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	—	36.0	221,129	.....	.....	538,531	259,992	—	50	....					
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia	Tenn. & G.	3,466,711	*	273,910	138,944	2,389,730	1,319,996	121,938	97,461	140.8	.....	.....	.....	538,734	145,823	—	100	....					
Jun. 30, 1867	150.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....					
Jun. 30, 1867	47.0	—	....	—	.....	.....	.....	.....	Edgefield and Kentucky	Tenn.	1,175,000	—	.....	.....	—	1,162,545	.....	—	47.0	.....	.....	.....	—	—	—	100	....					
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central	.)	25,000	5	100	....					
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central	.)	165,000	5	60	60					
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	5,213,335	15,569 58	46,302,210	23,398,800	6,745,809	822,701	774.0	6,882,970	124,312,884	595,699,225	14,376,872	3,244,583	—	100	....					
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,200	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....					
Dec. 31, 1867	13.0	—	....	97.0	.....	.....	.....	.....	European and North American	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....					
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	.....	.....	.....	161,136	30,812	—	100	....					
Aug. 31, 1867	132.0	—	....	....	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....					
Dec. 31, 1867	8 0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....					
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....					
Dec. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....					
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	129					
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....					
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	Pas 4,648	—	100	....					
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....					
Dec. 31, 1867	65.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	238,958	132,317	—	100	....					
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida	3,000,000	*	—	—	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....					
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida	1,800,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....					
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....					
Dec. 31, 1867	11.5	—	....	—	2	3	..	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	—	—	—	11.5	.....	.....	.....	55,591	11,382	6	100	....					
Dec. 31, 1867	50.3	1.5	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	.....	.....	.....	406,461	.....	—	100	....					
Mar. 31, 1868	171.0	61 0	164	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80					
Dec. 31, 1867	20.0	—	....	330.0	2	..	....	.....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....					
Dec. 31, 1867	—	—	....	93 0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....					
Dec. 31, 1867	887 5	—	....	—	298	219	85	4,041	Grand Trunk	Canada.	84,298,325	*	2,853,100	3,035,218	13,984,803	74,478,168	1,721,672	—	1,344 7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....					
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western	Canada.	24,434,555	*	1,200,000	1,565 83	16,668,039	8,601,221	1,208,680	367,157	356.6	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....					
Dec. 31, 1867	143.3	21.0	....	—	25	14	2	58	Greenville and Columbia	S. Carolina	2,692,564	363,680	123,220	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....					
Aug 31, 1867	206.0	13 0	15 8	52.0	48	27	12	534	*Hannibal and St. Joseph*	Missouri	14,891,298	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,047	12,965,380	19,922,754	1,716,270	516,270	—	100	120					
Oct. 31, 1867	36 0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Pennsy	lvania.)	—	153,284	7	50	110					
Aug. 31, 1868	61.4	14.1	70.3	—	30	13	14	491	Hartford and New Haven	Connecticut	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,324	539,117	12	100	210					
Jun. 31, 1867	122.4	—	12 0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,946	2,055,000	.....	—	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....					
Dec. 31, 1867	74 0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,962	2,000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....					
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....					
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas	.....	.....	.....	.....	.....	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....					
Sept. 30, 1867	144.0	—	156 6	—	82	142	32	985	Hudson River	New York	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	—	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	165½					
Oct. 31, 1867	44.0	14 8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	1,656,245	.....	.....	—	58.8	149,189	.....	.....	186,451	52,342	—	50	....					
Dec. 31, 1868	560.9	146.5	....	—	170	95	39	3,815	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	142½					
Dec. 31, 1867	—	—	....	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....					
Dec. 31, 1867	159.0	—	....	—	51	30	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,186,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	34					
Dec. 31, 1867	75.0	—	....	—	.....	.....	.....	.....	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	50	....					
Dec. 31, 1867	—	—	....	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....					
Jan. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	—	7,064	132,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....					
Dec. 31, 1867	11.0	—	2 0	—	2	—	—	80	Ironton	Pennsylvania.	268,000	*	300,000	.....	400 000	150,000	.....	—	11.0	.....	.....	.....	37,144	17,165	—	50	....					
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	—	45,536	495,139	1,495,000	157,091	46,624	45 0	.....	.....	.....	189,439	94,904	—	100	....					
Oct. 31, 1867	154 0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,400,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	65					
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	98					
Dec. 31, 1867	45 0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central	.)	—	—	8	100	....					
Oct. 31, 1867	4 6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	75,263	32,185	—	100	....					
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,208,000	.....	—	99 0	.....	.....	.....	.....	.....	—	100	....					
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	80	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	.....	.....	.....	.....	.....	—	100	....					
Dec. 31, 1867	—	—	....	53.0	—	—	—	—	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....					
Dec 31, 1867	31.0	—	....	86.0	2	6	1	25	Knoxville and Kentucky	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$		$		$				M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	60.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	.....	.....	.....	.....	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	(Open. J	an. 1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	.....	.....	.....	.....	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	.....	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	114
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	—	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint). O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	100	....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	—	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	88½
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	4,448	—	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,054	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	66½
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	67
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	—	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	352,883	30,275	5,345	.....	200,000	73,000	2,160	—	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	—	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	—	34.2	.....	.....	.....	.....	.....	—	50	....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	—	137.8	.....	.....	.....	531,105	180,437	—	100	30
Mar. 31, 1867	22.4	3.6	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130½
Mar. 31, 1867	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	—	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles. Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	—	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	—	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	133½
Feb. 29, 1868	468.4	48.8	66.6	—	99	74	56	1,674	Mich. South. and North. Ind. O., M., I. & I.	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,040	267.477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	110½
Dec. 31, 1867	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick. N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	—	—	(Leased	to West J	ersey.)	.....	59.329	36.482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361.523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35 282.221	96,178,049	5,683,608	2,017,923	—	100	75½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	.....	.....	.....	3,775,000	.....	.....	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	109½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	—	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151.574	2,948,783	3,870,580	1,624.348	655,535	236.0	429.653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859.941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762.400	7,553,980	.....	—	486.5	1,167,204	.....	.....	2,300.269	776.505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44.459	384,788	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17.921	15.302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289.438	—	116.9	172,918	.....	.....	411.714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,483,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	89½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752.429	5.415.670	440,241	74,769	10	100	135
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	—	159.0	729,472	7,108,329	19,674,243	1,124.421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30.270	1,526,459	2,366,801	678.154	110.232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶. Tenn. & Ky.	4,600, 55	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228.233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597.284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	—	107.0	73,809	.....	2.744.092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	—	14.9	(Operat	ed by Phg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	0.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	—	6.0	(Owned	& oper. b	y Phil.,W.	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	—	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,383,297	631,137	6,000,000	1,362,614	194.010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	369	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382.944	93,894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	—	206.0	.....	.....	.....	1,887,935	630,152	—	100	51
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	306,199,697	14,381,303	5,143,140	7	100	196½
Sept. 30, 1867	—	5.0	....	34.8	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	—	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	146½
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	499,181	65,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	124½
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	—	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	—	(Leased	to New Y	ork Centr	al.)	.....	6	100	...
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	—	81.0	120,138	1,217,812	3,420,361	208,635	47 231	—	100	90
May 31, 1865	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	{300,100	62,264	4,000,000	445,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269 167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.													(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,282	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																			
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	5s	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	100½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	811,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	108
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,000	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	65
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6-3	122,225	340.0				4,459,319	1,063,529	—	100	35½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	88
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,524	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,787	1,381,065	473,987	6	100	98½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	....	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799				222,987	716,000	3,387		—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	5,000,000	*			7,000,000	2,674,000			47.6						24	100	295
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.									—						—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000			—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000				—						—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376.592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville....Illinois.	1,100,000				550,000	550,000			71.0						—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,062	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			21 .000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000.000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	62
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135			8,791,937	3,150,837	10	50	98½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.3				863,705	254,288	10	100	127
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore.Penn.	10,219,072		1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	105½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739.000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,995	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,937,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	154½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000			—	(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108.894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	160	108½
Mar 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000				—	(Leased to Concord.)				24.500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000				170.000	200.000			—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	424,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,856	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.															—	100	....
Dec. 31, 1867	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,590,700	1,524.800			82.3				431.362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175.071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9 2.800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639.662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	405.733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1.146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	....	Richmond and York River ¶....Virginia.					650,000	400,000			—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	....	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215.471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	33
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.															—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700.000	554,475		209.0	(Leased June 1,'67. I. & St.L.)			2,218,402	608,112	—	100	38
Dec. 31, 1866	80.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400.000			—	(Completed Jan. 1, 1868.)					—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.															—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000									—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000			—	(Leased to West Jersey.)				16.533	6	100	....
Dec. 31, 1867	16.9	—	—	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,900	487		—	(Operated by Boston & L.)		17,500	16.788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873			—	(Leased to Cin., Dayton and Eastern.)				125.000	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109.800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050				576,050				—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.					2,481,062	1,079.100			135.0	164,118	1,922,936	5,083,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000			—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	—	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100.000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71 0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				230,000	560,000			—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1 67	16.0	—	—	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300				—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990.734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938.430	243.0	609,871				1,316,006	613.777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore.....Massachusetts.	462,057	39,436			1,159,685	150.000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	84.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,800,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	0 0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶.Va.	3,726,590	*	12,924	40,206	1,365,000	1,703,900	683,047	22,766	132.5	200,068	1,861,846	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.6	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.6						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1867	106	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.									68.0								
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.	346,000												1,006,953	408,959	9	100	90
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	—	(Leased	to Cinc., D	ayton and	Eastern.)	.....	.....	—	150	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	18.2	—	....	—					Stony Brook.....Massachusetts.	267,383		.....	.....	448,700	.....	.....	.....	—	(Leased	to Housat	onic.)	.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.					267,300				18.2	(Leased	to Nashua	& Lowell.	17,700	14.118	6	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.																50	....
Nov. 30, 1867	73.0	—	28.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,902,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	85,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	72
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908		.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	—	(Operat	ed by Vt	& Mass., &	T. & B.)	.....	32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—					Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned	by railroa	ds centrin	g in Troy	.)	—	—	—	—	....
Oct. 31, 1867	20.4	—	....	—					Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased | to Pennsy | lvania.)	.....	.....	—	—	—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	100.0	—	....	—	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550.000	3,172	212,120	—	(Leased	to Vermo	nt Centra	l.)	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62.595	8	100	100½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	1½	100	59½
Feb. 25, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 535	392,872	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	641,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300.405	4,936,004	5,225,008	554,511	107.648	—	100	....
Dec. 31, 1867	18.3	—	....	—	....	....	....	....	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511.400	.....	.....	213.5	379,147	6,439,617	6,145,144	764.148	286.018	—	100	....
Sept. 30, 1867	10.3	—	....	—	....	....	....	....	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget.D. C. & Va.			(In ha	nds of r	eceiver.)				10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.									7.0							100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962.600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)		4,972,000	.....	.....	173.4	1,840.291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1.025.016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588.729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.			.....	.....		2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	....	....	....	....	Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	.....	822,450	1,283,600	630.919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	—	Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Und	er const	ruction.)				37.5	.....	.....	.....	278,639	119,287	—	100	63½
Mar. 31, 1868	20.8	—	....	—	....	....	....	....	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee	950.000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	....	....	....	....	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	—	(Leased	to Balt. an	d Ohio.)	.....	27.000	—	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522.500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
Dec. 31, 1867	13.0	—	....	—					Wrightsville, York and Gettysburg. Penn.	293,230	—	.....	.....	317,050	52,000	24,150	.....	—	(Leased	to Northe	rn Central	.)	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	—	.....	.....	.....	.....	.....	4	50	99
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,164,474	.....	10,000,000	631,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	16	100	131
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	108.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	65.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12.504,297	1,733,960	1,463,943	161.0	.....	.....	.....	871,672	543,157	10	100	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	108.0	.....	.....	.....	120,583	14,758	—	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	101.0	.....	.....	.....	.....	247,603	8	50	72
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,155	7,775,720	489,316	136,275	178.0	.....	.....	.....	449,652	162.972	—	100	29
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	109.2	.....	.....	.....	262,654	46,450	—	50	40
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	24
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	(600,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
																		64.0				211,829	61,218	—	50	....
																						132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,000	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	604,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99¾
Sept. 30,'68	1.76	—	39	Central City (Syracuse)....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O	—	—	—	—	—	—	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	—	—	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	280,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	31
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	....
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	11½
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	....	....	....	....	....	....	....	....	....	....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,850	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	52½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	69
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,084	49,929	—	—	50	50	....
Oct. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	48
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	48
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	18⅝
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,285	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa	92,333	50,000	—	8,500	13,883	6,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester .....Mass.	89,573	75,800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1872	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	....
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	73
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	80
Chicago and Alton, pref.	2,425,400	7	10	160
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	96½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	119½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	86
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred,	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	65
Schuylkill Navigation, pref.	2,888,997	6	6	40½
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	34½
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	39 — @ 44 —
Pig, American, No. 1 (good to best)	42 — @ — —
Pig, American, No. 2	38 — @ 39 —
Pig, American, Forge	36 — @ 37 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	90 — @ 92 50
Bar, English and American, Common	85 — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @105 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 13½
Sheet, Single D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	55 — @ 56 —
Rail-, American	75 — @ 76 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 33
Bolts	— — @ — 35
Braziers'	— — @ — 35
Nails	— 40 @ — —
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22 @ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 33½@ — 34
Straits (gold).	— 29½@ — 30
English (gold).	— — @ — 30

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 12½@ 8 37½	11 50 @ 12 —
I. C. Coke	6 75 @ 7 50	9 50 @ 10 75
Coke Terne	5 75 @ 6 —	8 25 @ 8 50
Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 16½@ — 18
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30
Refined, Standard White (in ship'g order)	— 32 @ — 32½
Refined, prime White (in shipping order)	— — @ — 33
Refined, S. W. (in merchantable order)	— — @ — 32
Naptha, Refined, (60 @ 63 gravity)	— — @ — 10
Residuum per bbl.	5 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 30.

	Th.24.	F.25.	Sat. 26.	M.28.	Tu.29.	W.30
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	....	....	....	....	....	....
Central of N. Jersey	106½	106	104¾	105	104	103½
Chicago & Alton	157	157½	156	162	163	....
" pref	....	....	....	....	....	....
" 1 M	104½	104	....	....	....	....
" S. F	....	98	....	....	....	....
" Inc. bds	....	....	....	93	....	....
Chicago, Burl. & Q.	....	....	190	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	80¾	82½	82¾	81½	80¾	82
" pref	95½	96	96½	95½	95	95½
" 1st M	92	....	....	....	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	116¾	119	119	118½	117½	118½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	99	....	....	....	98	98
Clev., Col., C. and Ind.	74	74	....	73½	74	....
Clev. and Pittsburg	97½	98½	101½	101½	99¾	101
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	77	....	....	....
" Con	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	102
Col., Chi., & Ind. C.	40¼	40½	40½	....	40	40
" 1 M	84	84½	84½	84½	84¾	84½
" 2 M	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	130½	....	....	....	....	131
Del., Lack. & Western	117½	113s	....	113	....	....
" 1 M. 7s	....	....	....	....	....	98½
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1867	98	....	....	....	....	....
" 2 M. 7s, 1879	93¾	....	....	....	....	....
" 3 M. 7s, 1883	88	....	....	....	....	....
" 4 M. 7s, 1880	....	80½	....	81	....	....
" 5 M. 7s, 1888	....	75	75½	75	....	....
Great Western 2d mort.	78	....	77½	77	77	....
Hannibal & St. Joseph	120	120½	120	120	....	....
" pref	119	120	....	120	120	120
Hudson River	164½	164¾	165½	166¼	165½	165
" 1 M. 7s, 1869	....	....	....	....	....	101
" 2 M. S. F.	101	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	143	145	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	105¾	106½	107	107½	106¾	108¾
" Div. bonds	91	90½	....	....	....	....
Marietta & Cin. 1st pref.	23	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	132	133½	....	....	....	....
" S. F. 8s, 1882	....	....	130	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref	17	17½	....	16½	16½	....
" Tr. 10s ctfs.	42	....	....	....	....	42
Milw. and St. Paul	74½	76	76½	76¾	74¾	75½
" pref	85¾	86¾	86½	86½	85¾	85½
" 1st mort	....	93	....	....	93½	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	93	....	....	....
Missouri 6s	91	....	92	91	91	90½
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	....	....	90	90	90	89½
" 1st mort	....	....	....	....	99	....
" 2d mort	96	....	....	....	96	....
New York Central	191½	193½	196½	188½	196½	195½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	90½	....	....
N. York and Harlem	....	145	145½	146½	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	100	....	100	....	....	....
N. Carolina 6s	59	60	59½	59½	58½	....
" new	55½	55½	55½	54½	54	53½
Ohio and Miss.	32½	33	....	33½	32½	33½
" pref	....	....	....	....	70	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	85½	86¾	....	80	88	88½
Panama	....	....	....	....	....	....
Phila. and Reading	98¾	98½	98½	97½	98	98
Pitts., Ft. W. & Chicago	158	157½	158	157	155½	154½
" 1 M	....	....	....	....	....	....
" 2 M	98½	....	....	....	....	....
" 3 M	....	....	....	....	96	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	16	....	16	16	16	16½
St. L., Alton & T. H.	38	....	....	....	....	....
" pref	....	....	....	....	....	60
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	77	....	....	....	....	....
Tennessee 6s	63	61	62½	62	62	61
" new	58	57½	59	60½	57	57½
Tol., Wab. & Western	72	73½	....	....	72½	72
" pref	....	80½	81	....	....	....
" 1 M. ex	....	92	....	91½	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	76	....	....
Virginia 6s, ex-coupon	....	58	58	58	57½	....
" new	62	....	62	62½	....	62

New York Stock Exchange.

Actual Sale Prices for the week ending June 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..108	108¼	108⅜	108⅜	108⅜	107⅞	
U. S. 5s, 10-40s, reg....107½	107½	108⅛	108	....	107⅛	
U. S. 6s, 1881, reg.....116⅜	116⅜	117	....	....	....	
U. S. 6s, 1881, coup...121	121¼	121⅜	121½	....	....	
U. S. 6s, '81, O.W.L.y.....	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y.....	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.116⅜	116⅜	117	117	116⅞	116⅜	
U. S. 6s, 5-20s, c. 1862. 122½	122	118½	121⅛	121⅛	121⅛	
U. S. 6s, 5-20s, reg. '64.....	....	....	117	....	....	....
U. S. 6s, 5-20s, c. 1864. 116⅜	117	117¼	117¼	117⅛	117	
U. S. 6s, 5-20s, reg. '65.116⅛	116⅛	....	115⅞	117	116⅛	
U. S. 6s, 5-20s, c. 1865. 117⅞	118⅛	118½	118⅛	118	....	
U. S. 6s, 5-20s, r. n. '65.....	....	....	....	....	....	114⅜
U. S. 6s, 5-20s, c. n. '65.119⅛	119⅛	120	120	119⅜	119⅛	
U. S. 6s, 5-20s, reg. '67.....	....	....	116⅝	....	115	....
U. S. 6s, 5-20s, c. 1867. 119⅛	119⅜	119⅞	120	119⅜	119⅛	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.....	....	....	120	119⅞	119⅜	
U. S. 6s, Pac.R.R.issue....	....	....	106	106	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa	....	....	....	....	....	....
.. preferred .. 37½	....	....	37½	....	36½	
Camden and Amboy.....	....	130	130½	131	131	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '80 93½	....	....	....	93½	....	
Elmira & Williamsport....	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation.....	36⅜	36¼	36¼	36	35½	
.. 6s, 1884	....	....	....	83	....	....
.. Gold L.... 92⅜	92⅜	93	93⅜	93½	93⅜	
.. R. R. L.	....	87½	87½	86½	....	
Lehigh Valley R. R.... 56⅜	56⅜	57	....	57	56⅜	
.. 6s new coup 92	....	....	....	94	94	
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill 54½	54½	....	54⅜	....	....	
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880 .... 90½	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	49½
Pennsylvania R. R..... 57⅛	56⅛	56⅝	56⅛	56	55⅝	
.. 1st M.	100⅛	....	....	....	....	....
.. 2d M.	....	....	....	....	96	....
Penn. State, 6s, 1st series105½	....	....	....	105½	....	....
.. 6s, 2d series	....	....	....	107⅞	108½	108½
.. 6s, 3d series	....	....	....	109½	109½	....
.. 6s, W. L.	....	102¼	102	....	....	....
Philadelphia City, 6s... 94½	....	....	....	....	....	94½
.. new 100	100	100	100	100	99⅜	
Philad., Germ. & Nor.	....	....	69½	....	....	....
Phila. & Reading 49½	49¼	49½	49	49½	49	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie.. 32	32½	32	....	31⅝	31½	
.. 6s..... 88	....	....	....	....	88⅜	
.. 7s	....	89½	....	89⅜	89⅜	
Schuylkill Navigation.....	....	....	....	....	....	....
.. pref..... 20½	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872 .... 81½	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878 57	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse).....	12½	....	....	....	13½	
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	18½	18½	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 29.

	W.23.	Th.24.	F. 25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875.....	92½	....	....	....	92½	92½
.. 1886	....	....	....	....	....	....
.. 1890 ..... 92½	....	92½	....	92½	92⅜	
.. 1893	....	....	....	....	....	....
Balt and Ohio.....	121	....	....	....	....	....
.. bonds, 1875.....	....	....	....	....	....	....
.. .. 1880. 94	....	....	....	....	....	....
.. .. 1885. 92	....	....	....	....	....	....
Marietta & Cin. 1st M.. 91½	89½	....	88½	89½	....	
.. 2d M.	69⅜	....	....	....	....	....
Northern Central.....	....	....	....	....	....	50
.. bonds, 1885.....	88	....	....	....	....	....
.. .. 1900.....	....	....	....	....	....	....
N. W. Va. 1st mort.....	....	....	....	....	....	....
.. 2d mort.....	....	....	....	....	....	....
.. 3d mort.....	....	....	....	....	....	....
City Passenger R R.... 19½	....	....	20	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending June 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Albany 152	152	153	....	....	154	
Boston and Lowell.....134	....	132⅞	....	....	....	
Boston and Maine.....	....	....	....	....	....	140½
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie 23½	22⅝	22⅝	22¾	....	....	
.. 7s, new..... 67	....	....	....	....	66	
Cheshire, pref.	....	....	80	....	....	....
Concord	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	131⅜
Eastern	115	115	....	....	....	114½
Fitchburg	....	129x	....	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....132	132	....	....	....	....	129½
Northern, N. H.....109	108½	....	....	....	....	108
Ogdens. & Lake Champ 66	65	....	....	....	....	65
.. pref.	....	107	....	....	....	....
Old Colony & Newport. 99⅞	....	99	....	....	....	98⅜
Ph., Wil. & Baltimore.. 52	....	53¼	....	....	....	52¼
Portl'd, Saco & Ports.....	108½	....	....	....	....	....
Vermont & Canada.....	....	100	....	....	....	100½
Vermont & Mass.	....	....	....	....	....	....
Vt.C. & Vt. & C. Eq. 8s.....	100½	100½	....	....	....	....
Broadway (Horse).....	....	....	....	....	....	60
Cambridge ..	....	....	....	....	....	99⅜
Metropolitan ..	....	....	....	....	....	52¼
Middlesex ..	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls ..	....	....	8½	....	....	8¼
Franklin 15⅞	....	....	15⅞	....	....	
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— June 4.	June 11.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890..	24½— 25½	24 — 25
Detroit and Milwaukee 1st mort. 7s..	60 — 63	60 — 63
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	18½— 19	18⅞— 19⅛
Do. sterlg. 6 p.c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	97 — 99	97 — 99
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95 — 96	94½— 94⅝
Marietta and Cin. R. R. bonds 7 p. c..	75 — 80	75 — 80
New York Central, 100 dols. shares..	95 —100	95 —100
Panama General mort. 7s, 1897	103 —105	104 —106
Penn. R. R. bonds, 2d mort. 6 per ct..	93 — 94	92 — 94
Do. General mort. 6 p. c. 1910	85 — 88	85 — 88
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, July 3, 1869.

Stock Exchange and Money Market.

There has been extraordinary activity in the call loan market, since our last, especially among the Stock and Gold firms, who have been compelled to pay exceptionally high prices for accommodation, ranging from 7 per cent. gold premium to the legal rate per annum with the addition of as much as ⅝ of one per cent. per day of a commission, for the use of money from day to day. The pressure has been due in great part to the manipulations of bear operators, who have been endeavoring to break down financial values, but thus far without any very encouraging measure of success. The leading holders of Stocks have been remarkably firm in their views, notwithstanding the severity of the Money pinch, and have not been marketing their property with unusual eagerness, as they have been confidently looking forward to a relaxation in the loan business, and to consequent buoyancy in values, which would compensate them for all their trouble and expense, in carrying their burdens, through the monetary stringency, and against the very adverse influences of an unprecedentedly dear money market, for the bulk of the speculative borrowers. There has been very little movement in the discount line. Strictly choice selections of mercantile paper have been in some request at from 8½ @10 per cent. per annum. Other grades have met with little favor. The city banks have again lost heavily in their deposit, and legal tender lines, the decrease in the former having been 4½ millions, and in the latter nearly 1½ millions. Their specie réserve has been enlarged about 1¼ millions. They have been forced to cut down their loans nearly five millions; while adding a little to their circulation. The U. S. Sub Treasury gained nearly 3½ millions of currency last week, but has been reducing its reserves this week. On Tuesday, it paid out nearly 7½ millions, against receipts of less than three millions, cutting down its balances (of coin and currency,) to about 82⅝ millions, 87⅞ millions on the preceding Saturday. While the city banks made so poor a return last Saturday, a comparison of their averages of assets to liabilities, showed that they held nearly 14½ millions of a legal tender reserve (coin and greenbacks,) more than the 25 per cent. required by the banking act. The call loan quotations at the very close of business on Wednesday went suddenly back to the legal interest in currency and gold on bond and stock collaterals.

The specie reserve of the city banks according to the latest return is $20,257,140, against $7,753,300 same time last year. The city bank deposits are now $181,774 695, against $214,302,206 week ending June 27. 1868. The legal tender reserve amounts to $48,163,920, against $73,853,303 same time last year. The circulation now stands at $34,214,785, against $24 048,721 same time last year. The loans are now $260,431,732, against $276,504 036 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $127,028,457 a day, against a daily average of $139,370,671 the preceding week, and $142,667,771 the week ending with June 9, 1869. The current week's exchanges average about $119 500 000 a day. The city banks, last week, reported a gain of $1.231,696 of specie, with a further loss of $1.469,415 of deposits, and $1,448,568 of legal tender notes. They reduced their loans, $4,910,174; and increased their circulation, $15,956.

The city bank exchanges on Wednesday were $140,923,219, and the resulting balances, $3,420,080.

National Bank notes to the amount of $124,000 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $316,144,128, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $16,348,683, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,795,445. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,892,600; and for the public deposits, $26,144,350—making a total of $369,036,950. The Treasury Department last week redeemed and destroyed $114,000 of worn and mutilated fractional currency, and issued $423,000 of new. The outstanding amount of fractional currency on the 1st of June, was $33,452,523 against $35,330,323, on May 1,

$36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The abstract of the report of the National Banks of the City of New York at the close of business, June 12, shows the resources and liabilities to be nearly $453,000,000; including loans and discounts, $17,500,000; specie, upward $15,500,000; legal tender notes, $16,000,000, and three per cent. certificates, $30,500,000.

The U. S. Sub-Treasury receipts, week ending with June 26, were $13,838,425, including $1,850,877 from customs duties; payments, $10,506,125, including $904,451 of coin interest; balance at the close of the week, $87,809,109, against $84,476,809 at the close of the preceding week, showing an increase of $3,332,300. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, $2,057,237, including $270,476 from customs; payments, $2,642,896, including $13,529 of coin interest. On Tuesday, receipts, $2,819,855, including $290,860 from customs, and payments $7,374,977, including $87,283 of coin interest. The balance at the close of business on Tuesday stood at $82,668,328, against $86,029,923 a week previous; and $85,195,977 on June 16, 1869. The aggregate receipts of the office in June were $55,052,216, including $8,847,210 from customs, aggregate payments, $47,347,878, including $3,131,675 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was $16,307,200, against $21,672,500, April 1, $28 775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $2,734,000, and retired $1,750 877 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during June, reached $13,593,420.

The U. S. Assistant Treasurer at this port for the past four years, Hon. H. H. Van Dyck tendered his resignation as far back as April 10th, but was induced to retain the office up to the close of the fiscal year, by the urgent solicitations of Secretary Boutwell, who in finally relieving him, pays him a very handsome tribute for the ability, uprightness, and urbanity with which has discharged his unusually onerous duties to the Government and the business public. From July 4th, 1865, the day of his appointment, up to April 10, 1869, when he tendered his resignation, over one thousand millions of dollars in temporary obligations of the Government were paid or converted into funded debt, chiefly through the instrumentality of Mr. Van Dyck's office—while the receipts and disbursements during the three completed years, from July, 1865, to July, 1868, were as follows: 1865–'66, receipts, $617,951,902, payments, $725,412,705; 1866–'67, receipts, $794,173,985, payments, $742,820,794; 1867–'68, receipts, $822,754,361, payments, $867,693,743. Two-thirds of the interest on the entire public debt has also been paid in this office. The record is a most honorable one for the retiring Assistant Treasurer. General Daniel Butterfield succeeded him on the 1st of July, as U. S. Assistant Treasurer at New York. The first purchase of United States 5-20s, $1,000,000 for the Sinking Fund, was made at noon on that day. The first sale of Gold, $1,000,000, will be made at noon on the following Thursday, July 8.

Government revenues have been more than usually prolific, since our last, enabling the Secretary of the Treasury to make a further material reduction of the public indebtedness, as the result of the Treasury business in June. The excises, last week, yielded about 6¼ millions; customs at the port of New York, $1,850,887, and at the outports about $617,000 (in coin) more, making the grand total income for the week equal to about $9,893,345 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, during the fiscal year, ending with June 30, 1869, were $158,287,177. The customs yielded, same time, about 182 millions in gold. The miscellaneous revenues of the fiscal year yielded about thirty millions, making a grand total income for the year of about 370 millions.

Gold has not varied remarkably in price, the activity in Money having checked speculative dealings, and lessened the interest of many operators in the market. The extremes of the week have been 136½@137¾, and the closing quotation on Wednesday was 137¼. A million of Government Gold was marketed on Monday at from 137.45¼@135.54¼. The aggregate of the bids was $2,550,000. The customs call has been moderate. The export inquiry has been somewhat brisker. On Tuesday, the shipments were $683,000 for Hamburg. The Cleopatra brought this amount hither from Vera Cruz recently. On Wednesday, the Cunard steamer for Liverpool took out $53,500. The Government coin interest disbursements are increasing again. On Tuesday, they were $87,283; on Wednesday, $336,767.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 26th day of June, 1869:

Average am't of loans and discounts	$1,674,673
Average amount of specie	866,206
Average amount of deposits	1,780,840

The Gold Exchange Bank clearances on Wednesday were $82,584,000; and the resulting balances $2,813,472 in coin and $3,104,101 in currency.

The customs of the port on Wednesday yielded $365,000. The U. S. Sub-Treasury disbursed $336,767 of coin interest, on that day.

The customs demand for Gold last week, averaged $308,479 a day; thus far, this week, it has averaged $280,668 a day, or equal to a weekly aggregate of $1,683,998. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $41,490, and since Jan. 1, $8,904,140, against $3,754,046 same time in 1868. The receipts from California, since our last, have been $67,537. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was $124,264,458, against $113,129,794 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to June 18th, 1869, $3,391,393, against $3,699,865 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been $19,353,741, against $35,923,720 same time in fiscal year 1867–'68, showing a decrease in the current fiscal year, of $16,569,979. The exports of specie, from this port, last week, were $540,767, against $2,530,144 same week last year; total, since July 1, 1868, $36,426,696, against $75,409,749 in 1867–'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $904,451; since July 1, 1868, $87,878,047, against $74,106,000 same time in 1867–'68. The specie exports from San Francisco, from Jan. 1, to June 18, 1869, were $18,423,308, against $18,939,431 same time in 1868.

Foreign exchange has been quoted rather firmer, and lighter offering, but the dealings have been on a restricted scale. Bankers' prime sixty day bills on London closed on Wednesday at 109⅜@109¾, and on Paris to 5.21¼@5.15; sight bills on London to 110@110½, and on Paris to 5.15c.@5.12½. The offering of produce bills has been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,634,936, against $3,113,799 same week last year; total, since July 1, 1868, $168,388,694, against $176,632,551 same time in preceding fiscal year of 1867–'68.

Government securities have been moderately sought after, through the week, yet though the Money pressure has been against a strong market, prices have had their own remarkably well, closing firmly and inclined to buoyancy late on Wednesday.

U. S. sixes of 1881 closed here on Wednesday at 120½@121⅛; U. S. Five-twenties of 1862, ex-coupon, 121⅝@121¾; U.S. Five twenties of 1864 at 116⅞@118; U. S. Five-twenties of 1865 at 117½@118; U. S. Five-twenties of 1865, consolidated, 119⅛@119⅝; U. S. Five-twenties of 1867, 119⅜@119⅝; U. S. Five-twenties of 1868, 119⅜@119⅝; U. S. Ten-forties at 107⅝@107¾ U. S. Six per cent. currency bonds, 105¼@106.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 16.	June 23.	June 30.
Consols	92½	93@93⅛	92⅞@93
U. S. 5-20's of 1862	80⅞	80¾	80¾
Erie	19¾	20¾	19½
Ill. Central	95	95	95

Railway and miscellaneous stocks have held their ground well, in the face of the Money pressure, on a moderate volume of dealings, closing briskly and buoyantly on Wednesday, in view of the sudden relaxation in Money.

Business in domestic produce has been moderately active, but at unsettled prices, especially for Breadstuffs and Petroleum, which closed weak as a rule. Middling upland cotton closed buoyantly on Wednesday at 34¼@34½ cts. per lb. The stock of cotton now here is estimated at about 25,000 bales. The receipts at the port this week, have averaged about 1,050 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,271,000 bales, against 2,316,500 bales same time in 1867–8; exports, same time 1,403,000 bales, against 1,691,000 bales same time in 1867–'8; stock on hand at latest dates, 91,000 bales, against 102,000 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 14,714 pkgs., against 11,432 pkgs., same time last year. From Boston, 4,267 pkgs., against 6,110 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves

have been in rather more demand, at from 12½@16c., per lb.; week's receipts, 6,027 Milch cows, at from $40@$110 each, receipts, very dull. Veal calves in slack request at from 5@11½c. per lb.; receipts, 3,597. Sheep and lambs fairly active and rather firmer at from 4@7½c., and 8½@11c. per lb.,; receipts, 23,717. Swine in limited demand at from 9@9¾c. per lb.; receipts, 36,172.

A very moderate trade has been noted in foreign goods, though no important changes have been reported in prices. The total imports of foreign dry goods, last week, were $1,197,486, and the total amount marketed $903,282. The value of foreign merchandise imported last week, was $4,007,448—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,204,934, against $5,363,829 same week last year; total since July 1, 1868, $280,-605,388, against $237,392,667 in 1867-'8.

Ocean freights have been less active but quoted firmer. For Liverpool we quote flour at 2s. by sail, and 2s. 3d.@2s. 6d. by steamer, per bbl.; grain at 7½@8d. by sail, and 8d.@8½d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d by sail, and ¼@$\frac{5}{16}$d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 478.

The New York exports, exclusive of specie, for the week ending June 29, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$3,113,799	$3,634,936
Prev. reported.....	83,074,998	83,962,953
Since January 1.....	$86,188,797	$87,597,889

The imports for the week ending June 26, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,123,989	$1,197,486
Gen. merchandise.....	4,139,840	4,007,448
Total for the week.....	$5,263,829	$5,204,934
Previously reported....	115,482,108	152,319,585
Since January 1.....	$120,745,937	$157,524,519

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s new, 69⅝; Georgia 6s, 85; do., 7s, 92½; California 7s, 133; Louisiana 6s, 72½; do., 6s, Levee bonds, 68; Illinois War Loan, 102; Alabama 8s, 98; do., 5s, 62½; N. Y. State 7s, Bounty Loan, reg., 108; do., 6s, 1873, 102; Brooklyn 6s, W. L., 95½; New Jersey Central new bonds, 100¼; Ohio and Mississippi consol. bonds, 86; St. Louis, Jacksonville and Chicago 1st mort., 93; Toledo, Wabash and Western consol. bonds, 82; Am. Dock and Imp. 7s, 96; Great Western (Ills.) 1st mort. 1888, 87½; Toledo, Peoria and Warsaw 1st mort., E. D., 84; Dubuque and Sioux City R. R., 106; Norwich and Worcester R. R., 105; New York and New Haven R. R., 124½; Adams' Exp. Co., 62; Am. Mer. Union Exp., 42½; U. S. Exp., 72½; Mer. Union Exp., 16; Wells-Fargo Exp., 32; Western Union Telegraph, 38¼; Brunswick City Land, 11; Central petroleum, 0.60; Consolidated Gregory gold, 2.15; Grass Valley gold, 0.35; La Crosse gold, 0.15; Montana Gold, 0.14; New York, 0.48; Pit Hole Creek petroleum, 2.00; Quartz Hill Gold, 0.83; Smith and Parmalee gold, 2.30.

Philadelphia.—Penna. State coupon 5s, 94⅛; New Jersey 6s, 103½; Oil Creek and Allegheny River R. R., 44; Pennsylvania and New York 7s, 89¼; Morris Canal scrip, 68; Lombard and South St. R. R. 7s, 75; St. Nicholas Coal, 2; Niagara oil, 2¼. The latest quotations are: City 6s, 94½@95; do., free of tax, 99⅞@100⅛; State 5s, coupon, 94½@95; do., 6s, W. L., 102@103; do., 1st series, 105@105½; do., 2d series, 108@108½; do., 3d series, 109¼@109¼; Reading, 49¼@49¼; do., 7s, 1893, 105@106; do., 6s, 1880, 91@91½; Camden and Amboy, 130¾@131¼; do., mort. 6s, 1889, 93@93; do., 1883, 88@88½; Penn. R. R., 56½@56⅝; do., 1st mort., 100¼@100⅛; do., 2d mort., 96¼@97; Little Schuylkill R.R., 44@44½; Morris Canal, 30@40; do., pref., 63@65; do., bonds, 80@80½; Susquehanna Canal, 11½@12½; do., 6s, 57@57; Sch. Nav., 9¼@10½; do., pref., 19⅞@20; do., 6s, 1882, 67½@68⅛; Delaware Div. Canal, 49@50; do., bonds, 81@83; Elmira and Williamsport, 30@30½; do., pref., 40@42; do., 7s, 1873, 91⅛@93; do., 5s, 59@60; Lehigh Coal and Navigation, 35⅞@36; do., 6s, 1884, 82½@83; do., R. R., Loan, 87@88; do., Gold Loan, 93½@94; North Pennsylvania, 36@36½; do., 6s, 90@90½; do., Chattle 10s, 109@111; Philadelphia and Erie, 30⅞@31; do., 6s, 88¼@89; Minehill, 54½@54¾; Catawissa, 13@15; do., pref., 36⅜@36½; Lehigh Valley, 56⅞@57; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 47@49; West Philadelphia, 61@61¼; Spruce and Pine, 26@28; Green and Coates, 39@40; Chestnut and Walnut, 48@48½; Thirteenth and Fifteenth, 18½@19; Girard College, 29@29¼; Tenth and Eleventh, 71@71⅛; Union, 44@—; Hestonville, 12¼@12½.

Boston.—Union Pacific R. R. 6s, 89½; Central Pacific R. R. 6s, 1898, 99¼; Vermont Central 1st mort., 79¾; Sandusky, Cincinnati and Cleveland 7s, 1890, 74¼; Boston and Lowell R. R. 6s, 1879, 95¾; Eastern R. R. 6s, 1889, 96; Lake Superior and Mississippi Land Grant, gold, 96; Western R. R. 6s, 1875, 96½; Vermont and Massachusetts 6s, 1874, 95½; Stanstead, Shefford and Chambly 7s, 79; Boston, Hartford and Erie scrip, 55; Boston and Albany R. R. Rights, 4¾; Rutland R.R. 33; Conn. amd Pass. Rivers R. R. pref., 93; Boston Water Power Co., 16; Massachusetts 5s, 1894, gold, 108¼; New Hampshire 6s, 1884, 99¼; do., 1884, 98; Maine 6s, 1880, 98¾; Chicago 7s, 97½; Cambridge 5s, 89¾; do., 6s, 1883@1887, 98½; Bath 6s, 1870, 99¾; Augusta 6s, 1870, 99½; Portland 6s, 1869, 98¾; do., 1871, 97¼; do., 1870, 96¾; Albany 6s, 1879, 93¾; St. Louis 6s, 1886, 84¾; do., 1890, 102; Springfield, Ills., 10s, 1873, 105; Charlestown 6s, 1889, 99½; Bangor 6s, 1894, R. R. Loan, 91¼; do., 1871, 97; Allouez Mining Co., 4⅜; Phœnix, 10.

Baltimore.—Maryland Defense Loan, 100; Virginia 6s, old, reg., 50¼; Memphis City 6s, 51½; Orange and Alexandria 2d mort., 76¾; Pittsburg and Connellsville bonds, 90; Western Maryland 2d mort. pref., 52; Baltimore Copper, 46; Bare Hill, 0.25. The latest quotations are: Pittburg and Connellsville 7s, 1898, 90½@91½; Balt. and Ohio, 121@121; do., 6s, 1875, 94@96; do., 1880, 93@94; do., 1885, 92@92½; Northern Central, 50@50⅛; do., 6s, 1885, 88@88¼; do., 1900, 85½@86; do., 6s, 1900, gold, 102@103; Parkersburg Branch, 23⅛@24; N. W. Va. 1st mort. 93@96; do., 2d mort., 92@93; do., 3d mort., 1885, 85@90; Marietta and Cincinnati 7s, 1892, 89¼@89½; do, 2d mort., 68@69; Central Ohio, 26@28; do., 1st mort., 79@83½; Western Md. 6s, 1890, 70@78; do., guar., by Baltimore City, 90@95; do., 2d mort., guar., 87@—; do., 6s, pref., 50@55; do., 6s, guar., by Washington Co., 78@83; Richmond and Danville bonds, 72@73; Baltimore 6s, 1875, 92@93; do., 1886, 90@91; do., 1890, 92¾@92¾; do., 1893, 94@95; do., 5s, 1838-'70, 75@80; Memphis City 6s, 51¼@52½; City Passenger R. R., 19⅞@20¼; George's Creek Coal, 68@74; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

The Miller Improvement.

The Miller Coupler, Platform and Buffer has received many commendations from competent judges, but none more flattering than the following letter to the inventor from Robert Harris General Superintendent of the Chicago, Burlington and Quincy Railroad. It is dated May 12, 1869:

"We were unfortunate in having a collision on a curve between one of our passenger trains and a wild engine, neither looking for the other—the wild engine being entirely out of its place—causing an utter wreck of both engines, but not materially damaging the cars and injuring none of the passengers, thanks to the Miller Platform. A few days ago there was a collision between two trains running in opposite directions on the Hannibal and St. Joe, with about the same results. Mr. Mead attributed their comparative freedom from loss to the Platform.

"No improvement that I remember to have adopted has paid as well as this."

Louisville, New Albany and Chicago R. R.

This company has been re-organized, with a capital of $300,000. The following gentlemen have been elected directors: Geo. F. Talman, Moses Taylor, Frederick Schuchardt, James H. Banker, Edward Minturn, Charles P. Leverich, James F. Joy, Geo. L. Schuyler, John Jacob Astor, Wm. H. Bradford, Jonathan T. Wells and Edward Jones. The officers are: George L. Schuyler, of New York, President; William H. Lewis, of New Albany, Secretary and Treasurer; and M. Sloat, of New York, General Superintendent.

☞ According to the Treasurer's Statement for July, the public debt has been reduced during the month of June, $16,410,132 54, and since the 1st of March, $36,460,779 43. The total debt now stands at $2,645,170,294 16. The amount of cash and sinking fund in the Treasury is $156,-167,813 58, leaving the net amount, July 1, 1869, $2,489,002,480 58.

☞ The stock of the new proposed bridge across the Delaware, between Philadelphia and Camden, it is said, has been taken to the amount of $2,000,000, ten per cent. of which has already been paid in. The projectors are sanguine of the commencement of the work at an early day.

☞ The recent payment, by the Cumberland Valley Railroad Company, of the amount agreed upon for right of way between Hagerstown and Williamsport, is regarded as deciding finally their determination to extend the road to the canal.

☞ The earnings of the Albany and Susquehanna Railroad from October 1, 1868, to May 31, 1869, (eight months,) were $430,620 68; and for the corresponding period of the previous year, $328,704 99—an increase of $101,915 69.

Important Patent-Office Decision.

In the Matter of the Application of John W. Cochran for Letters Patent for Improvement in Breech-loading Gun.—The question presented for decision in this case is one of great importance. I have considered it with care, for I am advised that there are many cases pending and constantly arising in the office the determination of which may be affected by my decision. Cochran filed his application Jan. 11, 1859. It was rejected Feb. 8, 1859.

On Feb. 20, 1860, he filed the following paper, and received $20 of his original fee:

To the Commissioner of Patents:

SIR: I hereby withdraw my application for a patent for firearms, now in your office, and request that $20 may be refunded to me agreeably to an act of Congress in such cases made and provided.

WASHINGTON, Feb. 20, 1860. J. W. COCHRAN.

Applicant did nothing further until May 6, 1868, or more than eight years afterward, when he filed a new application, using the same model.

This is the application now under consideration.

It contained three claims, all of which were rejected by the primary examiner. Upon appeal to the Board of Examiners-in-Chief the case was remanded to the primary examiner for inquiry and report, as to the number of patents granted after the withdrawal, and before the second application, in which the same invention appeared in other continuations, or as part of the descriptive matter.

Upon his report, it appearing that the devices specified in the first and second claims were found in some eighteen different patents granted within the period named, but that no patent was found showing the devices specified in the third claim, the Board affirmed the decision of the primary examiner in rejecting the first and second claims, and reversed his decision as to the third claim, which they allowed. An appeal has been taken to me from the decision of the Board in refusing to allow the first and second claims. The question before me may be thus stated: Can an inventor withdraw his application, make no effort to renew it for eight years, during which time the subject matter of the invention has been incorporated into the substance of many subsequent inventions, and then file a new application and obtain a patent which, to support the novelty of the invention, shall relate back to the first application. Many conflicting opinions have been entertained upon this question. The practice of the office has not always been consistent. Patents may be found, doubtless, that have been granted under circumstances similar to those of the present application, and similar cases may also be found where patents have been refused. This is, in part, owing to the fact that, of twenty examiners, any one may pass a patent for issue, and the decision, if favorable to the patentee, is not the subject of appeal. The decisions of the appellate Judges and of the Courts upon this subject have not been more uniform than those of the office.

Authorities upon this question, as upon most questions relating to patent law, may readily be obtained upon both sides. *Prima facie*, it would seem that an application, deliberately withdrawn, was abandoned, and could no longer form a foundation for a second application, and that, if such second application was made, it must be entirely independent, and could derive no support from the first. That, if public use intervened between the withdrawal and the second application, and for more than two years before the filing of the latter, the patent, if granted, must be void.

This was the opinion of the Judge who tried the case of Godfrey *vs.* Eames on Circuit. In that case the first application was withdrawn, and the second filed upon the same day. Upon the trial it appeared that the invention had been in public use for more than two years before the second application, but for less than two years before the first. The Court charged the jury that the continuity of the application was broken by the withdrawal, and that the public use must date back from the second application. The Supreme Court (Godfrey *vs* Eames, 1 Wall, 317) held that this was error; but it is important to note the grounds of this decision. The Court says: "In our judgment, if a party choose to withdraw his application for a patent and pay the forfeit, intending at the time of such withdrawal to file a new petition, and he accordingly does so, the two petitions are to be considered as parts of the same transaction, and both as constituting one continuous application, within the meaning of the law. The question of the continuity of the application should have been submitted to the jury."

It is obvious that the Court do not mean to declare that the two petitions constitute one continuous application, no matter what may be the interval between them, and that the fact of the filing of the second petition is evidence that the intention to do so existed when the first was withdrawn; for they say that there is still a question of continuity to be submitted to the jury, and this obviously means that the jury are to judge of the question of the intention of the patentee in withdrawing the first application, and whether the interval is so long between the applications as to destroy the continuity, or to rebut the presumption that upon withdrawing the first application, the patentee intended to file the second.

The case of Godfrey *vs.* Eames was a suit at law.

If it had been in equity the question of intention and of continuity would have been submitted to the Judge to be determined like any other question of fact. On an application for the issue of a patent, it is the duty of the Commissioner to decide all questions both of law and fact, which go to establish the right or the absence of right in the applicant to a patent. (Marcy *vs.* Trotter, Dunlop J., 1860.) The questions of the intention of the applicant and of the continuity of the application are therefore submitted to the Commissioner for his judgment, precisely as they could be submitted to a Court of Equity. The foundation of judgment is, I think, well set forth by Judge Dunlop in Simpson *ex parte*, in 1861. He says: "A rejected applicant who has withdrawn his application may renew it, provided the renewed application is made within a reasonable time after the withdrawal and return of the fee."

Nothing is more common than to submit the question of reasonable time or reasonable diligence as a question of fact for adjudication. The difficulty of coming to a conclusion does not obviate the necessity of a decision, and no Judge is justified in evading the responsibility of deciding any point which properly arises. Among the analogies which might be referred to is the ordinary case of the failure to present a draft for payment within a reasonable time after it becomes due. The drawee fails, and the drawer is discharged from liability. No time is fixed for the presentation of the draft, but the law declares that it must be presented within a reasonable time, and submits to a Court or jury the question as to what is or what is not reasonable. I am satisfied that, in every case like the present, the Commissioner must judge whether or not the application is continuous, or whether the continuity is broken by a failure to file the second petition within a reasonable time after the withdrawal of the first.

As to what constitutes a reasonable time, I am not without the right of authority. In the case of Simpson *ex parte*, above cited, the learned Judge says: "Section 7 of the act of 1839 fixes what is a reasonable time. There is no reason why a renewed application should have more than two years allowed it, computing the time from the date of the withdrawal. Both classes of applications, original and renewed, are applications for patents, and come within the letter and spirit of the statute." This view is enforced by the fact that, by the act of March 3, 1867, the applicant is required to complete and prepare his application, for examination within two years after the filing of the petition; and that, in default of such preparation the application shall be regarded as abandoned. These provisions of the patent law seem to establish a *quasi* statute of limitations, which may safely form a guide for the Commissioner in determining the question of reasonable diligence. It must be remembered that withdrawn applications were those which had been but once rejected. The inventor might have insisted upon a second examination—might have appealed to the Commissioner, and from the Commissioner to one of the Justices of the Circuit Court. He did none of these things. While claiming to have been rejected by the fault of the office, he took no single step to correct the action of which he complained. He withdrew his application, waited eight years, and now applies again. Meanwhile his device has been copied in various forms in no less than eighteen subsequent patents. If his application takes date from the filing of the new petition, he is clearly anticipated by these patents.

If it is to date back to the filing of the first petition, these subsequent patentees will be infringers. It is not a sufficient answer to say that the first rejection was improperly made, and that therefore all evils which may follow the granting of his patent at the present time are the fault of the office and must be charged to the Commissioner. This is a fallacy. If the office was in fault in the original rejection, the law provided a mode of correcting the fault, which it was as much the duty of the applicant to pursue, as it was to file his original application. The law neither points out nor recognizes such a mode of correction as a withdrawal of the application for the purpose of endeavoring, under some new Commissioner, to obtain a reversal of the sentence. If the patentee refuses to adopt the remedy given by the law, and substitutes one of his own making, he does so at his peril; and, when he applies again, it is as much the duty of the Commissioner to protect subsequent *bona fide* inventors and the innocent public against his *laches*, as to protect him against the errors of former examiners. The remarks of Chief Justice Carter, in Goodyear & Bacon *vs.* Hills, 3 Fisher, 134, in commenting upon the Cummings Patent, are strongly in point. It is to be noted that although in this case the second application had been made eight years after the first, yet, that the first had never been withdrawn.

Judge Carter says: "The law-makers have admonished inventors and the public that if before an application they suffer more than two years to elapse in the use of the invention, they shall absolutely forfeit all right and title thereto. It is true the legislative admonition relates to the period preceding the application. But, it appears to me, as far as the Court can be guided by its own judgment, that the inventor is left under the dominion of common law principles, in regard to any laches by which the application may be followed.

Is it the law that because an inventor files his application, which is refused by the office, he may sleep upon his rights indefinitely, and that at any period in his lifetime, or that of his representatives, the application may be received, as against the public? I think not. *Prima facie*, I think he would have to show a reason why he should be so permitted. The judgment of condemnation by the office advertises to the country, at least, that he stands in no better position than before the application was made. The country is advised, by the deliberation of the only tribunal provided by law for the ascertainment, at that stage of the invention, of his right, that he has none. More especially is he himself advised of that fact, for he is a party to the proceedings, and more immediately damnified by the rejection of the application. That rejection would at least be regarded in the logic of equity as a notice to him to proceed with diligence to traverse and reverse the judgment of the office." In Rich & Lippincott, 2 Fisher, 1, Mr. Justice Grier says, in his charge to the jury: "If you find that the application of 1836, renewed in 1837, was for this same subject matter now patented, and if such application was not withdrawn by Fitzgerald, but the delay was caused by the conduct of the Commissioner of Patents in refusing to grant the patent for the same invention since patented, then Fitzgerald should not be considered to have abandoned his invention to the public. On the contrary, if you believe that the applications of 1836 and 1837 were not for the same invention with that patented, and, therefore, was refused by the Commissioner, or was withdrawn and abandoned by the applicant,

and continued so until Enos Wilder got up an application for the present patent, and, in the meanwhile, the invention had gone into public use for more than two years, then you will find this point for the defendants." See also Bell *vs* Daniels, 1 Fisher, 372. Mr. Justice Fisher, who now sits in appeals from this office to the Supreme Court of this District, has in the late case of Rowley *vs.* Mason, made a decision, the reasoning of which logicaly leads to the conclusion which I have arrived at in the present case. If the applicant had been put into interference with one of the 18 inventors who have shown his device in their patents, and had attempted to prove an invention made eight years before and dropped, he would, under the authority of that case, be held to have abandoned his invention. *A fortiori* must this be so, when we find that instead of using diligence to obtain a patent, he deliberately and formally withdrew his application from the office, and gave no sign of life for eight years, while eighteen patents were granted more or less affecting his rights? While it need not be asserted that the present applicant was setting a trap for these subsequent patents, it is obvious that to sustain the present application would be to offer strong inducements to others to set such traps hereafter.

The decision of the Board of Examiners-in-Chief is affirmed.

June 9, 1869. S. S. FISHER, Commissioner.

Journal of Railroad Law.

WHEN RAILROAD COMPANIES ARE RESPONSIBLE FOR INJURY TO PASSENGER IN A CABOOSE ATTACHED TO FREIGHT CARS—EFFECT OF PAYMENT OF FARE.

All the material facts of the case of Edgerton *vs.* The New York and Harlem R. R. Co., (39 N.Y. p. 227,) recently decided in New York are embodied in the following opinion by

GROVER, J.—The only negligence imputed by the defendant to the plaintiff was in riding upon the caboose attached to the freight train, where it is claimed, he was not a rightful passenger. The case shows, that, although the caboose was not properly a passenger car, and was used principally for carrying the employees of the company, yet that passengers were carried thereon, from whom the company received the usual fare. The company, therefore, incurred the same liability to such passengers for their safety as it was under to passengers upon the regular passenger trains. As to the plaintiff's right as a passenger there, the question is, not whether he had a legal right to a passage upon the check he had received on board the other train, but whether the conductor recognized such right instead of payment of fare to him by the plaintiff. The plaintiff had paid his fare to the company for a passage from New York to Albany, and received a ticket as evidence thereof. This ticket had been taken from him and the check given as a substitute therefor. The conductor of the train upon which the plaintiff was injured, at first refused to recognize the right of the plaintiff as a passenger upon his train by virtue of the check, and demanded and received fare from him. This gave the plaintiff clearly all the rights of a passenger, and these were in no wise impaired by the subsequent return of the money received from the plaintiff and the recognition of his rights under the check by the conductor. These acts are within the authority delegated to the conductor by the defendant. There was, therefore, no negligence legally imputable to the plaintiff. The evidence showed, that the car in which the plaintiff was riding in part ran off the track, and was broken, by means of which the plaintiff was injured. This was *prima facie* evidence of negligence of the defendant. The latter not only had the entire control of the vehicle, but also of the track upon which it was run, and it owed a duty to the plaintiff to keep both in a perfect and safe condition for the transportation of passengers with entire safety, so far as human prudence can accomplish these results. Experience proves, that, when the track and machinery are in this condition, and prudently operated, the trains will keep upon the track, and run thereon with entire safety to those on board. Whenever a car or train leaves the track, it proves, that either the track or machinery, or some other portion thereof, is not in a proper condition, or that the machinery is not properly operated and presumptively proves, that the defendant, whose duty it is to keep the track and machinery in the proper condition, and to operate it with the necessary prudence and care, has, in some respect violated this duty. It is true, that a bad state of the track or machinery may have resulted from the wrongful act of persons for whose conduct the defendant is not responsible, and the injury to the passenger may have resulted therefrom, and in such a case, the company is not responsible, but such cases are extraordinary, and those guilty of perpetrating such acts are highly criminal; and, therefore, there is no presumption of the perpetrating of such acts by others, and the company, if excusable upon this ground, must prove the facts establishing such excuse. [Curtiss *vs.* The Rochester and Syracuse Railroad Company, 18 N.Y., 534, and cases there cited.] The defendant owed to its passengers the same duty to keep its track at the Berkshire crossing safe, irrespective of the question, upon which company the duty devolved as between themselves, as it did in respect to any other portion of the track. The complaint contained a general averment, that the injury was received from the negligence of the defendant and its employees, and it is therefore immaterial, whether the proof established the particular negligence specified in the complaint, some negligence being shown. The motions for non-suit were properly denied. The Court charged the jury, that the plaintiff was a passenger, and was not guilty of negligence in being on the freight train, to which the counsel for the defendant excepted. This exception, and also that taken to the charge relative to the Berkshire crossing, have been considered in connection with the exception to the denial of the motion for a non-suit. The Court further charged, that the defendant was bound to show and give some explanation of the cause of the accident. That the burden is upon them to show, that they exercised the prudence and skill in the preparation of their track and their cars, and in the management of them, demanded by the law. Unless they prove themselves free from negligence, they are liable. The defendant's counsel excepted to this portion of the charge. This portion of the charge must be understood in reference to the facts of this case, and as applied as such facts. In this view, it was not erroneous. The facts showed a *prima facie* case of negligence against the company, either in the condition of the track or cars, or in running the train. The charge in substance was, that the defendant must by proof answer and rebut this *prima facie* case against it, and show itself free from the negligence to be presumed from the facts proved by the plaintiff, or it was liable. The charge imports nothing more. It does not at all imply, that, to entitle the plaintiff to a verdict, it was not incumbent upon him to prove that his injury resulted from the negligence of the defendant.

The judgment must be affirmed, with costs. All concur.

Judgment affirmed.

Mississippi River Railroad.

We invite attention to the advertisement of the Mississippi River Railroad Company, which appears in another column. Thirty-six miles of the road from Memphis northward to Covington, Tenn., are to be built immediately, and bids are asked for. The road has been abundantly subsidized by the counties on its line, its route is easily accessible, and cheap transportation by way of the Mississippi River can be had to all points on it, and the job promises to be a long one, for there is a great deal of the road to build.

☞ The Queenstown and Harrington Railroad survey has been completed, its route located, and the grading has been begun at the Harrington end of the road. The route, as laid down, is as follows: Commencing a little below Harrington, at a point in a line with the Junction and Breakwater Railroad from Houston to Harrington, it will be run in a direct line until it nears the river, when a curve will be made so as to cross at the Stakes, and thence on to Broad Creek, on Kent Island, crossing the Maryland and Delaware Railroad between Ridgely and Greensborough, about four miles above Denton.

☞ The Legislature of Massachusetts, during its recent session, chartered twelve railroad corporations as follows, the accompanying figures indicating the capital stock of each: Bedford, $150,000; Taunton and Providence, $600,000; New Bedford and Taunton, $350,000; Taunton and Attleboro', $200,000; Hopkinton Branch, $200,000; Monadnock, $50,000; Athol and Enfield, $500,000; Amesbury, $150,000; Salisbury, $100,000; Essex Branch, $200,000; Massachusetts Central, $3,000,000, with leave to increase to double that amount; Holyoke and Westfield, $200,000 to $350,000.

☞ A railroad meeting was held at Kirksville, Mo., on the 24th ult., and the most practicable route adopted for a new railroad from Quincy, Ills., through Edina and Kirksville, Missouri, thence to a point on the Missouri River opposite Brownsville, Nebraska. A board of directors was chosen, and C. A. Savage, of Quincy, elected President.

☞ C. A. Savage of Quincy, Ills., has been elected President; T. T. Woodruff, Secretary, and Edward Wells, Treasurer of the Quincy, Alton and St. Louis Railroad Company.

☞ The Common Council of Quincy, Illinois, have voted $250,000 to the Quincy and Nebraska Railroad, and private persons have subscribed $100,000.

☞ The Chesapeake and Ohio Railroad was completed to White Sulphur Springs on the 22d ult., and regular passenger trains commenced running to that place on the 30th.

From Herapath's Railway Journal.

Railway Economy.---The Locomotive.

Our previous articles have been devoted to a consideration of the means employed in the locomotive engine to generate the power required to draw the trains. We have endeavored to show how a gradual improvement in economising the cost of producing that power has been effected, and by what means a still further saving may be secured. We have now to treat of the cost of keeping the engine in working order, and providing against the inevitable wear and tear which all moving machines are subject to more or less according to circumstances.

Of all engines or machines the Locomotive is perhaps subjected to a greater amount of wear and tear than any we are acquainted with. There is scarcely any part of the engine that is not constantly undergoing deterioration and the consequent renewal and repair required to make it good. The fire-box is always being burnt away and getting thinner, almost imperceptibly it is true, but still the process is always going on, and after a time the metal becomes so reduced in thickness that at last a new fire-box becomes necessary; the same with the tubes, the destruction of which is even more rapid than the fire-box. This arises from an additional cause beyond the burning away by the heat of the fire, viz., the rubbing or grinding away the metal by the small ashes which are driven through them by the blast with considerable velocity; then the cylinders, pistons, and slides are always wearing, and so are axles, axle and connecting rod brasses, valve gearing, &c., and last, not least, the tyres of the wheels. The only parts of importance which are not actually subjected to wear and tear are the frames of the engine and the wheels, but even these unless made in a very substantial and solid manner, from the constant jar and vibration, after a time become shaky, and require to be renovated.

It is not surprising that the wear and tear of the Locomotive is excessive as compared with other engines, for all the conditions under which it works favor such a result. The combustion of the fuel is more rapid, and the heat of the furnace more intense, than in any other kind of engine. In the boilers of the Cornish pumping engines, which are the extreme representatives of slow consumption, the consumption of coal per hour on each square foot of the fire-grate is not more than 4lbs., and in other ordinary stationary engine boilers it ranges from perhaps 10lbs. to 20lbs. at the outside; but in Locomotive boilers the very lowest consumption is probably 50lbs. and this mounts up in some engines to perhaps 100lbs. of fuel consumed on each square foot of fire-grate per hour, so that the highest rate of consumption in the Locomotive is 25 times as great as the lowest burning Cornish boilers, and the average at least five times as great as in the quickest burning furnaces of ordinary stationary boilers.

Then, again, the speed at which the piston valves, pumps, and gearing of the locomotive are driven is something enormous when compared with the ordinary jog-trot speed of 220ft. per minute originally assigned to the old-fashioned Boulton and Watt engines. The speed of the piston in modern locomotives may be taken at from 500ft. to, perhaps, in fast express engines, 1,000ft. per minute, so that in this also there is a nearly corresponding excess over ordinary stationary engines, and thus, as with horses, "it is the pace that kills." These two causes would of themselves be sufficient to account for the rapid deterioration and wear and tear, but besides this the whole machine, instead of having the advantage, like a stationary engine, of being itself at rest on a solid foundation, is driving itself along and dragging the train behind it at a high velocity, and is in consequence subjected to a variety of concussions, jolts and strains, tending to loosen the parts that are fixed, and to derange those that are working; add to this the dust and grit stirred up from the road, which is for ever insinuating itself between the working parts and grinding them away, to say nothing of the skidding and abrasion of the tyres, and we may form some idea of the difficulties the Locomotive has to encounter in fulfilling its daily task.

While all these causes of wear and tear are incessantly at work to shorten the life of the modern Locomotive, they are at the same time so variable, and are modified to such a large extent by the actual speed of the trains, the nature of the curves and gradients, and the state of the permanent way, that it is one of the most difficult problems to arrive at any correct general data as to either the life of the engine itself or the annual cost of repairs necessary to keep it in good working order.

When Mr. Bidder, some twenty years ago, conceived the idea of letting the working and maintenance of the rolling stock of the North Staffordshire railway by contract, he estimated the life of an engine at 300,000 miles run, and the cost of renewing and keeping the engine in good repair during that time at 1½d. per mile. The contract was taken on this basis to work the line for ten years. Is appears, however, not to have turned out a very profitable one for the contractor, as at the expiration of the time he declined to renew it, and this accords with more recent experience, for both these data are considerably modified, the life of an engine being now estimated at from 150,000 to 500,000 miles, while the cost of maintenance more nearly approaches 3d. per mile than 1½d.

With regard to the first, the term "life of an engine" is at least a vague one, for it is difficult in some old engines to define either their beginning or end, as we believe there are some now in existence which have scarcely a single piece of the same material in them of which they were originally composed, and therefore if all the parts of an engine are constantly renewed as required, there is no reason why its life should not be indefinite; but the fact is, as time passes and improvements are introduced, such important alterations or modifications have to be made in the working parts, that the original model of 12 or 15 years ago no longer satisfies the requirements, and it is abandoned; and as about this time also the most important repairs of all would have to be made, viz., the entire replacing of the whole of the boiler, when this time arrives it is found more desirable for all reasons to supply the place of the old engine by a new one altogether.

The life of a boiler has been found to be about 350,000 train miles, but this may probably on some lines go up to 400,000 or even 500,000 miles, as its wear and tear would depend greatly on local circumstances, and particularly on the chemical qualities of the water employed. Assuming that the life of the engine is determined by the endurance of the boiler, and that if under favorable circumstances it will last the 500,000 miles, then during that time the fire-box will probably require to be renewed at least three times, the tyres of the wheels five or perhaps six times, the crank axles three or four times, and the tubes probably from seven to ten times; and the cost of making these renewals and repairs, together with other minor ones, will amount to from 12 to 13 per cent. of the original cost of the engine, and according to its size from 2½d. to 3½d. per train mile run by it. This cost as compared with the cost of fuel taken at an average price will be found to exceed it in about the proportion of 3 to 2, or in round numbers to be about 50 per cent. greater; unfortunately, however, it does not appear to offer a like field for the exercise of economy as the other, for high speeds are a necessity, and so long as they prevail the wear and tear must be proportionately heavy. This seems to be borne out by the experience of the last thirty years, for while, as we explained in a former article, the cost of fuel has been reduced something like 60 or 70 per cent., the cost of renewals and repairs has scarcely in that time been reduced 25 per cent., although it must be admitted that this reduction has been accompanied with considerable increase in speed; but, on the other hand, it is no doubt principally due to the improved and more economical means introduced of executing the repairs than in a diminution of the actual wear and tear, and this, together with a close attention to the practical details, the selection of the best materials, the use of suitable feed-water, and adapting the engines to run round the sharp curves now in vogue, are the chief means by which economy can be effected. A great advance has been made in the use of steel in the place of iron for the axles and for the tyres of the wheels, by which their durability has been greatly increased. The best iron tyres usually require re-turning after running about 10,000 miles, and are completely worn out by the time they have run about 30,000 miles, but good steel tyres will run about 30,000 miles before they require re-turning, and will complete on an average 90,000 or 100,000 miles before they are worn out.

There is one great source of wear and tear to which the wheels of the tender and break vans are subjected, and for which a remedy should if possible be found, viz., the skidding of the wheels on the rails when the break is applied. This system of pulling up the train is most injurious and unmechanical; not only is the material of both the wheel and the rail rapidly ground away, but the wheel, after great pains have been bestowed upon it to turn it true is ground into a number of flat facets, so that if accurately guaged instead of being circular it would present the figure of a many sided polygon, which at high speeds greatly increases the jolting and concussions, adding to the wear and tear of both rails and rolling stock. It certainly does appear absurd to go through a double process in putting the break into action by first applying the break-block to retard or stop the wheel, and the wheel to the rail to stop the train, and by so doing injuring both the wheel and the rail, when the break-block might just as easily be applied to the rail itself, and both the wheel and the rail saved, and a greater retarding power obtained. Another source of destruction to the tyres is the sharp curves that have to be traversed by engines with long wheel bases, fixed axles, and rigid framing. These evils are beginning to be understood, and a remedy has been proposed by Mr. Fairlie in his twin bogie engine, the working of which has proved very satisfactory, and Mr. Adams with the same view has introduced radial axle boxes which by providing a lateral motion in the axles, allow the wheels to accommodate themselves to any curve they may be passing round. These improvements are all in the right direction, for it is only by assimilating the engine to the work it has to perform, enabling it to go through that work in strict accordance with mechanical principles, that wear and tear will be reduced and economy effected.

☞ The Providence *Journal* says that the Boston, Hartford and Erie Railroad Company have filed their $100,000 bond, with $100,000 in money as collateral security, in the office of the General Treasurer of Rhode Island, conditioned to locate their new railroad from Providence to the State line in Cumberland by the first of January next, and to construct and complete it within two years from that time. The surveys of the whole line in both States have been made.

☞ The Peru, Warsaw and Goshen Railroad Company was recently organized at Warsaw by the election of a board of directors, with Dr. E. W. H. Ellis, as President; Judge J. S. Frazier, Vice-President; C. W. Chapman, Treasurer; and Gen. M. S. Hascall, Secretary. This company proposes to build a southern outlet for the line now in operation from White Pigeon, through Three Rivers, Kalamazoo, and Allegan to Grand Rapids.

☞ The new road between Columbia, S. C., and Augusta, Ga., has been completed. Trains are now run through from Charlotte, N. C., to Augusta, Ga.; running time, 12 hours.

Iowa Railroads.

The gross earnings of the Iowa Railroads for the year 1868, were as follows:

Chicago and Northwestern	$3,371,682
Dubuque and Sioux City	970,696
Dubuque Southwestern	172,427
Cedar Falls and Minnesota	55,465
Sioux City and Pacific	127,000
Des Moines Valley	710,240
Chicago, Rock Island and Pacific	1,051,828
Burlington and Missouri River	841,653
Council Bluffs and St. Joseph	153,854
McGregor Western	498,235
Keokuk and St. Paul	71,846
Dunleith and Dubuque Bridge Co	2,708
Dubuque street Railroad	10,758

☞ The May products of the Lake Superior copper mines were as follows: Hecla, 250 tons; Calumet, 175 tons; Quincy, 115 tons, 768 pounds; Huron, 53 tons; Ridge, 13 tons, 1,515 pounds; Knowlton, 8 tons, 1,492 pounds; Evergreen Bluff, 11 tons, 129 pounds; National, mass, barrel and stamp, 18,464 pounds; Pewabic, mass, barrel and stamp, 50,155 pounds; Franklin, mass, barrel and stamp, 72,387 pounds.

☞ The last rail on the twenty miles of the Grand Rapids and Indiana Railroad, on the completion of which, by the first of July, a valuable land grant depended under the Michigan laws, was laid on Monday, the 21st of June.

WHEEL BARROWS,

MANUFACTURED BY PUGSLEY & CHAPMAN,
30 Platt Street, N. Y.

POOR'S MANUAL
OF THE
Railroads of the United States for 1869–'70.

SHOWING THEIR MILEAGE, STOCKS, BONDS, Cost, Traffic, Earnings, Expenses, and Organizations; with a sketch of their Rise, Progress, Influence, etc.—Together with an APPENDIX, containing a full analysis of the Debts of the United States, and the several States.

For Sale at this Office,

Price $5.00

Mississippi River R. R.

TO CONTRACTORS.

SEALED PROPOSALS will be received by the undersigned, at the office of the Company, No. 450 Main street, Memphis, Tennessee, until 12 o'clock noon, on the 20th day of July, 1869, for the Clearing, Graduation, Masonry, Bridging and Crossties necessary to complete the above road from Memphis to Covington, about thirty-six miles, ready for the iron rails. A large portion of the work is heavy, and well worthy the attention of contractors. As it is the intention of the Board to place the entire road to Cairo under contract as soon as the surveys are completed.

Proposals may be made for cash, or for county bonds, or for part cash, county bonds and stock.

Plans, profiles and specifications are now ready for inspection at the Company's office, by application to Thos. H. Millington, Chief Engineer, from whom all necessary information may be obtained.

Proposals will be received for the whole work, or in divisions.

The right is reserved to reject any and all bids not deemed satisfactory.

[Signed] A. S. MITCHELL,
President Mississippi River Railroad.

Memphis, Tenn. June 23, 1869.

FOR SALE OR HIRE.

4 SECOND HAND PASSENGER CARS, 4 feet 8½ inch gauge. Two seat 60; two 48 persons.

JACKSON & SHARP,
Delaware Car Works,
Wilmington, Del.

4125

CARS FOR SALE.

2 FIRST CLASS BAGGAGE CARS. 40 feet Long—Compromise Gauge. For further particulars, address

WM. M. KASSON,
4127 **Buffalo, N. Y.**

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

***Warehouse:* 107 Liberty Street, New York City.**
***Manufactory,* Junction Shop, Worcester, Mass.**

10 RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
NEW YORK, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Pittsburg and Connellsville Railroad.

ENGINEER'S OFFICE PITTSBURG & CONNELLSVILLE R.R.
Pittsburg, June 3d, 1869.

THE GRADUATION, MASONRY and BALLAST, upon the following Sections of the PITTSBURG AND CONNELLSVILLE RAILROAD, have been allotted, by the President and Directors of the Company, to the parties named below in connection with the same—viz:

To RALPH JONES & CO.—Sections, 67, 68, 69, 70, 71, 72, 75, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105.
To JOHN DONAGHUE & BROTHERS—Sections 107, 143, 144.
To MEYER, BRODHEAD & CO.—Sections, 113, 114, 120, 121, 122, 123, 124, 125, 126, 127.
To DEWEES & CLARK—Sections 118, 119.
To PATRICK KEATING—Section 108.
To JOHN WILHELM—Section 109
To EDWARD KERNS & BROTHER—Sections 131, 132, 137.
To BRACKEN & FITZPATRICK—Section 133.
To B. B. GONDER—Sections 134, 135.
To ALEXANDER B. BUCHANAN—Section 136.
To P. R. HOWLEY—Section 138.
To GEORGE W. HARRISON—Section 139.
To NATHAN SHIPLEY—Sections 141, 142.
To MANFULL & ROSS—Sections 77, 78, 79.

The remaining 35 Sections between Connellsville and Cumberland having been contracted for previously, the whole line of 86 miles between those points is now under contract to responsible parties, and there will be ample and steady employment for labor thereon during this year and the next.

BENJ. H. LATROBE, Chief Engineer.

THE UNION IRON MILLS,

OF PITTSBURGH.

N. Y. Office 19 Broad Street,

ROOM NO. 42.

Beams, Girders, Channel Bar, Angles, Plates, Post Iron, Splice Bars, Axles, &c.

Special Attention given to Unusual Shapes, Sizes and Lengths.

ALL IRON WARRANTED.

WATSON'S
NEW & COMPLETE
RAILROAD MAP,
OF THE
United States and Canada.

SIZE, 3½ BY 4½ FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, - - **$3 00**
" In Pocket form, (free by mail,) - **2 50**

Address GAYLORD WATSON,
Agents' General Depot for Maps and Charts
16 Beekman-st., N. Y.

ROME, WATERTOWN AND OGDENSBURG RAILROAD.—VICE PRESIDENT'S OFFICE, No. 12 College Place, New York, June 12th, 1869.—This Company will pay a semi-annual dividend of FIVE (5) per cent., free, on and after the 15th July, to stockholders of record at this date. Transfer books will remain closed from date till the 1st July. Stock registered in New York will be paid at the Mercantile Bank for 60 days. All other at Watertown.

3125 J. A. LAWYER, Treasurer.

Proposals for $2,767,000
Tax Relief Bonds of the City of New York.

SEALED PROPOSALS will be received at the Comptroller's office, until TUESDAY, June 29, 1869, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of $2,767,000, of "Tax Relief Bonds of the City of New York," authorized by Sec. 2 of Chap. 876, Laws of 1869.

Said bonds are to be issued for the purpose of providing means to redeem the Family Aid Fund Bonds of the City of New York, due Nov. 1; that portion of the county debt, due Nov. 1, and the quota of the State tax to be levied on account of State debt chargeable to the County of New York during the present year.

The bonds will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November in each year, and the principal will be redeemed on the 1st day of July, in the year 1879.

The proposals will state the amount of bonds desired, and the price per $100 thereof; and the persons whose proposals are accepted, will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

The "Family Aid Fund Bonds, No. 5," of the City of New York, due Nov. 1, 1869; the Bonds of the County of New York, entitled "New York County Bonds for the repayment of Taxes," due Nov. 1, 1869; and the "Revenue Bonds of the City and County of New York, of 1869," will be accepted at their par value and accrued interest, in payment, on account of any proposals made for the aforesaid Tax Relief Bonds of the City of New York, which may be accepted; and in such cases the adjustment will be made at this office and the new bonds issued.

On presenting to the Comptroller the receipts of the Chamberlain for deposits made with him on account of the aforesaid loan, the parties will be entitled to receive bonds for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment.

This loan, without increasing the debt of the City, offers an investment to companies and individuals unrivaled in security and for a period of years.

Each proposal should be sealed and indorsed, "Proposals for Tax Relief Bonds of the City of New York," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved, on the part of the Comptroller, to reject any or all of the bids if, in his judgment, the interests of the Corporation require it.

RICHARD B. CONNOLLY, Comptroller.

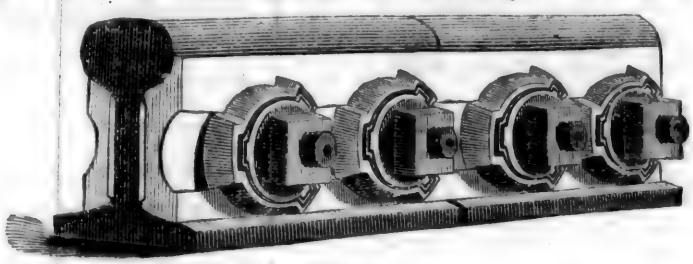
City of New York, Department of Finance, Comptroller's Office June 19, 1869.

☞ The time for receiving Proposals for the above designated Bonds IS HEREBY EXTENDED to THURSDAY, July 8th, 1869, at the same place and hour.

RICHARD B. CONNOLLY, Comptroller.

Department of Finance,
Comptroller's Office, June 24, 1869.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

STEEL & IRON RAILS,
American, English & German,

FROM WORKS, YARD OR

EUROPEAN SHIPPING PORT,

For sale by

HEYERDAHL, SCHONBERG & CO.,

22 William Street New York.

HARRISBURG
Car Manufacturing Co.,
HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

EAST RIVER SCREW BOLT WORKS.
RYLANCE & CASKELL,

Manufacturers of Screw Bolts,

No. 433 EAST 25th ST., N. Y.

Jonathan T. Hobby,

MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y.

WILLIAMS, PAGE & CO.'S

PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers.** These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

Manufactured and for sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston, Mass.

BIGELOW & JOHNSTON,
BROKERS.

New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc., Etc,

48 Pine-St.,

EDWARD P. BIGELOW, JAMES JOHNSTON. } NEW YORK.

THE OFFICE OF

THE MEMPHIS, EL PASO AND PACIFIC RAILROAD COMPANY

IS PROVISIONALLY LOCATED AT

5121 **39 BROAD STREET.**

PACIFIC MAIL
Steamship Company's

THROUGH LINE TO

California and China.

Through rates, New York to San Francisco:

First Cabin. Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

July 10, ALASKA, CAPT. GRAY, connecting with CONSTRUCTION, CAPT. HUDSON.

Steamer leaving July 10, connects closely with steamer OREGONIAN, leaving San Francisco Aug. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA received until 4 P. M. on FRIDAY, July 9. All usual facilities afforded shippers in collecting and charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS
CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders, CHILLED DRIVING WHEELS and TIRES for Locomotives, ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE

EDWARD J. ETTING,
105 Walnut St., Philadelphia,

MANUFACTURERS' AGENT FOR THE SALE OF

AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

☞ Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron

CONSIGNMENTS SOLICITED.

Robert Merrill & Sons,

MANUFACTURERS OF

Ship's Compasses,

BINNACLES, LOGS, &c.:

Surveyor's & Engineer's Instruments,

MARINE, OPERA & FIELD GLASSES,

Sextants, Quadrants and Spy Glasses,

141 Water-St., N. Y.

ODDIE & CO.,
Stock, Bond & Gold Brokers,

35 WALL STREET,

NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE.

(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 28.] SATURDAY, JULY 10, 1869. [WHOLE No. 1,734, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 10, 1869.

Atlantic and Gt. Western Railway.

A meeting of bond and debenture holders, who had deposited their securities with Messrs. Morgan & Co., under the agreement of 15th May last, was held at the London Tavern on Tuesday, to hear a statement as to the present position of the railway in connection with the lease to the Erie, and to appoint an unpaid committee to protect the interests of the bond and debenture holders. Mr. D. Chadwick, M. P., on being called to the chair, explained the position of both companies. He said he hoped, as the committee to be proposed would be an unpaid one, that there would be a greater chance of it working successfully. It would act in the common interest of all concerned, and not for any particular section of holders, and an effort would be made to get the lease with the Erie annulled, so that they might have possession of their own property once more. The object of the Erie seemed to be to get permanent possession of the Atlantic and Great Western. They had introduced a bill into the New York Legislature for consolidating the two railways, and had also instituted certain proceedings. The lease would, no doubt, be beneficial to both parties if honestly carried out. The Rev. Mr. Watkins moved and Mr. G. W. Hastings seconded the following resolution:—"That a committee with power to add to their number, and whose services shall be honorary, be appointed, to select and appoint out of their number an executive committee to take such steps as they may deem desirable or may be advised for the protection and settlement of the claims and interests of the bondholders and debenture-holders of the Atlantic and Great Western, and with power to engage such legal assistance as may be requisite, and that such committee consist, in the first instance, of Mr. D. Chadwick, M. P., Mr. Hastings, Rev. Mr. Watkins, Mr. Brown, Mr. Thomas (Bristol), Mr. T. Matthews, Mr. J. G. Matthews, Rev. Dr. Haycroft, Mr. Curtler, Mr. H. Grierson (Darlington), Mr. Thorpe and Mr. Beckley." A discussion ensued, in the course of which the conduct of the Erie was strongly condemned, and a determination was evinced to use all legal means for determining the lease. The resolution having been carried unanimously, a discussion arose upon the second resolution, which referred to the depositing of bonds, to be transferred from Messrs. Morgan & Co. to trustees on behalf of the committee, and it was explained that a necessity might probably arise for the production of the actual bonds, in order to validate legal proceedings in New York. It was ultimately arranged that the securities should be withdrawn from Messrs. Morgan, and be held by the owners at the call of the committee, if they found it necessary that they should be used in the legal proceedings. In order to provide funds it was further agreed to subscribe 1 per cent. on the nominal value of the various securities, a first payment of 5s. per share to be made at once.—*London Railway Times, June 20.*

Union Pacific Railroad.

REPORT OF THE GOVERNMENT COMMISSIONERS.

The following is the report submitted to the Secretary of the Interior by Gen. G. K. Warren and Hon. James F. Wilson, of Iowa:

WASATCH, Utah, June 9, 1869.

To the Hon. J. D. Cox, Secretary of the Interior:

Sir—In accordance with the instructions of the Department, dated the 18th of May, 1869, the undersigned, Commissioners of the Union Pacific Railroad, have examined the Thirty-ninth Section, extending from the 1000th to the 1020th mile-post west from the initial point on the Missouri River, near Omaha, and forward herewith map, profile and report submitted to us by the Chief Engineer of the road, showing the alignment and grades, and giving a full statement of the kind and conditions of the structures, equipments, &c., which we are satisfied are a correct representation of this Section.

This section is well constructed and ready for immediate service, in accordance with and as required by section 4 of the "Act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military and other purposes," and we therefore recommend its acceptance by the Government.

Respectfully submitted,

(Signed) G. K. WARREN,
Brevet Maj. Gen. U. S. A.

(Signed) JAMES S. WILSON, Com.,
Members of Commission.

The Commissioners of the Union Pacific Railroad, in accordance with the instruction of the Department, dated May 18, 1869, have also examined sections of the road extending from 1020th mile post to the 1085 88-100th mile post west, and report that to complete the unfinished work on the section extending from the 1020th to the 1040th mile post west will require about $58,450.

To complete the unfinished work on the section extending from the 1040th to 1060th mile post west will require about $30,000.

To complete the unfinished work on the section extending from the 1060th to the 1080th mile post west will require about $15,500.

In regard to the section extending from the 1080th to the 1085 88-100 mile post west, the Commissioners say: "Heavy expense has already been incurred by the company in grading this part of the line, and the grades and curves are all within the limit prescribed by law."

"To complete the unfinished work on this section will require about $126,500 in reducing the present grades from 116 to 80 feet per mile, as originally intended, and in filling up places now occupied by temporary trestles. The location adopted is such that the work done is not lost in changing to the lighter grade."

The Commissioners say: "In all other respects the road is well constructed and ready for immediate service, in accordance with and as required by section four of the 'Act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean, and to secure to the Government the use of the same for postal, military and other purposes,' and as it has reached that state of completeness provided for in the report of the board convened to determine on a standard for construction of the Pacific Railroad," made to Secretary Harlan, February 21, 1866, approved by him, and furnished to us as a part of our instructions, and as the company is rapidly and in good faith finishing up the incompleted work, we recommend the acceptance of the sections by the Government and the adoption of the same course toward the unfinished work as elsewhere on the Pacific Railroad.

Respectfully submitted,

(Signed) G. K. WARREN,
Brevet Maj. Gen. U. S. A.

(Signed) JAMES F. WILSON, Com.

Chicago, Rock Island and Pacific Railroad.

The gross receipts of this company for the year ending March 31, 1869, were as follows:

From passengers		$1,292,604 84
" freight		3,575,915 56
" mails		34,848 48
" express		81,386 83
" rents, etc.		70,315 27
" interest on loans, etc.		176,908 77
		$5,231,979 75

Disbursements:

Repairs of roadway and track	$402,634 59	
Cost of iron for repairs, and renewal of rails	255,362 16	
Repairs of engines, etc.	201,676 44	
Repairs of cars	234,779 83	
Tools and machinery in shops	18,202 85	
Repairs of fences and gates	32,029 42	
Repairs of bridges and draws	64,446 80	
Repairs of buildings and fixtures	40,373 49	
Fuel account	247,617 05	
Oil, tallow and waste	33,990 87	
Damages for injuries to persons	20,659 83	
Loss & damage of goods and baggage	9,387 46	
Damages for cattle killed and injured	21,492 68	
Station house expenses	45,206 51	
Labor handling freight, watchmen, etc.	215,822 25	
Conductors, baggagemen and brakemen	106,506 50	
Enginemen and firemen	187,898 93	
Agents and clerks	164,097 81	
Stationery, printing, etc.	22,996 20	
Contingent account	36,405 77	
Car service account	1,900 76	
Repairs of telegraph	3,128 36	
Exchange, interest and discount	62 57	
		2,366,679 13
Earnings less operating exp.		$2,865,300 62
Legal expenses	$6,621 14	
Taxes on real estate, etc.	118,153 35	
U. S. Government tax	32,426 99	
		157,201 48
Net earnings		$2,708,099 14
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	667,551 79	
Dividend, September 1, 1868, and U. S. tax	1,469,968 50	
		2,262,520 29
Leaving a balance of		$445,578 85
Add balance April 1, 1868		1,151,665 17
Total, as in Balance Sheet		$1,597,244 02

There has been expended during the year on account of construction and equipment the following:

Land and land damages	$14,666 62
Equipment	510,813 26
Engineering and contingent construction	341,377 78
Grading	1,551,997 39
Superstructure and bridging	2,030,471 77
Fencing	25,883 43
Station buildings, etc.	69,089 02
New shops Chicago, including machinery and tools	321,211 86
Construction repairs	327,297 90
Total	$1,192,809 08

The leading items of expenditure for renewal of track, during the year, have been:

170,663 ties	$89,598 07
1,271 tons New Iron Rails	108,035 00
1,706 tons Rails re-rolled	64,025 00
1,101 tons New Steel Rails	171,654 96
262,450 lbs. Spike	13,740 38
5,500 lbs. Screw Spike	502 19
246,200 lbs. Fish Bars	10,228 22
75,400 lbs. Bolts for Fish Joints	5,362 80
2,000 Pratt's Patent Fish Joints	4,234 48

During the year, 14.55 miles of track were relaid with new iron; 18 do., with re-rolled iron; 13 do., with steel. The number of rails repaired at company's shops was 21,457, costing $16,901 76—an average for each rail repaired of 78.77 cents. The amount expended for rebuilding bridges over Iowa River and Clear Creek was $32,812 99. The report says:

In the last Annual Report, you were informed that contracts had been made for the completion of your line of road to the Missouri River, there to connect with the Union Pacific Railroad; that the work would be hastened to completion as rapidly as was consistent with proper economy, and a belief expressed that the line would be opened during the year 1869.

At that time this company was laboring under great disadvantage, owing to the action of certain interested parties in Wall street, who had forced the company into litigation, not only in New York, but in Illinois. It will be remembered that in September, 1867, by a unanimous vote of the Executive Committee, the President and Mr. David Dows were appointed a Committee to sell forty-nine thousand shares of the capital stock to raise money to complete the road to the Missouri River; that, in pursuance of that appointment, they proceeded to and did sell the amount authorized, at what was believed to be a very satisfactory price, and very much better for the company than to issue and sell the additional four and half millions of bonds, which were authorized by the terms of the mortgage. Immediately upon the fact being public that such sale had taken place, that the company had provided money to complete the road, in accordance with the expressed wish of the stockholders, as shown by their assent to the articles of consolidation, that the scheme of the parties interested to prevent the construction of the road west of Des Moines was likely to fail, legal proceedings were instituted in the New York Courts against the company, and several of the individual directors.

Injunctions were allowed and enforced, the effect of which was to prevent the company from using its funds for the purpose of building the road, as contemplated, unless the company would pay to certain parties the losses which they alleged they had made by reason of the sale of the forty-nine thousand shares. New York Courts were found who readily allowed such injunctions, and the Directors were placed in an unpleasant situation. Desirous at all times to carry out the wishes and views of the stockholders, as expressed by them in the usual way, and feeling assured that the *bona fide* stockholders, who held the stock as an investment, expected and desired that the road should be completed to the Missouri River, it was determined that all proper and legal defenses to such proceedings should be interposed. Counsel were employed in New York, Illinois, and Iowa, and it should be said here that most faithfully did they severally perform the duties assigned them. In the meantime, the Legislature of Iowa being in session, it was determined to make an application to that body for the passage of a law which would enable the company to go on and build the road, despite the New York Courts, or disappointed parties. The Directors are happy to be able to say to you that, notwithstanding the most violent opposition, most improper means resorted to, and most gross misrepresentations, both the Senate and House of Representatives, by a unanimous vote, passed the bill desired.

Gov. Merrill, who had taken great interest in the matter on account of the benefits which would accrue to the State by the construction of the road, approved the bill, and it became a law. This gave the company a starting point to defeat the scheme concocted against it, and enable it to go forward at once. Upon application, in proper manner, to the Courts of the State of Illinois, the issue and sale of the forty-nine thousand shares, and the proceedings of the company in connection therewith, were by decree duly affirmed and approved. The two parent States, one by its legislative, and the other by its judicial authority, having affirmed the action of the Directors in the matter, the way was opened to complete the road, *if* the funds *tied up* in New York could be made available. These facts were shown to the New York Courts by the counsel of the company in a proper form, and thereupon all injunctions were dissolved, and the company was at last enabled to use its money for the purpose for which the stock was sold.

The work has been steadily prosecuted as rapidly as was consistent with due regard to economy in its cost, and the Directors have the pleasure of reporting to you that on the 11th day of May the last rail was laid, and the road will be opened for business on the 7th day of June, thus making an unbroken line of railway from Chicago to the Missouri River. The new road has been built in the best and most substantial manner, consistent with the materials to be obtained. There is yet much to do in way of ballasting, buildings, shops, fencing, etc., to fully complete it. The connection between the Union Pacific and the Central Pacific Railroads was made at about the same time, and your road forms a part of the great railroad line from ocean to ocean, as predicted many years since.

The unprovoked and unwarranted litigation has cost the company a large sum of money, not only in the amount actually paid out for legal expenses, etc., but in the delay in the construction, and other matters incident thereto; and while it would have been much more pleasant to the Directors to have had the money to improve and equip the property, they believed it to be their duty to carry out the views of the stockholders as expressed, by the extension and completion of the road.

The new shops have been so far completed as to be occupied for business during the past winter, and great benefits experienced by the increased facilities for repairs of both engines and cars.

In October, 1866, several tons of the "John Brown Atlas toughened Steel Rails" were placed in the track in Clark street, where they would have the most severe test, all the trains of the C., R. I. & P. and M. S. & N. I. Railoads passing over the same on single track, and where there is almost constant passing of heavy switching engines and cars. None of these rails have shown any perceptible wear after three and a half years service. The Chief Engineer estimates that the best quality of iron rails would not have lasted to exceed one year in the same situation. In November, 1867, one mile of these rails was laid in the main line between Englewood and Blue Island, none of which show any signs of failure. During the past fall and winter thirteen miles of these rails were laid in the main line from Blue Island West with like result, making fourteen miles of track laid with steel rails now in use, and contracts have been made for the delivery of five hundred tons additional, which will be laid the coming summer. The Chief Engineer is of the opinion after careful considerations based on the foregoing results, that it is true economy to adopt continued use of these rails.

A contract has been entered into between this company and the United States Government for the erection of a bridge over the Mississippi River between Rock Island and Davenport, with a view of changing the location across the island of Rock Island, to accommodate the Government works. The proportion of which this company is to pay is estimated at about $600,000, of which $300,000 will be required this year.

The bonds of the Railroad Bridge Company,

guaranteed by this company, amounting to $400,000, mature January 1, 1870, and the first mortgage bonds of the Chicago and Rock Island R.R. Co., amounting to one million three hundred and ninety-seven thousand dollars, mature July 10th, 1870, all of which must be provided for.

It is estimated by the Chief Engineer that the sum of $770,120 will be required during the present year for freight houses and track facilities to provide for the business of the company in the city of Chicago.

The extension of the road of this company to the Missouri River has added about 140 miles of new track, requiring an addition to the equipment account, and to meet this want eleven new engines have been contracted for, to be delivered 1st August next, and 100 box cars to be delivered 1st July. In addition to the above, there will be required 100 platform cars, 200 box cars, and 50 stock cars, besides the addition of passenger, baggage, and sleeping cars, which are being built at the company's shops. It is estimated that the sum of $581,000 will be required to meet this outlay.

The second track between De Pue and Bureau stations, a distance of four miles, and between Seneca and Marsailles, about the same distance, has been nearly completed.

It is proposed to build ten or fifteen miles additional double track during the present year.

Recapitulation of money required to meet the payments of the company during the next year:

Bonds of the Railroad Bridge Company, due January, 1870, and guaranteed by this company.....	$400,000 00
Bonds of the Chicago and Rock Island R. R. Co., due July, 1870..	1,397,000 09
Proportion of cost of building new bridge over Mississippi River....	300,000 00
Freight, houses and additional track in City of Chicago.....	770,120 00
New equipment.....	581,000 00
Total required during next year...	$3,448,120 00

The company have 107 engines—83 coal burners, and 24 wood burners. Twelve new engines have been purchased during the year, and 13 have been changed from wood to coal burners. The general condition of the engines is much better than the previous year. Five boilers about completed to renew wood burners.

The company own 49 coaches, 23 baggage, mail and express, 287 stock, 1,534 box, 659 flat, 8 drovers', 1 pay, and 40 dump cars. There have been purchased of this number, 124 box, 50 flat and 40 dump cars, and built at the company's shops, 7 new coaches, (6 of which supply old numbers,) and one rebuilt; 105 new box cars added, and 88 to fill old numbers; 67 new stock cars added, and 18 new to fill old numbers; 168 new flats added, and 20 new to fill old numbers. Also built 14 caboose cars, 85 hand cars, 50 rubble cars and 4 sleeping cars for construction men.

The number of miles run by locomotives with passenger trains was 607,649; with freight trains, 1,692,809; with wood and gravel trains, 214,615—total miles run, 2,515,073, at an average cost per mile run for engineers, firemen and wipers, oil, waste, fuel and repairs, of 26.94 cents. Of the mileage run, 146,454 miles were on engines employed in building the road west of Des Moines; the total mileage, less that done on new construction, is 2,368,619.

The whole amount of freight transported during the year was 1,613,575,616 lbs.—an increase over the previous year of 304,705,254 lbs. Number of loaded cars: going eastward, 51,662; do., westward, 53,877—total, 105,539. Average tonnage to each car, 7,1289. Freight carried one mile, 119,974,436.620 tons. Average earnings per ton per mile, 2.98 cents.

The number of passengers transported during the year was 627,595, of which 621,990 were first class, and 5,605 second class; of the total number, 59,798 were through, and 567,797 way; 306,391 going east, and 321,204, west. Passengers carried one mile, 31,339,650. Average rate per mile for transporting passengers, 4.124 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 537,740,847—an increase over the previous year of 103,241,977. The number of loaded cars passed over the bridge was 35,630. Number of foot passengers, 80,027. The number of steamers, barges and rafts passing the draw was 1,752.

The new work charged to construction repairs amounted to $369,148 83; of which, $327,279 90 has been charged to construction as "Construction Repairs," and balance to ordinary repairs.

BALANCE SHEET.

Capital stock account.....		$13,999,800 00
Fractional shares convertible into stock.....		200 00
Bonds Chicago and Rock Island R. R. Co.....		1,397,000 00
Income bonds Chicago and Rock Island R. R. Co.....		29,000 00
Bonds Chicago, Rock Island and Pacific R. R. Co.....		7,375,000 00
Fractional agreements convertible into bonds.....		1,063 12
Due Railroad Bridge Company...		60,000 00
Sundry balances.....		6,649 60
Chicago, Rock Island and Pacific R. R. Co. of Iowa.....		49,852 75
Profit, balance of income account.		1,597,244 02
		$24,515,809 49
Cost of road and equipment.....	$22,444,242 50	
Securities in hands of Treasurer as Trustee for guaranteed bonds...	61,380 03	
Stanton, Elliot and Wilson Committee.....	1,086 59	
Bond account, special resolution, June 7, 1867.....	18,061 87	
Trustee Land Grant Division, M. & M. R. R. Co.....	19,084 22	
Cash, etc., in hands of Assistant Treasurer.....	1,177,045 03	
Bills receivable.....	289,870 00	
Balance in hands of Cashier, Chicago	505,039 25	
	$24,515,809 49	

President and Gen'l Sup't.—JOHN F. TRACY.

Directors.—David Dows, Wilson G. Hunt, O. De Forest Grant, Charles R. Marvin, New York; Robt. A. Forsyth, Newburgh, N.Y.; Milton Courtright, Wm. L. Scott, John Hearn, Erie, Pa.; John F. Tracy, Henry H. Porter, Chicago, Ills.; Ebenezer Cook, George L. Davenport, Davenport, Iowa; B. F. Allen, Des Moines, Iowa.

Secretary.—EBENEZER COOK.

Ass't Treasurer.—F. D. SHERMAN.

Register, New York.—E. W. DUNHAM.

Ass't Gen'l Superintendent.—P. A. HALL.

☞ The Albany *Journal* says that the new railroad running from Glen's Falls to Fort Edward, was accepted on Wednesday by the Rensselaer and Saratoga Railroad, who took a lease of the same from the Glen's Falls Railroad for fifty years, at a nominal rent, but with agreements to maintain and operate the same during the existence of the two companies at the same rates of through fare and freight charged on the same distance of the Rensselaer and Saratoga Railroad. Local fare will not exceed six cents per mile.

How Steel-Headed Rails are Made.

The process of making the steel-headed rails for railroads, at the rolling mills, is quite interesting. The old method, almost wholly used at other manufactories of steel-headed rails, is to weld the relative thicknesses of iron and steel in one operation. The method at the rolling mill is to first weld the steel which is to form the head of the rail with a quite thin piece of iron. This is then beaten and rolled down until the iron is very thin and the steel reduced to about half its former bulk. After this operation is completed, the whole quantity of iron requisite to complete the bulk of the rail is added to the bottom of this, and welded to the thin layer of iron. This process doubles the strength of the weld between the iron and the steel, always a difficult operation to perform. The quantity of these rails now being manufactured at the rolling mills is enormous. They are chiefly used on the New York and Erie road, but some are sent to the Hartford and New Haven, Hudson River, and other roads. These rails are superior in many respects to any other made, and will no doubt, in time, supersede all others.—*Trenton Gazette.*

Schuylerville and Upper Hudson Railroad.

Articles of association were filed in the office of the Secretary of State of the State of New York, on the 30th of June, incorporating the Schuylerville and Upper Hudson Railroad Company. The capital stock is fixed at two hundred thousand dollars. The Directors named are Jesse Billings, Jr., Alvina L. Fenne, Daniel A. Bullard, Alanson Welch, Charles H. Payn, Edward Raymond, Sidney Seeley, Charles W. Mayhew, George L. Ames, Samuel Sheldon, Richard English, Lewis Goldsmith and Luther C. Briggs. The road is to be constructed from some convenient point in the village of Mechanicsville, to some point at or near Schuylerville, all in the county of Saratoga.

Utica and Mohawk Street Railroad.

Articles were filed on the 30th of June, in the office of the Secretary of State of the State of New York, incorporating the Utica and Mohawk street Railroad Company. The capital stock is fixed at two hundred and fifty thousand dollars. The directors named are Horatio Seymour, Francis Kernan, John F. Hosch, Philo Remington, John W. Bridenbecker, John J. Francis, Lorenzo M. Taylor, Thomas Richardson, Liberty L. Lowell, Albion E. Culver, Arthur B. Johnson, William Gates and John C. Devereux. The road is to run from Genesee street in the city of Utica, through and along Bleecker and other streets and through the village of Frankfort and Ilion to some point at or near the village of Mohawk, a distance of about thirteen miles.

Little Rock and Fort Smith Railroad.

The Little Rock (Ark.) *Gazette* says that the surveying party have reached a point in Pope County, about eight miles beyond the Illinois bayou. From Carrion Crow Mountain, two lines were run, one *via* Norristown and Dardanelle, on the river, and the other by Russellville. The two lines join about eight miles beyond the Illinois. It is yet to be determined which line will be adopted. The point reached by the surveying party is some miles more than half the distance to Fort Smith.

☞ The Madison *Free Press*, of June 24th, says the track of the Memphis and Little Rock Railroad has been laid to within about a mile of Forrest City, or two and a half miles west of Madison.

Journal of Railroad Law.

HORSE RAILROAD COMPANY—PASSENGERS AFTER GIVING NOTICE TO STOP MAY PREPARE TO LEAVE A CAR IN MOTION WITHOUT BEING GUILTY OF NEGLIGENCE.

The facts of the late case of Nichols *vs.* The Sixth Avenue Railroad Company (38 N. Y. 131) are fully and clearly stated in the following opinion by

MILLER, J.—At the close of the plaintiff's case, the defendant's counsel moved to dismiss the complaint on the ground that the evidence was not sufficient to justify the jury in finding that the disaster was occasioned by negligence on the part of the defendant; also, that the evidence did show that the disaster was occasioned by negligence on the part of the plaintiff; and upon the further ground, that, in any aspect of the case as then presented by the evidence, it was a case of mutual negligence, the negligence of the plaintiff concurring with that of the defendant, to produce the injury, and contributing and conducing to bring it about. The same motion was renewed at the close of the defendant's evidence, upon the same ground, and upon the additional ground that the plaintiff's case was not improved by the testimony given subsequent to the time of resting.

The principles which are applicable to this class of cases, have been frequently adjudicated, and are so well understood, that it is unnecessary to discuss them at length at this time. The negligence alleged against the plaintiff was, that he had left his seat, a place of perfect safety and security, while the car was in motion, and taken position on the step of the car, which exposed him to danger, and was the means of causing the injury. Unexplained of itself, the fact of thus voluntarily assuming a risk of this kind would seem to sanction the ground taken by the defendant, for where a passenger thus places himself in a dangerous and unusual position, and exposes himself to extraordinary hazards, the presumption would be, that he was careless and negligent, and this presumption he would be bound to rebut, in an action to recover damages for injuries sustained. The evidence of the plaintiff, however, shows that the plaintiff desired to get inside of the car, and was prohibited by the driver from doing so, and compelled to take a seat with him outside, in company with two other persons. Before arriving at the corner of Thirteenth street, he asked the driver, with whom he had rode before, and who knew where he usually left the car, to stop as he wanted to get off. At this time the horse was on a trot, and he was brought down to a walk. The plaintiff then got on to the step with both of his feet, having the papers under his arm, and with his left hand on the handle of the driver's platform. He sat next to the driver, and was obliged to pass two persons to get to the steps. He supposed that the driver was going to stop, and, while standing there waiting for the car to stop, requested him again to stop. There was a sudden start of the car, the horse going on a trot, the plaintiff was thrown from the car, struck by the wheel and seriously injured. There was no brake on the car. The facts as established by plaintiff's evidence proved that he notified the driver in due season, and that he had reason to believe that the car was going to stop. He was very near him at the time, and had a right to suppose that the driver heard him when he spoke. More especially was he justified in thus believing from the fact, that the horses were brought to a walk, and the fact that he spoke to him a second time. With these indications I think he had a right to assume that the driver intended to stop, and that he exercised the ordinary care and diligence which the occasion demanded, in preparing to get off. I am not aware of any rule which demands that a passenger on a railroad car in a city should wait and remain in his seat, after indications have thus been made manifest that the car is about to stop, without making any movement whatever to leave. He has a right to assume, from the surrounding circumstances, that a driver of a car, after having been spoken to once or twice, and after making motions to stop the car, will allow him to leave without proceeding further; and, when he acts upon such an assumption, negligence cannot fairly be imputed to him. The passenger has no right to leave the car, to jump from it while in motion, but he has a perfect and unquestionable right to prepare to leave after notice given, and particularly after he has received intimations that his notice is understood. There is no such rule of law which requires him to keep his seat, until the very moment that the car has actually stopped. The plaintiff had a right, then, to start to leave when he had spoken to the driver, and, unless he was careless and negligent in doing so, he did not lose his right to recover damages. Certainly, it is not clear that he was guilty of negligence, and there was no ground for dismissing the complaint for any such reason. The proof as to the defendant's negligence showed, that, although the speed of the car was stopped when the driver was spoken to by the plaintiff, it moved on after he had thus indicated that he intended to make a full stop, and after he had been twice requested to let the plaintiff get off. It was clearly evidence of negligence thus to proceed. The driver had compelled the plaintiff to take a seat outside of the car, and as his testimony afterwards shows, he knew that he usually left the car at this place. Apparently, after being spoken to, he paused, thus luring the plaintiff on to danger, and then allowing the car to be suddenly started and producing the catastrophe which followed. Drivers of street cars have no right to hold out inducements to persons travelling by that mode of conveyance, which may lead them into danger, and it is of no little importance to the thousands who use this means of transportation, that the rule should be settled, that they are bound to be cautious in this respect, and that the employees are liable for the failure to perform a plain duty. There was some evidence of negligence on the part of the defendant's agent in this case, and I am not prepared to say as a question of law, that there was such a failure of proof as authorized the court to take the case from the jury. The original motion to dismiss the complaint was, therefore, properly denied, as none of the grounds taken are maintainable.

The defendant introduced evidence contradicting the plaintiff's testimony as to the main facts, and tending to establish that the plaintiff was in fault. The driver denies that he heard the plaintiff ask him to stop, and it is claimed that the plaintiff attempted to get off. He had no right to leave the car while in motion, and had he done so, the defendant would not have been liable. Whether such was the fact, and which version of the transaction was the true one, was a question of fact for the jury. It is by no means manifest from the defendant's testimony, that the plaintiff was negligent, or the defendant entirely free from it. It only created a conflict in the testimony, which it was eminently proper to submit to the determination of the jury.

It is said that the judge erred in refusing to charge that it was negligence on the part of the plaintiff to attempt to get off the car while in motion, and that the plaintiff was not entitled to recover.

This request of the defendant's counsel assumes that the plaintiff entirely failed to make out a case, and presents the same point which I have discussed in reference to the motion to dismiss the complaint, and the views I have expressed are applicable here. It was clearly a case where the facts, or inferences to be drawn from them, were in some degree doubtful, and the only proper rule under such circumstances is to submit the whole matter to the jury with proper instructions, as is manifest was done by the judge in his charge. He left it for the jury to determine whether the plaintiff was negligent, and no exception was taken to his charge in this particular.

The request to charge, that the plaintiff was negligent in placing himself upon the steps while the car was in motion, comes within the rule last stated, and is covered by the remarks already made. The judge's charge also covered the request to charge, that a passenger had a right to retain his seat until the car stops, and the refusal or neglect of the driver to stop the car when requested does not justify the passenger in attempting to leave the car while in motion, and that, if he makes such attempt, he does it at his own risk, and is guilty of negligence, and cannot recover. The whole question of negligence was submitted to the jury, and I think embraced this proposition. The mere preparation to leave a car while in motion is not of itself negligence, as I think I have shown, if there are indications of its stopping, and the abstract proposition presented by this request would compel a passenger to remain quiet in his seat until there was an entire stop, which I do not think the law demands. Such a rule would require unusual delays in the transportation of passengers by means of city railroad cars, and I think is not necessary in the exercise of a proper degree of care and caution. While passengers have no right to jump off a car while in motion, or to make an attempt to do so, yet, they are authorized to prepare to leave when there is evidence of an intention to stop or any signal given for such a purpose.

The request to charge, that the absence of a brake was immaterial, and did not constitute negligence, was also properly refused, because it was substantially covered by the charge made. The judge charged in substance, that, if the fact was, according to the driver's theory, that he heard no request of the boy to get off, and had no idea of his attempting to do so, then no injury could have resulted from the absence of a brake; while, if it were otherwise, we might suppose the brake would serve to prevent the start, or prevent any jar that would throw the boy, and, under such a state of circumstances, it would be unimportant whether there was or was not a brake, this I think was all

that the case required, and was a proper presentation of the subject, and no exception was taken to this part of the charge.

I have examined the other exceptions to the refusal to charge, and have arrived at the conclusion, that they are not well taken, and demand no discussion. The judgment appealed from should be affirmed.

Judgment affirmed.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool.....	$682,634	$621,916
" cotton...	536,654	519,355
" silk	939,872	1,120,366
" flax.....	471,858	374,283
Miscellaneous dry goods..	211,850	339,853
Total entered for consump.	$2,842,868	$2,975,773

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool.....	$439,405	$348,987
" cotton...	104,046	195,042
" silk	112,274	147,409
" flax	158,328	179,288
Miscellaneous dry goods..	45,958	59,431
Total withdrawn from warehouse	$860,011	$930,157
Add entered for consump.	2,842,868	2,975,773
Tot. thrown on the market..	$3,702,879	$3,905,930

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool.....	$704,711	$506,102
" cotton...	175,267	246,228
" silk	163,664	270,315
" flax	213,461	280,209
Miscellaneous dry goods..	81,658	89,562
Total entered for wareh'g..	$1,338,761	$1,392,411
Total entered for consump.	2,842,868	2,975,773
Total entered at the port..	$4,181,629	$4,368,185

The imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$6,247,814	$8,105,721
" cotton..	5,261,400	8,129,502
" silk	8,073,446	10,430,224
" flax	4,076,111	5,807,990
Miscellaneous dry goods.	2,958,924	3,551,341
Tot. entered for consump.	$26,617,695	35,524,778

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$4,991,076	$5,081,417
" cotton..	2,414,106	2,421,681
" silk	2,045,863	2,114,180
" flax	2,801,280	2,607,644
Miscellaneous dry goods.	1,056,231	773,151
Total withdrawn from warehouse	$13,608,556	$12,948,073
Add entered for consump.	26,617,695	35,524,778
Total thrown on the market.....	$40,226,251	$48,472,851

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$7,632,877	$5,428,238
" cotton..	2,097,363	2,567,462
" silk	1,766,438	2,415,564
" flax	1,762,827	2,868,123
Miscellaneous dry goods.	1,012,624	679,667
Total entered warehouse.	$11,272,129	$13,959,054
Add entered for consump.	26,617,695	35,524,778
Total entered at the port..	$37,889,824	$49,483,832

Imports of foreign dry goods at New York for the fiscal year ending with June.

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	$14,869,915	$16,775,597
" cotton..	9,193,812	12,761,019
" silk.....	15,419,338	19,930,700
" flax	7,500,162	7,572,605
Miscellaneous dry goods.	5,784,993	6,378,428
Total entered for consp..	$52,768,220	$65,418,329

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool....	$12,424,994	$11,688,730
" cotton..	4,100,930	3,441,695
" silk.....	4,622,771	4,126,317
" flax	5,061,973	4,417,978
Miscellaneous dry goods.	1,775,189	1,258,524
Total withdrawn from warehouse.....	$27,985,807	$24,933,239
Add entered for consump.	52,768,220	65,418,349
T'al thrown on the market.	$80,754,027	$90,351,588

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$41,451,909	$11,631,107
" cotton..	3,539,389	4,138,183
" silk.....	3,891,020	4,784,005
" flax	4,001,403	5,265,727
Miscellaneous dry goods.	1,602,241	1,262,471
Total entered for warehousing.....	$24,485,962	$27,081,493
Add entered for consump.	52,768,220	65,418,349
Total entered at port....	$77,254,182	$92,499,842

Imports of foreign dry goods at New York for the fiscal year ending June 30:

	1867.	1868.	1869.
July.....	$10,727,463	$6,532,575	$6,971,547
August.	14,870,338	12,608,019	12,853,606
September..	9,175,675	7,351,223	8,457,768
October	8,485,550	5,382,793	5,702,189
November ..	7,259,236	4,397,398	5,514,392
December...	5,989,781	3,092,350	3,516,508
January.....	11,928,872	5,119,359	7,661,015
February....	9,786,615	8,574,770	9,201,193
March.....	10,227,579	9,361,654	13,321,059
April.....	5,274,455	4,826,418	7,938,674
May.....	5,436,451	5,825,994	6,993,707
June	4,245,313	4,181,629	4,368,184
	$103,407,278	$77,254,182	$92,499,842

Imports of foreign dry goods at New York for the year ending with June.

Description of goods.	1867-8.	1868-9.
Manufactures of wool....	$26,321,824	$28,406,704
" cotton..	13,783,201	16,899,202
" silk.....	19,310,858	24,714,705
" flax	11,501,565	14,838,332
Miscellaneous dry goods.	7,387,234	7,640,899
Total imports	$77,254,182	$92,499,842

Imports of foreign dry goods at New York.

Year.	Value.
1859-60.....	$107,843,205
1860-1.....	83,310,345
1861-2.....	38,155,720
1862-3.....	61,963,037
1863-4.....	83,234,966
1864-5.....	49,853,939
1865-6.....	137,055,834
1866-7.....	103,407,278
1867-8.....	77,254,182
1688-9.....	92,499,842

☞ The Brunswick end of the Macon and Brunswick Railway, Georgia, was completed on the 2d instant, and the entire road, one hundred and ninety miles long, will be open in time to transport the fall cotton crop. By this road there is direct communication between the interior of the State of Georgia and the seaboard.

The Costa Rica Railroad--Grant To New York Parties.

Some time since we published the basis of a contract between the government of Costa Rica and a company of Americans for the construction of a railroad from Limon, on the Atlantic, to the Gulf of Fonseca, on the Pacific. The contract was recently confirmed by Congress, after a good deal of difficulty and in a modified form, and the agent and engineers who were at work in securing it and making surveys of the route, are now on their way to New York with the contract, the plans, maps, &c., in their pocket. The main points of the contract are as follows:—The capital stock is to be $10,000,000, and the headquarters of the company to be in New York, Philadelphia or Boston. The government of Costa Rica issues to the company bonds of the Republic to the amount of $60,000 per geographical mile, payable in United States gold in the city of New York at the expiration of forty years, and bearing interest at the rate of eight per cent. per annum, payable semi-annually in New York. The delivery of these bonds constitutes a mortgage in favor of Costa Rica, and the nett earnings of the road go to that government in re-payment of the interest on the bonds, after deducting a dividend of six per cent. on the capital stock. The government also makes an allowance for harbor improvements, liberates the company from any responsibility for private property taken in the construction of the road, agrees that foreign mails and the company's correspondence need not pass through the post office, stipulates not to interfere in the management of the company's business, and has in every respect made most liberal concessions.

The road will run near the capital, San Jose, passing through the principal coffee districts; it will be about one hundred and forty miles in length from ocean to ocean.

The names of the incorporators are Edward Reilly, Alexander Hay, William H. McCartney and David Vickers.

Port Lemon was surveyed some time ago by the officers of the United States Coast Survey, and were recently by Captain Barrett, of the Royal West India Mail Company's service, and General Spaulding, engineer-in-chief of the road. These reports show the harbor to be a good and safe one, and though small, capable of great enlargement. It has deep water close to the shore, sufficient for large steamers, and is well protected.

Engineering operations have been in progress along the contemplated route for two months past.

The government of Costa Rica seems to be using every exertion to divert the trade from the Pacific to the Atlantic, and is now constructing a cart road from the capital to the Pacuare River within about 30 miles of Limon. An able European engineer has charge of the work on which 250 men are constantly employed. The great object of this road is to enable coffee planters to get their produce to the European markets from an Atlantic port instead of the present roundabout way of taking it to Punta Arenas and thence to the Atlantic by the way of the Isthmus, which it is calculated would effect a saving of some two cents per pound in transportation, and avoid considerable delay. The railroad undertaking is one of considerable magnitude, and if successfully carried out will no doubt prove of the greatest importance to the people of Costa Rica.—*Panama Star, June 23d.*

☞ A dividend of 4 per cent. free of Government tax, will be paid upon the capital stock of of the Lake Shore and Michigan Southern Railway Co., including the capital stock of the late Cleveland, Painesville and Ashtabula, the Cleveland and Toledo, and the Lake Shore Railroad Companies, and the common stock of the late Michigan Southern and Northern Indiana Railroad Company, to the shareholders respectively, at the office of the Company 18 William st., N. Y., on the 2d day of August next.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100	$1,774,824		
American Central	100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point	100	1,232,200	J. & J.	July '68 4
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	25,879,923		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jan. '69 2
Augusta and Savannah	100	733,700	J. & J.	Jan. '69 3½
Baltimore and Ohio	100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.	100	2,950,000	A. & O.	Apl. 69 5
Baltimore City Passenger		670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq.	100	1,250,000	A. & O.	Apl. '68 3
Bellefontaine Line	100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware	100	996,250		
Berkshire*	100	600,000	J. A J. & O.	July '69 1½
Blossburg & Corning.*	50	250,000	J. & D.	Dec. '68 2½
Boston and Albany	100	13,725,100	J. & J.	July '69 5
Boston and Chelsea	100	110,000	A. & O.	Apl. '69 4
Boston, Concord & Mont.	100	459,600		
Do., do. pref.	100	1,340,400	M. & N.	May '69 3
Boston and Lowell	100	1,891,500	J. & D.	Jun. '69 4
Boston and Maine	100	4,076,974	J. & J.	July '69 5
Boston and Providence	100	3,360,000	J. & J.	July '69 5
Broadway (South Boston)	50	326,000	J. A J. O.	July '69 2
Broadw'y & 7th Av. (N. Y.)	100	2,100,000	J. & J.	Jun '69 4
Brooklyn City	10	1,000,000	F. & A.	F'b. '69 1½
Brooklyn City & Newt'n	100	399,800		
Buffalo, Bradford & Pitts.	100	1,100,000		
Buff., New York & Erie*	100	950,000	M. & N.	N. '68 3½
Buffalo and Erie	100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)	100	727,800	A. & O.	Apl. '69 4½
Camden and Amboy	100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic, pref.	50	600,000		
Camden & Burlington Co.	100	331,000		July '69 3
Cape Cod Branch	50	721,926	J. & J.	July '69 5
Cape May and Millville	100	447,000	J. & D.	Jun. '69 3
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna*	50	589,110	J. & J.	Jul. '69 4½
Cedar Rapids & Mo. pref.	100	755,000	M. & N.	M'y '69 3½
Central of Georgia	100	4,666,300	J. & J.	July '69 5
Central of New Jersey	100	13,768,600	J. & J.	Jan. '69 2½
Central Ohio	100	2,600,000	J. & D.	Dec. '68 3
Do. pref.	100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River	100	970,000		Oct. '67 2½
Chemung*	100	380,000	J. A. J. & O.	July '69 2
Cheshire, preferred	100	2,017,825	J. & J.	July '69 2
Chicago and Alton	100	5,141,800	M. & S.	Mar. '69 5
" " pref.	100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy	50	12,500,000	M. & S.	M. '69 1½
Chicago, Iowa & Nebras*	100	2,600,000	J. & J.	July '69 5
Chicago and Milwaukee*	100	2,227,000		
Chicago & N. Western	100	14,566,676	J. & D.	Jun. '69 5
" " pref.	100	16,356,287	J. & D.	Jun. '69 5
Chicago, R. I. & Pacific	100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton	100	3,521,664	April.	Apl. '69 5½
Cincinnati City Passenger			J'n & J'ly	Jan. '68
" Street			J. & J.	Jan. '6 2
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	Jul. '69
Clev., Col., Cin. & Ind.	100	10,450,000	F. & A.	F'b. '69 3½
Cleveland & Mahoning*	50	2,056,400	M. & N.	M'y '69 3½
Cleveland and Pittsburg	50	5,424,091	J. A J. & O.	Apl. '69 2
Cleveland and Toledo*	50	5,000,000	F. & A.	Aug. '69 4
Col., Chi. & Indiana Cen.	100	11,420,000		
Columbus and Xenia*	50	1,786,200	J. & J.	Jun. '69 3½
Concord	50	1,500,000	M. & N.	May '69 5
Concord & Portsmouth	100	350,000	J. & D.	Jun '69 3½
Coney Island & Brooklyn	100	500,000		
Conn. & Passump. Rivers	100	139,000		
Do. do. pref.	100	1,822,100	J. & J.	Jan. '69 3
Connecticut River	100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley	50	1,216,900	A. & O.	Oct. '68 4
Danbury and Norwalk	100	400,000		
Dayton and Michigan*	100	2,292,361		
Delaware*	50	594,260	J. & J.	Jan. '69 3
Del., Lackaw. & Western	50	13,386,020	J. & J.	July '69 5
Des Moines Valley	100	1,820,200		
Detroit & Milwaukee	100	1,047,350		
" " pref.	100	1,500,000		
D. Dock, R. B'dw. & Bat.	100	1,200,000		
Dubuque and Sioux City	100	1,673,641	Annual.	J'ly '69 3½
Do do. pref.	100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy	50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.)	100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.)	100	492,500	J. & J.	Jul. '69 4
East Pennsylvania	50	654,600		
East Tenn. and Georgia	100	2,369,730		
East Tenn. and Virginia	100	657,800		
Eighth Avenue (N. Y.)	100	1,000,000	J. A J. & O.	Jan. '68 4
Elm., Jeffers. & Canand*	100	500,000	F. & A.	Feb. '69 2½
Elmira & Williamsport*	50	500,000	M. & N.	Nov '68 2½
Do. do. pref.	50	500,000	J. & J.	Jan. '69 3½
Erie Railway	100	57,765,300	F. & A.	Feb. '68 4
Do. pref.	100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg	50	6 4,300		
Evansville & Crawfordsv.	100	1,142,446		
Fitchburg	100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester	100	248,000	J. & J.	Jan. '69 3
Flint and Holly	100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.	100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.)	50	491,620	J. @ J.	Jul. '69 3
Georgia	100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)	50	112,248	J. & J.	Jul. '68 3
Girard College (Phila.)	50	160,000	J. & J.	Jul. '67 2
Granite	100			Mar. '69—
Green and Coates St. (Ph.)	50	150,000	J. & J.	Jul. '69

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100	3,300,000	J. A. J. & O.	Jul. '69 3
Hannibal and St. Joseph	100	1,900,000		
Do. do pref.	100	5,253,880		
Hanover Branch, Pa	50	116,850	M. & N.	May '69 5
Housatonic	100	820,000		
" pref	100	1,180,000	J. & J.	Jul. '69 4
Hudson River	100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top	50	494,390		
" " pref.	50	190,750	J. & J.	J'n. '68 2½
Illinois Central	100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.	50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*	100	1,500,000	J. A. J. & O.	Apl. '69 1½
Joliet & North. Indiana*	100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So.	100	26,692,000	F. & A.	Aug. '69 4
" " guar.	100	533,500	F. & A.	Aug. '69 4
Lackawanna & Bloomsb.	50	1 335,000		
Leeds and Farmington*			J. & J.	July '69 2½
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna	50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley	50	10,731,400	J. A. J. & O.	July '69 2½
Lehigh Luzerne	50	344,650	J. & J.	Jan. '69 4
Lexington & Frankfort	100	514,646	J. & J.	Jan. '69 3
Little Miami	50	3,572,400	J. & D.	Jun. '69 3½
L. M. & C. and X. (Joint)	100	1,804,397	J. & D.	Jun. '69 5
Little Schuylkill*	50	2,646,100	J. & J.	Jul. '69 3½
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F. M. A. N.	Aug. '66 2
Long Branch & Sea Shore		95,194		N'v'67 10
Louisv., Cin. and Lex. pr.	100	211,122	J. & J.	J'n. '69 4½
Louisville and Frankfort	50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville	100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	300,000	A. & O.	Apl. '69 3
Macon and Western	100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount'n*	50	1,676,915		
Maine Central	100	1,600,860		
Manchester & Lawrence	100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati	50	3,618,374		
" " 1st pref.	50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref.	50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston	100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio	100	670,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Jul. '69 5
Michigan Central	100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston)	100	400,000		
Mill Creek and Minehill*	50	323,375	J. & J.	Jan '69 5
Millville and Glassboro'	100	408,020	F. & A.	Aug. '67 6
Milw. & Prairie du Chien	100			
" " " 1st pref	100			
Milw. & St. Paul	100	7,151,069	J. & J	J'n '69 1½s
" " " pref.	100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven	50	3,775,500	J. & J.	Jul. '69 4
Mobile and Ohio	100	3,762,400		
Montgomery & W. Point	100	1,644,104	J. & D.	Dec. '67 4
Morris and Essex	50	3,616,350		Jul. '69 3½
Mt. Carbon & Pt. Carbon*	50	282,350	J. & J.	Jan. '69 c
Nashua and Lowell	100	720,000	M. & N.	May '69 5
Nashville & Chattanooga	100	2,056,544		
Naugatuck	100	1,436,600	F. & A.	Feb. '69 5
New Bedford & Taunton	100	500,000	J. & J.	July '69 4
New Haven & N. London	100	738,538		
N Haven & Northampton	100	1,344,000	J. & J.	Jan. '68 3
New Jersey	100	6,000 000	F. & A.	Feb. '69 5
New London Northern	100	895,000	M. & S.	Sept '68 4
New York Central	100	23,795,000	F. & A.	Aug. '69 4
" Int. certificates	100	22,829,600	F. & A.	Aug. '69 4
New York and Harlem	50	5,285,050	J. & J.	July '69 4
" " pref.	50	1,500,000	J. & J.	July '69 4
New York & New Haven	100	6,000,000	J. & J.	July '69 5
N Y., Provid. & Boston	100	2,000,000	J. & J.	July '69 3½
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue	100	797,400		
North Carolina	100	4,000,000		
Northern Central	50	4,648,900	F. M. A. N	May '69 2
North Eastern (S. C.) pref.	100	155,000		May '67 4
Northern of N. Hampsh.	100	3,06 ,400	J. & D.	June '69 4
North Pennsylvania	50	3,150,150		Jan. '69 5s
Norwich & Worcester	100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n.	100	3,024,000	J. & J.	Jan. '69 3
" " pref.	100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi	100	20,000,000		
" " pref.	100	3,500,000	J. & D.	Jun. '69 3½
Oil Creek & Allegheny R.	50	4,259,000	J. A. J. & O.	Jul. '69 2½
Old Colony & Newport	100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Feb. '69 4
Pacific of Missouri	100	3614,515		
Panama	100	7,000,000	J. A. J. & O.	July '69 6
Paterson and Ramapo	100	248,500	J. & J.	July '69 2½
Paterson and Hudson Riv	100	630,000	J. & J.	July '69 4
Pennsylvania	50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal		600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*	50	5,998,700		Jan. '68 3
Philadelphia and Reading	50	21,804,301	J. & J.	July '69 5s
Do. Do. preferred	50	1,551,800	J. & J.	July '69 5s
Phil., Germ'n't'n & Nor't'n	50	1,535,550	A. & O.	Ap'l '69 6
Phila. and Trenton*	100	1,099,120	F. & A.	Feb. '69 5
Phila., Wil. & Balt.	50	9,058,300	J. & J.	July '69 4
Philadelphia City	50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby	50	100,000	J. @ J.	Jan. '69 4
Phila. and Grey's Ferry	25	217,697	J. @ J.	Jan. '69 2
Pittsb., Ft. W. & Chicago	100	11,500,000	J. A. J. & O.	July '69 2½
Pittsfield and N. Adams	100	450,000	J. @ J.	July '69 3
Portland and Kennebec	100	579,500	D. & A.	Aug. '68 3

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100	$1,500,000	J. & D.	Jun. '69 3
Providence & Worcester	100	1,800,000	J. & J.	July '69 5
Raleigh and Gaston				Jul. '68 3
Rensselaer and Saratoga	100	2,600,000	A. & O.	Oct. '68 3½
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g	100	847,100		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	88,400		Nov. '67 2
Rome, Watert. and Og'nb.	100	2,400,000	J. & J.	July '69 5
Rutland preferred	100		F. & A.	Feb '69 3½
St. L., Alt. and T. Haute	100	2,300,000		
" " " pref.	100	2,040,000	Annual.	June '69 7
St. L., Jack'nv. and Chic'o.	100	1,469,429		
Sandusky and Cincinnati	100	2,089,000		
" " pref.	100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark	100	901,241		
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a	50	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan. '69 3
Schuylkill Valley*	50	576,050	J. & J.	Jan '69 2½
Seaboard and Roanoke	100	868,200		
Second Avenue (N. Y.)	100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50	869,450	F. & A.	Feb. '69 3
Shore Line	100	638,200	J. & J.	Jan. '69 3
Sixth Avenue (N. Y.)	100	750,000		Nov. '67 5
Somerville	100	75,000	M. & N.	May '69 3
South Carolina	100	5,819,275		
South Shore	100	259,685		Jul. '68 3
South Western, Georgia	100	3,203,400	F. & A.	A'g. '68 4
Staten Island	100	660,000	J. & J.	Jul. '67 4
Stony Brook	100	267,300	M. & N.	May '69 3
Steubenville and Indiana	100	1,983,141		
Stockbridge & Pittsfield*	100	448,700		3½
Summit Branch	50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.	100	1,314,130		
Taunton Branch	100	250,000	J. @ J.	July '69 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,983,150	J. & J.	July '69 6
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jul. '69 1
Tol., Peoria and Warsaw	100	2,700,000		
" " (E. D.) pref.	100	1,700,000		
" " (W. D. pref.	100	1,800,000		
Tol., Wabash and West	100	5,700,000		
" " pref	100	1,000,000	M. & N.	May 69 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	Jun '67 3½
Union Transport'n (Bos.)	100	200,000		
Union (Phila.)	50	291,476	J. @ J.	Jan. '69 3
Utica and Black River	100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*	100	2,500,000	J. & D.	Jun. '69 4
Vermont Central	100	5,000,000		
Vermont and Massachu'ts	100	2,800,000	J. & J.	Jan. '69 2
Vicksburg and Meridian	100	357,408		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,497,791		
Western Union	100	2,707,693		
West Jersey	100	804,150		Feb. '69 5
West Philadelphia	50	249,100	J. & J.	Jan. '69 5
Wilm. and Weldon	100	1,463,775		
Winchester and Potomac			J. & J.	Jul. '69 3
Warren	100	1,547,650		3½
Worcester and Nashua	75	1 522,500	J. & J.	Jul. '69 $4

CANALS.

Chesapeake and Delaware	50	1,813,963	J. & D.	Jun. '69 3
Chesapeake and Ohio	25	8,228,596		
Delaware Division	50	1,533,350	F. & A.	Feb. '69 4
Delaware and Hudson	100	10,000,000	F. & A.	Feb. '69 5
Delaware and Raritan	100	2,521,300	F. & A.	Feb. '69 5
Erie of Pennsylvania	50	64,000		
Lehigh Coal and Navigat.	50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)	10	1,025,000	F. & A.	Feb. '67 3
" (preferred)	100	1 176,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.)	50	1,908,207	F. & A.	Feb. '67 6
" " (pref.)	50	2,888,805	F. & A.	Feb. '67 6
Susq. and Tide Water	50	2,002,746		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p	100	20,000,000	MJS&D.	Jun. '69 3
Union Navigation	100	4,000,000	MJS&D.	Dec. '66 5
West'n Union Telegraph	100	28,450,000	J. & J.	July '69 2
American Coal	25	1,500,000	M. & S.	M. '69 3
Ashburton	50	2,500,000	J. & D.	Dec. '66 4
Butler Coal	25	500,000	J. & D.	Jun '69 1½
Central Coal	100	2,000,000	J. & J.	July '68 5
Fulton Coal			J. & J.	Jan. '69 4
Lackawanna Coal		200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	40	200,000		Dec '68 2½
Pennsylvania Coal	50	3,200,000	F. M. A. & N	Feb '69 5
Roaring Brook Coal		200,000		Dec '68 2½
Short Mt. Coal	50	800,000		Jan. '69 5
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal	10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal	100	3,400,000	A. & O.	
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '69
Adams Express	100	10,000,000	F. M. A. & N	Apr. '68 5
American Express	500	9,000,000	F. M. A. & N	May, '68
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	F. M. A. & N	M'y '69 2½
Wells, Fargo & Co. Exp.	100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,256	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,505,643
1869	339,762	304,828	393,648	331,149	345,556	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,294	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	1,258,284	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,418
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103.373	98.043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407.107	448.934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,073	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	207,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	362,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218, 639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	461,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	686,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,194
1869	284,192	265,137	242,705	311,833	312,529	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,962	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75.248	54.466	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,451	54,719	774,957
1868	46,415	40,708	39,198	49,231	70,168	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, July 1, 1869.					
Loan of June 14, 1858 .....registered	20,000,000	5	Jan. & July.	1874	123
.. ..coupon		5	" "	1874	117
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	133¼
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	282,782,500	6	" "	1881	117¾
and March 3, 1863 .....} coupon		6	" "	1881	117¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. .. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	117¾
.. .. (5-20s).....coupon		6	" "	1882	121¾
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	117¾
.. .. (5-20s).....coupon		6	" "	1884	118
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	117¾
.. .. (5-20s).....coupon		6	" "	1884	118
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	116¾
.. .. (5-20s).....coupon		6	" "	1885	119
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	116
.. .. (5-20s).....coupon		6	" "	1886	117¾
.. .. 3d series (5-20s)...registered	379,582,850	6	" "	1887	116¾
.. .. (5-20s).....coupon		6	" "	1887	117¾
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	115¾
.. .. (5-20s).....coupon		6	" "	1888	116¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108¾
.. .. (10-40s)....coupon		5	" "	1904	108¾
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	106
Certificates of Mar. 2, 1867, and July 2, 1868...	52,120,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	102,000	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	344,252	var	.....	Due.	....
Treasury Notes (7-30s).....	1,201,400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,871,410	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,310	var	.....	Due.	....
U. S. Notes (greenbacks)..... }	388,118,860	*nil.*	.....	Dem.	....
Fractional Currency ..... }		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63¼
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	92
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	128
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My, '61,(10 or 20yr)		6	Jan. & July.	'71-'81	99¼
.. — .. Oct, '61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My', 64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds ..... }	500,000	8	Jan. & July.	Var.	....
.. — .. .. }		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92½
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85
.. — .. .. (" " ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97¾
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	72½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	67½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	84
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99¼
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1878	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	109
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	126¾
.. —	720,000	6	" "	'74-'75	120¾
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63....	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108
.. — .. .. '64-'07, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	108¾
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'78-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	....
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans payable in coin.....	13,734,000	6	" "	'82-'90	98
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99¼
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99¼
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103¾
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'90	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102¾
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	6	Jan. & July.	1877	108¾
.. — .. Bonds.....	22,186,000	7	" "	1877	108¾
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	65
.. — .. (new).....	3,059,045	6	" "	'92-'98	49¼
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1893	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103¼
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks ..... }	2,707,910	6	Various.	Due.	....
.. — .. .. }		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94¼
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103
.. —	7,909,600	6	" "	1877	108¾
.. —	9,273,050	6	" "	1882	109¾
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102¾
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99¾
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99¾
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99¾
.. — .. of 1868.....	776,000	6	Jan. & July.	1893	99¾
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	69¾
Tennessee—State Bonds	1,398,640	6	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	63
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	57½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	50¾
.. — .. Bonds.....	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	62
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'89	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R. R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	93,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'-	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	83
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	96½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	5*	Jan. & July.	London.	1880	....
Loan for $500,000	2,195	6	April & Oct	New York.	1867	....
Loan for $800,000	323,220	6	" "	" "	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	97½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'77	100
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1898	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	74½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	— & —	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77
Consol. & P. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	102
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	83½
2d Mortgage	816,000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1860	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70-'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1889	96
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	370,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,0 0	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	81
5th Mortgage	926,500	7	June & Dec.	" "	1888	75
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	Converted.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	123
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	104
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	25
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1888	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	349,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	188	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	68½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	128
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	93
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	84
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	104½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	93½
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	98½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	96
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,800	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1896	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	87
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	86
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	96
3d Mortgage (R. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92
3d Mortgage (R. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	86
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	91½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	208,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	7	" "	"	1901	89
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	238,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	90
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	90
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'90–'75	....
Company Bonds, dollar	271,390	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	93
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1899	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	260,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	87½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	80
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	296,500	6	" "	" "	1872	....
3d Mortgage	963,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494.000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1865 for $1,000,000	789,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1876	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	91½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1836	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	506,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'06	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94
Convertible Loan	1,201,850	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	96
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo's3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.*.....Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,850	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	50	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin.....Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	100	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	—	63,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶.....Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	5,978,892	*	—	—	2,494,900	3,483,992	—	—	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,200	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	*	592,020	.....	1,250,000	250,000	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	24
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette*....Michigan.	1,445,000	*	.....	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine.....Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware .....New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	46
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire .....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased to Housatonic.)			42,000	41,440	7	100	70
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland.....Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	59.5	(Operated 5½ months only.)			44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany.... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	153
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg .....Mass.	829,935	110,343	—	—	624,600	400,000	20,784	—	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,075	150,949	—	100	75½
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	18,829,185	412,896	—	—	14,884,000	8,693,350	1,633,057	—	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	22
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell.....Mass.	2,460,961	192,628	454,886	88,993	1 891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	500	135
May 31, 1868	74.8	9.0	54.4	—	43	73	21	976	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	506,205	289,7 2	4,299,724	—	306,973	976,017	119 4	803,661	42,096,255	12,886,085	1,566,462	435,780	10	100	141
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	603,627	193,815	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	132½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester.....Mass.	5,000,000	*	944,349	300,267	5.000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	1,100,000	1,766,000	—	—	—	(Leased to Erie.)			—	—	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie.....New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,403,046	—	—	—	—	—	—	—	—	(Operated by Grand Trunk)			176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,008	*	—	—	950,000	2,395,000	.....	.....	—	(Leased to Erie.)			.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ...Penn. & N. Y.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River*.....Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	....
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	130½
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	14½
Dec. 31, 1867	28.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	—	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod .....Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	66⅔
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central .....Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	—	—	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	—	—	—	—	1,700,000	1,700,000	.....	.....	—	(Leased to Central Illinois.)			21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	—	—	—	5,432,000	3,590,000	—	—	—	(Leased to Chic. and N. W.)			380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	97
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	.....	.....	5,000,000	2,500,000	66,631	.....	137.0	(Leased to Balt. and Ohio.)			888,080	.....	—	100	26
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	.....	.....	.....	.....	1,000,000	595,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	—	—	—	—	391,222	261,600	—	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,086,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,561,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased to Phila. and Read.)			—	—	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	160
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,446	1,138,580	12,544,030	5,488,750	1,261,029	491,909	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	190
Dec. 31, 1867	30.0	—	....	73.0	3	2	—	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	—	—	—	(Leased to Chic. and N. W.)			—	—	10	'00	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10s	100	81½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	116⅔
Jun. 30, 1867		Lease	es	of S	an.	&	Ch	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,364,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased to Kentucky.)			—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			—	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1867	137.9	9.9	60 3	—	47	26	10	780	Cleveland, Columbus & Cincinnati	Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....										
Dec. 31, 1867	341 4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind.	Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	304.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	76										
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,599,000	—	—	—	2,056,400	1,542,600	—	—	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....										
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.	Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	108½										
Nov. 30, 1867	101.9	102.5	57.0	—	68	37	22	1,267	Cleveland and Pittsburg	Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	103									
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,186	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	97½								
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	26,670,000	—	—	—	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Etn.)	—	100	37½								
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....								
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord	New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	75								
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,765	—	100	....								
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,286	288,125	137,010	17,084	1,961.700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	87								
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River	Massachusetts.	1,747,264	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	130½								
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	—	—	(Leased	to Phila.	& Trent.)	—	—	—	100	....								
Mar. 31, 1867	14.6	—	....	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	—	14.6	—	—	—	40,291	18,088	—	100	....								
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph	Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	—	53.0	(Op	ened Dec.	1867.	—	—	—	50	....								
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania	Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	—	37.0	252,679	.....	.....	479,937	114,627	—	50	....								
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley	Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	110								
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk	Connecticut.	351,999	75,283	34,256	48,085	400,000	160,000	—	9,622	24.0	64,670	.....	.....	156,756	11,292	—	100	....								
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan	Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	—	—	—	965,853	313,174	—	100	....								
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union	Ohio.	580,000	*	11,500	14,813	69,860	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....								
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....								
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware	Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	—	—	6	100	....								
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western	Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	112½								
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley	Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	—	—	—	735,587	310,402	—	100	....								
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee	Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....								
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,199	—	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....								
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,091	.....	805,271	355,527	—	100	103								
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western	Iowa.	1,330,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....								
Sept. 30, 1867	—	—	63.0	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	34,660	—	—	—	—	—	—	—	—	—	—	50	....								
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	89,800	168,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....								
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114½								
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	.....	.....	280,000	570,000	—	—	—	(Leased	to Delawa	re.)	.....	.....	—	100	....								
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	392,550	—	.....	.....	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....								
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania	Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	—	36.0	221,129	.....	.....	538,531	259,992	—	50	....								
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....								
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....								
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	—	.....	.....	—	1,162,545	—	—	47.0	—	—	—	—	—	—	100	....								
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,600	—	—	—	—	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....								
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Centra	l.)	165,000	5	80	60								
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	—	5,213,335	15,569 568	46,302,210	23,398,800	6,745,809	822,701	774.0	6,882,970	124.312,884	595.099,225	14,376,872	3,244,583	—	100	....								
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....								
Dec. 31, 1867	13.0	—	....	97 0	—	—	—	—	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	13.0	—	—	—	—	—	—	100	....								
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(C	onstructe	d by the	Provin	cial Gov	ernment.)	—	108.0	—	—	—	*161,136	30,812	—	100	....								
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	30,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....								
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	8.0	—	—	—	—	—	—	100	....								
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	—	5.8	10,881	422,261	.....	30,898	5,828	—	100	....								
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....								
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109.074	510,281	93.5	565.332	19,820,919	14,268,518	1,101,444	354,744	9	100	129½								
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,422	30,291	13.9	36,196	.....	.....	90,295	18,346	6	100	....								
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,098	l'ss 4,648	—	100	....								
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....								
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....								
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....								
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....								
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....								
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	.....	.....	230,845	—	—	—	11.5	—	—	—	55,591	11,382	6	100	....								
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	406,461	.....	—	100	....								
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	80								
Dec. 31, 1867	20.0	—	....	330.0	2	...	...	...	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984.803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....								
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....								
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....								
Aug 31, 1867	206.0	13.0	15.8	52.0	48	37	12	534	*Hannibal and St. Joseph* ¶	Missouri	14,891,244	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	510,270	—	100	119								
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania	1,882,550	—	.....	.....	18,000	1,182,550	700,000	18,000	—	(Leased	to Pennsy	lvania.)	—	133,284	7	50	110								
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut.	3,407,285	254,000	958,949	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	.....	.....	1,697,334	539,117	12	100	210								
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill	Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	—	122.4	373,152	12,126,037	.....	786,351	.....	—	100	....								
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,002	2 000.000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....								
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....								
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria	Texas.	—	—	.....	.....	—	—	—	—	50.0	—	—	—	—	—	—	100	....								
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	.....	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	162½								
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	.....	58.8	149,189	.....	.....	186,451	52,342	—	50	....								
Dec. 31, 1868	580.9	146.5	....	—	170	95	39	3,815	*Illinois Central*	Illinois	31,900,487	*	10,195,466	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	226,853,410	7,817,629	2,414,984	10	100	142½								
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	—	—	—	—	—	—	50	34								
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	50	....								
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Jan. 30, 1867	13.0	—	....	—	3	2	—	54	Iron	Ohio.	181,750	*	—	7,064	132,411	35,000	20,959	—	13.0	—	—	—	61,727	10,949	—	100	....								
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	.....	37,144	17,165	—	50	....								
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	—	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94.904	—	100	....								
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,336	2,900,000	3,139,000	220,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	85								
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96								
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	....								
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	985,250	—	—	—	155,250	800,000	—	—	—	13,792	.....	.....	.....	.....	—	100	....								
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	—	—	—	—	—	1,208.000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....								
Dec. 31, 1867	18.0	7.0	....	275.0	8	5	2	60	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	—	—	—	—	—	—	100	....								
Dec. 31, 1867	—	—	—	83.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....								
Dec. 31, 1867	31.0	—	....	94.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	.....	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	.....	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	.....	.....	(Opene	d Jan. 1, 1	868, & ope	(Open. J	an.1,'68)	—	100	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	r. by L. C	& N.Co.	.....	—	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	.....	.....	.....	.....	Little Miami.....Ohio.	8,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	.....	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	28.3	3.0	24.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	85
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	•.	120.0	366,430	19,437,628	5,420,360	693.016	449,189	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	36.367	5,519	1,108,594	282,520	4,538	185,179	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	66⅔
Jun. 30, 1868	185.0	163.2	35.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,088,500	1,337,458	1,990,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	67
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	.....	.....	.....	.....	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	.....	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester..Tennessee.	825,000	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	12.3	19.0	38.8	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,866	2,534,120	.....	.....	137.8	(Leased	to Phila. a	nd Reading	g.)	.....	—	100	....
Mar. 31, 1867	22.4	3.6	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Operat	ed with C	oncord.)	.....	531,105	180,437	—	100	30
Mar. 31, 1867	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	and oper.	by Conc.)	.....	97,925	9	100	130½
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	.....	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	....
Dec. 31, 1867	130.6	—	....	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999.000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543.869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	129½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358 549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	108½
Dec. 31, 1867	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	113,014	.....	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15.128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	.....	.....	.....	.....	Millville and Glassboro.....New Jersey.	490,366	.....	.....	.....	405,020	.....	.....	.....	.....	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361.523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35.282,221	96,178,049	5,683,608	2,017,923	—	100	75
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Reading	g.)	.....	8	50	109
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429.653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300.269	776.505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411.714	143,722	—	100	28
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,468,008	*	417,287	183,982	3,616,350	8,000,000	132,661	518,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	89½
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	.....	81,122	720,000	.....	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440.241	74,769	10	100	185
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124.421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	.....	.....	.....	.....	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	92,000	406,087	1,157,736	3,464.050	317,620	159,529	98.0	239,947	879.802	2,987,871	283.454	81.345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228.233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182.955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	....	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil.,W	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142.167	.....	.....	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,383,297	631,137	6,000.000	1,362,614	194,010	403,618	33.8	677.201	.....	.....	1,865,303	747,351	10	100	133
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	*	100.0	326,126	5,355,549	5,084,846	382.944	93.894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶..L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,667,197	6,030,918	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	193½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,663,697	1,109,365	.....	6,785.050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144.018	8	100	143
Mar. 31, 1868	62.3	—	63.8	—	37	7½	24	450	New York and New Haven.N.Y. & Conn.	6,143.480	900,000	499,181	65,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,340	2,218,599	864,879	10	100	124½
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255.401	.....	.....	486,140	111.835	2½	100	79½
Sept. 30, 1867	98.5	—	8.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	160,000	6	100	...
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1868	225.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269 167	6s	100	...

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)			12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶..... ..South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																			
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	5s	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370	.....	—	100	....
Dec. 31, 1867	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,708,900	6,875,000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	100
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	107
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145	—	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	104½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	65½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,643	122,225	340.0				4,459,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766	—	100.0	368,378	.....	.....	1,509,246	599,882	—	50	84
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,872,737	1,381,065	473,987	6	100	98½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	—	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	....	....	....	....	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	—	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	—	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific*¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	—	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	5,000,000	*	.....	.....	7,000,000	2,674,000	.....	—	47.6	.....	.....	.....	.....	.....	24	100	285
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	—	—	(Leased to Erie.)			.....	53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	—	—	(Leased to Erie.)			.....	26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	—	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,497,543	.....	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	—	—	(Leased to Chic. R. I. and Pacific.)			.....	125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	—	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	30,000	1,323,200	69,526	172,455	—	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	—	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	212,000	800,000	62,500	—	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	62
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135	.....	.....	8,791,957	3,150,837	10	50	98
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	—	33.3	.....	.....	.....	863,705	254,288	10	100	127
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	106
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	—	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,995	*	.....	.....	1,776,129	1,500,000	.....	—	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic...P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	152
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville..Penn. & W. V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(Leased to Phg., Col. and Cincinnati)			.....	.....	—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	...	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,380,184	*	526,846	71,639	1,500,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	109½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)			.....	24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	...	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	434,942	49,787	6,590	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	45.4	1.6	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,555	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	—	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	595,798	1,000,000	603,719	—	48.0	158,553	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	—	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	659,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	—	75.5	180,410	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	152	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	—	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	—	—	(Not operated since the war.)			.....	.....	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	—	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	—	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg..N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	16.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	33
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	995	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	—	209.0	(Leased June 1, '67, I. & St. L.)			2,218,402	608,112	—	100	38
Dec. 31, 1867	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	—	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)			.....	.....	.....	—	54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	—	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	—	—	(Leased to West Jersey.)			.....	16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	—	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,598	1,362,873	.....	—	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	—	116.3	241,284	.....	.....	410,068	86,369	—	100	....
Jan. 31, 1868	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	—	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	—	—	(Leased to Phila. and Reading.)			.....	.....	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke..Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,286	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	798,830	.....	—	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1867	135 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	—	135.0	164,118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	—	—	(Leased to Northern Central.)			.....	.....	5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	—	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	—	20.0	(Operated by Jeff. Mad. and Louisville.)			.....	.....	—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	—	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71 0	—	....	2.9	—	—	—	—	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	—	71.0	(Opened near close of 1867.)			.....	.....	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	—	—	(Leased to Portland and Kennebec.)			36,000	.....	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	—	—	(Leased to Central of New Jersey.)			.....	.....	6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	668,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	71.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	84.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	—	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	7.0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	...	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	....	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	68.0	—	—	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.									68.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	—	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	—	—	—	196,000	150,000	—	—	—	(Leased to Cinc., Dayton and Eastern.)					—	130	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)				31,409	7	100	....
Nov. 30, 1867	13.2	....	—	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	—	—	.....	267,300	—	—	—	13.2	(Leased to Nashua & Lowell.			17,700	14.118	5	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.																100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,005	—	100	....
Sept. 30, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	73
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	.....	—	(Leased to Hudson River.)				19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	—	(Operated by Vt. & Mass., & T. & B.)				32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned by railroads centring in Troy.)					—	—	....
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)					—	—	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	—	.....	.....	.....	.....	.....	—	—	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts..Mass. & Vt.	3,468,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	—	(Leased to Vermont Central.)					8	100	100
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	50½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147.308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497.791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554.511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	879,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.			(In hands of receiver.)						10.3	(Operated by Erie.)			51,630	20,590	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684,036	962,600	133,966	.....	23.0	(Opened Nov. 20, 1867.)					—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,592	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)	.....	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,824	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	....	....	....	....	Western North Carolina..North Carolina.						2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,165,400	1,334,883	4,182	—	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	170	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Mar. 31, 1868	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Under construction.)						37.5	.....	.....	.....	278,639	119,287	—	100	63½
Aug. 31, 1867	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—	(Leased to Boston, Concord and Montreal.)					—	100	....
Sept. 30, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford..N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480.982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	6	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207.862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	483,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	203,333	.....	.....	—	(Leased to Balt. and Ohio.)				27,000	—	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	293,230	—	.....	.....	317,050	52,000	24,180	.....	—	(Leased to Northern Central.)					—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	99
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	—	—	—	.....	.....	16	100	121
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,381,251	*	.....	.....	64,000	—	1,300,985	.....	65.5	—	—	—	.....	.....	—	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			161.0	—	—	—	871.672	543,157	10	100	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12,504,297	1,733,960	1,463,943	108.0	—	—	—	120,583	14,758	—	50	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101 0	—	—	—	.....	247,603	8	50	72½
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	—	—	—	178.0	—	—	—	449.652	162,972	—	100	29
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489.316	136,275	109.2	—	—	—	262,654	46,450	—	50	40
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	—	—	—	1,099,013	.....	6	50	20
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	155,872	42,170	—	50	24
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100,000	750,000	.....	.....	123.0	—	—	—	75,279	loss.	—	50	....
									Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	—	—	—	211,820	61,218	—	50	....
																						132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,858	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O	—	—	—	—	—	—	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562.270	112.245	350,000	—	322,439	85,644	37.4	50	15	31
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,105	22,887	7.5	50	15	....
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield..Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,451	—	50	50	11½
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken..N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55 830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,824	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27.500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	134,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	69
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522.834	400,000	91,902	38,917	206,640	16,659	—	100	109	69
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13.884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,420	4.174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49.929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110.907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45 270	20.	50	15	47
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16.274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3e	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31.490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182.845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.)....Pa.	47.464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.)....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	48
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila..).Pa.	116.918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12.047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25.978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227.369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	18
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363.987	250,000	100,000	51,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311.879	200,000	30,200	132,265	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17.925	3,291	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,592	31.390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa	92,333	50,000	—	8,500	13,883	5,952	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	57,250	—	—	4,200	2,740	4	100	100	....
Nov. 30,'67	4.00	44	9	Worcester.....Mass.	80,573	75,800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1890	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	....
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J	1869	....
Worcester: 1st Mortgage	72,900	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed.	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	74
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred.	400,000	7	7	....
Chemung,* guar.	380,000	8	8	....
Cheshire, preferred.	2,017,815	7	3	80
Chicago and Alton, pref.	2,425,400	7	10	160
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	94½
Cleveland and Mahoning,* guar.	2,050,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred.	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed.	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed.	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	83
Erie, preferred.	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	119½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred.	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed.	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Potteville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred.	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	41½
Union, preferred.	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	34½
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	39 — @ 44 —
Pig, American, No. 1 (good to best)	42 — @ — —
Pig, American, No. 2	38 — @ 39 50
Pig, American, Forge	36 — @ 37 —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
	—Store Prices.—
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	90 — @ 92 50
Bar, English and American, Common	85 — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	8½@ — 9¾
Sheet, Russia, assorted No.'s (gold)	— 11½@ — 13½
Sheet, Single D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	55 — @ 56 —
Rails, American	75 — @ 76 —
Anvils, Eagle per lb.	— 9¾@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 32
Bolts	— — @ — 33
Braziers'	— 33 @ — 35
Nails	— 38 @ — 40
Sheathing, &c., Old	— 22 @ — 23
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22 @ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 33½@ — 34
Straits (gold).	— 29½@ — 30
English (gold).	— — @ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 25 @ 8 50	11 50 @ 12 —
I. C. Coke	6 75 @ 7 50	9 50 @ 10 75
Coke Terne	5 75 @ 6 —	8 25 @ 8 50
Charcoal Terne	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 16¾@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30
Refined, Standard White (in ship'g order)	— 32½@ — 33
Refined, prime White (in shipping order)	— — @ — 33
Refined, S. W. (in merchantable order)	— — @ — 32
Naptha, Refined, (60 @ 63 gravity)	— — @ — 10
Residuum per bbl.	5 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 7.

	Th.1.	F.2.	Sat. 3.	M.5.	Tu.6.	W.7
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co.	....	....	....	....	....	....
Central of N. Jersey	104½	102¾	101¼	....	99¾	97½
Chicago & Alton	162	160½	160¼	....	160	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	191	191	....	....	....	190
" 8s, 1883	....	....	108x	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	82½	82½	82¼	....	81½	79¾
" pref.	96½	96¾	96½	....	95¾	94½
" 1st M.	....	....	....	....	....	....
" Interest	....	....	....	....	....	....
" S. F.	96	....	....	....	....	95
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	118½	118¼	118¾	....	117½	115¾
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	94½x
Clev., Col., C. and Ind.	....	74	....	....	....	74
Clev. and Pittsburg	102	105	106½	....	105	103
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	39½	38	38	....	38	37½
" 1 M.	84¼	....	83¾	....	83½	83½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	....	131	....	....	....	....
Del., Lack. & Western	112¾	....	....	....	112½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	93
" 3 M. 7s, 1883 88	....	....	....	....	....	87
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	78	78
Hannibal & St. Joseph	121	119	....	....	118	115
" pref.	119¼	119¼	....	....	....	....
Hudson River	165¼	163¾	163¾	....	162½	159¾
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	142½	144	....	....	144	142½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	109¾	109¼	109½	....	108¾	107
" Div. bonds	....	90½	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	130	130
" S. F. 8s, 1882	....	128	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	98	98	....	....	98	....
" 2 M.	93¼	....	....	....	....	....
Mariposa Mining Co.	9	....	....	....	....	16
" pref.	....	....	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	75¼	76	75¼	....	74½	73
" pref.	86	86	....	....	86	84¾
" 1st mort.	90¼x	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	104¾	....	....	....	....	....
" 7 3-10s con.	93½	....	....	....	....	....
Missouri 6s	88x	87	87½	....	88	88
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	89¾	89¼	89¾	....	89¾	89½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	196½	195¼	195½	....	193¾	189¾
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92¼	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	91
N. York and Harlem	....	144	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	58	57¾	57½	....	57	56½
" new	52½	52	50	....	50½	49½
Ohio and Miss.	....	32½	....	....	33	31½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	91½
Pacific Mail S. S. Co.	88½	91	90½	....	90¾	89¾
Panama	....	....	....	....	....	285
Phila. and Reading	98½	98¼	98½	....	97¾	96¾
Pitts., Ft. W. & Chicago	156¼	156	156½	....	155	150½x
" 1 M.	....	....	....	....	....	100½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	15
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	59½	....	....	....	....	59½
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	75½	....	76	....
Tennessee 6s	62½	62	....	....	62	61½
" new	58½	58¼	57½	....	58	57½
Tol., Wab. & Western	72½	73½	....	....	74½	72
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment, 7s	....	....	....	....	....	....
Virginia 6s, ex-coupon	58	....	....	....	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	117	....	....	....	....	....
U. S. 5s, 10-40s, coup.	108⅛	108¼	108⅜	....	108¼	107⅛
U. S. 5s, 10-40s, reg.	107⅛	108	....	....	108¼	....
U. S. 6s, 1881, reg.	....	....	117¼	....	....	117¼
U. S. 6s, 1881, coup.	117⅛x	117¼	117¼	....	117¼	116⅞
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ly.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	116⅜	117¼	117⅛	....	....	117
U. S. 6s, 5-20s, c. 1862.	121⅛	121⅛	122	....	121	121¼
U. S. 6s, 5-20s, reg. '64.	....	....	117⅜	....	....	....
U. S. 6s, 5-20s, c. 1864.	117⅛	117⅛	117⅜	....	117⅛	117⅜
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	118⅛	118⅜	118⅜	....	118⅜	....
U. S. 6s, 5-20s, r. n. '65.	115x	....	....	....	....	116
U. S. 6s, 5-20s, c. n. '65.	....	116⅛x	116⅛	....	116⅜	116⅛
U. S. 6s, 5-20s, reg. '67.	....	116⅛	116⅜	....	....	....
U. S. 6s, 5-20s, c. 1867.	115⅜x	116⅛	116⅛	....	116⅛	116⅛
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	116⅛x	116⅛	....	....	116
U. S. 6s, Pac.R.R.issue.	....	106	....	....	106	106

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	....	....	....	....	....	....
.. preferred	....	36½	....	....	....	37
Camden and Amboy	131	131	131	131	....	131
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	88	....	....	....
.. 6s, 1889	....	85½	....	....	....	....
.. mort. 6s, '89	93	....	93	....	....	....
Elmira & Williamsport.	30	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	35⅞	36⅛	36½	....	....	36⅛
.. 6s, 1884	....	82½	82½	....	....	....
.. Gold L.	....	93¾	93¾	94	....	93¾
.. R. R. L.	....	....	87⅛	87½	....	87¼
Lehigh Valley R. R.	57	....	....	56¾	....	55¾
.. 6s new coup.	....	....	....	94	....	....
.. 6s new reg.	....	94⅜	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	54½	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	60	....	....	60
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	36	....	....	....
.. 6s, 1880	....	90	....	....	....	....
.. 7s	....	....	87	....	....	87
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	....	56⅜	57	56⅝	56¾	....	57
.. 1st M.	....	100½	....	....	....	....	97⅞x
.. 2d M.	....	....	....	....	....	....	....
Penn. State, 6s, 1st series	105	....	....	....	....	....	....
.. 6s, 2d series.	....	....	....	....	....	....	....
.. 6s, 3d series.	....	....	....	....	....	....	....
.. 6s, W. L.	....	....	....	....	....	....	....
Philadelphia City, 6s	....	94½	94½	94½	....	....	95
.. new	....	100	100	100	100	....	100
Philad., Germ. & Nor.	....	....	....	....	....	....	....
Phila. & Reading	....	49	49⅛	49⅛	49⅛	....	49⅛
.. 7s, 1893	....	....	....	....	....	....	....
Philadelphia and Erie	..	31	31½	31⅛	31⅜	....	31⅜
.. 6s	....	....	....	....	....	....	....
.. 7s	....	89⅛	89	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....	....
.. pref.	....	....	19½	20	....	....	20⅜
.. 6s, 1882	....	....	....	63½	....	....	65
.. 6s, 1876	....	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	47	....	....	....
Spruce and Pine ..	....	....	....	....	....	....	....
13th and 15th sts. ..	..	18½	....	....	18	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 6.

	W.30.	Th.1.	F. 2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	....	92⅜	92⅜	....	....	92⅜
.. 1886	....	....	....	....	....	90
.. 1890	....	93	92⅜	....	....	92⅜
.. 1893	....	95	....	....	....	....
Balt and Ohio	....	121¼	....	....	....	121¼
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880.	94	....	....	....	....	....
.. .. 1885.	....	....	....	....	....	....
.. .. 1900	....	86	....	....	....	86
Marietta & Cin. 1st M.	..	89⅜	88¼	89½	....	....	89½
.. 2d M.	....	....	....	68¾	68¼	....	....
Northern Central	....	50½	50½	....	50½	....	....
.. bonds, 1885	....	....	....	....	....	....	....
.. .. 1900	....	86	....	....	....	....	86
N. W. Va. 1st mort.	....	96	....	....	....	....	....
.. 2d mort.	....	92	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....	....
City Passenger R. R.	....	....	20½	....	....	....	....

Boston Stock Exchange.

Actual Sales Prices for the week ending July 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	155	....	153	....	....	....
Boston and Lowell	....	....	....	....	....	135
Boston and Maine	....	....	....	....	141	141
Boston and Providence	134x	134	132½	....	....	132½
Boston, Hartford & Erie	23	23	22	....	22½	22
.. 7s, new	65½	....	65½	....	65½	65
Cheshire, pref.	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	130⅝	....	....	130⅝
Eastern	114½	....	114½	....	....	114⅝
Fitchburg	129	....	....	....	....	129½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	128	....	....	....	....	129⅛
Northern, N. H.	107¾	....	....	....	107½	107
Ogdens. & Lake Champ.	65	64¼	....	64¼	65⅝
.. pref.	....	....	....	....	....	....
Old Colony & Newport.	98½	98½	98½	....	98⅝	98¼
Ph., Wil. & Baltimore	....	....	....	....	52¼	53
Portl'd, Saco & Ports.	....	....	111½	....	....	109½
Vermont & Canada	100½	....	100	....	100	100
Vermont & Mass.	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	99½	....	....	....	99½
Metropolitan ..	....	....	69	....	....	69
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	7	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. June 18.	June 11.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	25 — 26	24 — 25
Detroit and Milwaukee 1st mort. 7s	60 — 63	60 — 63
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	20 — 20½	18⅞ — 19¼
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	97 — 99	97 — 99
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94⅛ — 95½	93⅛ — 94⅛
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 — 100	95 — 100
Panama General mort. 7s, 1897	104 — 106	104 — 106
Penn. R. R. bonds, 2d mort. 6 per ct.	92 — 94	92 — 94
Do. General mort. 6 p. c. 1910	85 — 88	85 — 88
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, July 10, 1869.

Stock Exchange and Money Market.

Though there has been probably less urgent need of pecuniary aid felt by the speculative borrowers, through the past week, the demand has been sufficiently brisk, especially from the stock firms, to have enabled lenders to realize exceptionally high rates for temporary accommodation, the extremes on Stock collaterals having been from 7 per cent. currency per annum in rare instances to the legal rate per annum with the addition of as much as ⅛ of one per cent. per day of a commission, for the use of money from day to day. The bulk of the speculative dealings were based on the legal rate per annum with the addition of an ⅛th to ¼ of one per cent. per day, for carrying Railway and Miscellaneous share property, against which the pressure operated quite severely, particularly toward the close of the week under review. The banks were less liberal of help, having further reduced their loans and discounts about two millions, while they reported a loss of nearly the same amount of deposits, and nearly 1½ millions of legal tenders, of which latter they now hold a reserve of only 46¾ millions against about 57⅞ millions on the 22d of May 1869; and 72⅛ millions this date in 1868. They added about 3¼ millions of specie to their hoard, in this form, and now control a specie reserve of about 23½ millions, against 15⅜ millions on the 15th of May 1869, and less than 12 millions on July 3, 1868. The U. S. Sub Treasury, last week, reduced its cash balances nearly 7¾ millions, but had them augmented on Tuesday, of the current week, fully 18¼ millions chiefly by transfers of public money, from other depositories to the Government office here. Its coin and currency reserve on the 6th inst. stood at 98¼ millions against 82⅝ millions the preceding Tuesday. The National Depository Banks held on the 1st inst., according to the reports at that date, about $8,500,000 of the currency balance of $37,000,000 then in the Treasury. But as the receipts during the last three days of June were very large, and as the reports are not yet all in, it is estimated that there was actually $3,000,000 more on deposit with the banks than when the debt statement was made out, so that the actual currency balance in the Treasury on the 1st of July was not less than $40,000,000, though, according to public debt statement of the 1st inst., it was but $37,097,819. The coin balance in the Treasury control on the 1st inst. was $110,203,313, of which the New York office held about five-sixths. The discount market has been very quiet most of the week. Choice grades of commercial paper are quoted at 9@10 per cent. per annum. Among the Government houses, the prevalent quotation for temporary loans was 7 per cent. per annum, currency, but the great dealers were not free borrowers, and comparatively but little business was reported on this basis.

The specie reserve of the city banks according to the latest return is $23,520,267, against $11,954,731 same time last year. The city bank deposits are now $179,929,467, against $221,050,806 week ending July 3, 1868. The legal tender reserve amounts to $46,737,263, against $72,125,939 same time last year. The circulation now stands at $34,217,973, against $34 023,466 same time last year. The loans are now $258,368,471, against $281,945 931 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $141,127,266 a day, against a daily average of $127,028,457 the preceding week, and $139,370,671 the week ending with June 16, 1869. The current week's exchanges average about $141,000,000 a day. The city banks, last week, reported a gain of $3,268,127 of specie, with a further loss of $1,845,228 of deposits, and $1,426,657 of legal tender notes. They reduced their loans, $2,063,261; and increased their circulation, $3,188.

The city bank exchanges on Wednesday were $121,288,303, and the resulting balances, $3,857,467.

National Bank notes to the amount of $120,410 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $316,264,538, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $16,511,933, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,749,605. The United States bonds held by Treasurer Spinner in trust for National Banks as

security for circulating notes amount to $342,918,600; and for the public deposits, $24,907,350—making a total of $367,825,950. The Treasury Department last week redeemed and destroyed $305,380 of worn and mutilated fractional currency, and issued $183,990 of new. The outstanding amount of fractional currency on the 1st of July, was $32,062,528 against $33,452,523 on June 1; $35,330,323, on May 1, $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with July 3, were $14,356,868, including $1,646,558 from customs duties; payments, $22,119,483, including $7,213,816 of coin interest; balance at the close of the week, $80,046,494, against $87,809,169 at the close of the preceding week, showing a decrease of $7,762,615. The business of the Office on the first business day of the current week, was as follows: On Tuesday, receipts $19,458,739, including $365,484 from customs, and payments $1,274,234, including $806,213 of coin interest. The balance at the close of business on Tuesday stood at $98,230,998, against $82,668,328 a week previous; and $86,029,923 on June 23, 1869. The aggregate receipts of the office in June were $55,052,216, including $8,847,210 from customs, aggregate payments, $47,347,878, including $3,131,675 of coin interest.

The outstanding amount of coin certificates on the 1st of July was $30,489,640 against $23,540,720 on June 1st; $16,307,200 on May 1st; $21,672,500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $6,084,000, and retired $1,567,558 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during June, reached $13,593,420.

A more liberal income has been derived from excises since our last, while the customs have been less prolific. The excises, last week, yielded about 8¼ millions; customs at the port of New York, $1,646,558, and at the outports about $617,000 (in coin) more, making the grand total income for the week equal to about $11,225,352 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, during the fiscal year, ending with June 30, 1869, were $158,287,177. The customs yielded, same time, about 182 millions in gold. The miscellaneous revenues of the fiscal year yielded about thirty millions, making a grand total income for the year ending with June 30, 1869 of about 370 millions. With such liberal revenues available, we are not surprised to find, from a comparative analysis of the debt as it now stands, with the schedule of June 30, 1868, both embracing the accrued interest, a reduction of $42,452,524 in the National obligations for the fiscal year just closed. The whole reduction of the direct Public Debt of the United States for the four years since the War, or since the 31st August, 1865, when the Debt attained its maximum, is shown to be $314,854,401. And even if the bonds bearing currency interest, since loaned to the Pacific Roads be taken into the account, the net reduction of all debt, direct and contingent upon the solvency of the Pacific Roads, is $257,474,081. The net reduction of the debt in June 1869, was $16,410,232, after allowing for the difference in the accrued interest to the close of the month.

The Government revenue from excises on Tuesday reached $1,715,000.

Gold has been much more freely offered, partly on speculative account, and has declined sharply, depressed in part, by the adverse influence of the Monetary activity. The extremes of the week have been 134 and 137¾, and the closing quotation on Wednesday was 135⅝. The coin-interest disbursements have been on a liberal scale, having exceeded 8½ millions; while the customs and export inquiry has been comparatively moderate. On Tuesday of this week, $17,099 were exported, and on Wednesday $64,000.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 3d day of July, 1869:

Average am't of loans and discounts....	$1,794,317
Average amount of specie....	1,192,446
Average amount of deposits....	2,227,419

The customs of the port on Wednesday yielded $381,000. The U. S. Sub-Treasury disbursed $684,400 of coin interest, on that day.

The customs demand for Gold last week, averaged $274,426 a day; thus far, this week, it has averaged $365,484 a day, or equal to a weekly aggregate of $2,192,904. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $690,538, and since Jan. 1, $9,594,678, against $3,951,234 same time in 1868. The receipts from California, since our last, have been none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to June 30, 1869 was $124,688,174, against $113,529,891 in the preceding fiscal year. At San Francisco, from Jan. 1, to June 25th, 1869, $3,391,393, against $3,699,865 same time last year.

The total receipts of California gold at this port, during the fiscal year ending with June 30, 1869, were $19,419,278, against $36,726,790 in fiscal year 1867–'68, showing a decrease in the last fiscal year, of $17,307,512. The exports of specie, from this port, last week, were $852,957, against $3,227,532 same week last year; total, year ending July 1, 1869, $37,279,653, against $76,309,866 during the year 1867–'68. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $7,213,816; year ending July 1, 1869, $88,325,756, against $73,485,386 during the preceding fiscal year of 1867–'68. The specie exports from San Francisco, from Jan. 1, to June 25, 1869, were $18,423,308, against $18,939,431 same time in 1868.

A somewhat firmer market has been noted for foreign exchange, but without much activity. Bankers' prime sixty day bills on London closed tamely on Wednesday at 109⅝@110, and on Paris to 5.20@5.14½; sight bills on London to 110⅛@110⅜, and on Paris to 5.13¾c.@5.12½. The offering of produce bills has been quite heavy this week, but the stringency in Money has checked their sale. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,431,637, against $2,452,598 same week last year; total, since July 1, 1868, $172,815,331, against $179,085,149 same time in preceding fiscal year of 1867–'68.

On Saturday June, 3d, the U. S. Assistant Treasurer at this port purchased $3,000,000 of United States 5-20s, viz: 1867s, $2,621,000; 1868s, $265,000; 1864s, $40,000; 1862s, $74,000; at prices varying from 116.08 to 116.65.

Government securities have been in moderate demand, most of the week, at variable prices. The stringency in Money, and the depression in Gold have operated against active dealings, and have tended to depress values, though the debt exhibit of July 1, favored the interests of holders.

The net liquidation of the past fiscal year is shown to have been fully $42,452,524. The coin bearing portion of the debt is now $2,107,930,600, of which the Five Twenty bonds constitute $1,602,663,800, the six per cents of 1881, $283,677,500, and the Ten Forties, $194,567,300. The currency bearing debt is now down to $66,120,000; and the non-interest bearing debt is $423,672,383.

The six per cents of 1881, and the later Five Twenties are now quoted ex the 1st of July interest.

The later dealings in the Public Funds on Wednesday showed rather more firmness.

U. S. sixes of 1881 closed here on Wednesday at 116¾@117⅛; U. S. Five-twenties of 1862, ex-coupon, 121⅜@121⅝; U.S. Five-twenties of 1864 at 117½@117⅝; U. S. Five-twenties of 1865 at 117½@117⅝; U. S. Five-twenties of 1865, consolidated, 116¼@116⅜; U. S. Five-twenties of 1867, 116¼@116⅜; U. S. Five-twenties of 1868, 116¼@116⅜; U. S. Ten-forties at 107¾@108; U. S. Six per cent. currency bonds, 105⅞@106⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 23.	June 30.	July 7.
Consols	93@93⅛	92⅞@93	93⅛
U. S. 5-20's of 1862...	80¾	80¾	81⅝
Erie	20¾	19½	19½
Ill. Central	95	95	95½

Railway and miscellaneous stocks have been active, excited and unusually changeable in value, nearly all through the week. Early on Wednesday the market was greatly depressed, by the very extensive offerings, chiefly on speculation, growing out of the pecuniary necessities and embarrassments of holders, in the face of the continued stringency in the call loan line. Later in the day, the dealings indicated a more confident temper and prices rallied, though rather fitfully.

Business has been partly active in Breadstuffs and Cotton, which closed with considerable buoyancy. Other articles of domestic produce have been rather quiet, and irregular in prices. Middling upland cotton closed firmly on Wednesday at 34½ cts. per lb. The stock of cotton now here is estimated at about 20,500 bales. The receipts at the port this week, have averaged about 860 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,294,000 bales, against 2,321,000 bales same time in 1867–8; exports, same time 1,416,500 bales, against 1,692,500 bales same time in 1867–'8; stock on hand at latest dates, 65,000 bales, against 91,500 bales same date 1868. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 14,828 pkgs., against 12,050 pkgs., same time last year. From Boston, 4,373 pkgs., against 6,162 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 13@16¼c., per lb.; week's receipts, 6,532. Milch cows, dull at from $40@$110 each, receipts, 113. Veal calves in request at from 6@10½c. per lb.; receipts, 3,670. Sheep and lambs brisker and firmer at from 4@7c., and 9@11½c. per lb.,; receipts, 20,373. Swine in moderate demand at from 9@9⅝c. per lb.; receipts, 24.214.

Foreign goods have been less sought after, and weaker in price, as a rule. The total imports of foreign dry goods, last week, were $1,162,777, and the total amount marketed $1,028,116. The value of foreign merchandise imported last week, was $3,679,682—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,842,459, against $3,850,662 same week last year; total year ending July 1, 1869, $285,447,842, against $237,712,435 during the preceding year of 1867-'8.

Ocean freights have been moderately active and quoted firmer. For Liverpool we quote flour at 2s. 1½d.@2s 3d. by sail, and 2s. 5d.@2s. 9d. by steamer, per bbl.; grain at 8d. by sail, and 9d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d by sail, and ¼@$\frac{5}{16}$d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 532.

The New York exports, exclusive of specie, for the week ending July 6, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$2,452.598	$4,431,637
Prev. reported.....	86,188,797	87,597,889
Since January 1..... ..	$88,641,395	$92,029,526

The imports for the week ending July 3, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$890,851	$1,162.777
Gen. merchandise..... ..	2,959,811	3,679,682
Total for the week.....	$3,850,662	$4.842,459
Previously reported....	120,745,937	157,524,519
Since January 1.....	$124,596,599	$162,366,978

The balance in the Sub-Treasury on Wednesday was $97,830,419 59.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, Levee bonds, 67½; do., 8s, Levee bonds, 84; Alabama 5s, 63½; do., 8s, 92; N. Y. State 7s, Bounty Loan, coupon, 108¼; do., reg., 108¼; California 7s, 128; Brooklyn 6s, W. L., 92½; Norwich and Worcester R. R., 104¾; Dubuque and Sioux City R.R., 103; Toledo, Wabash and Western consol. bonds, 83; Central Pacific 6s, gold, 97½; Great Western (Ills.) 1st mort. 1888, 87½; Western Union Telegraph, 37¾; Boston Water Power Co., 15½; Adams' Exp. Co., 59¼; Wells-Fargo Exp., 26¾; Am. Mer. Union Exp., 40½; U. S. Exp., 69½; Consolidated Gregory gold, 1.60; Grass Valley gold, 0.55; Quartz Hill Gold, 0.90; Smith and Parmalee gold, 1.90.

Philadelphia.—Oil Creek and Allegheny River R. R., 42; Ph., Wil. and Balt. R. R., 52; Elmira and Williamsport 5s, 60; Lehigh Nav. conv. Loan, 79; Phila. and Reading 6s, 1843-'80, 88; Belvidere Delaware 3d mort., 80; Phila. and Sunbury 7s, 95; Penna. State coupon 5s, 94¾; St. Nicholas Coal, 2⅛; N. Y. and Middle, 4⅞; Shamkin Coal, 4½; Ocean oil, ½; Feeder Dam, ⅜. The latest quotations are: City 6s, 94¾@95; do., free of tax, 100@100⅛; State 5s, coupon, 94½@95; do., 6s, W. L., 102@103; do., 1st series, 102½@102⅝; do., 2d series, 105 @105½; do., 3d series, 105@106; Reading, 49@49⅛; do., 7s, 1893, 105@106; do., 6s, 1880, 87¾@88½; Camden and Amboy, 130¾@131; do., mort. 6s, 1889, 93@93; do., 1883, 88¼@88½; Penn. R. R., 56¾@57; do., 1st mort., 97½@98; do., 2d mort., 96@97; Little Schuylkill R.R., 42@42½; Morris Canal, 30@40; do., pref., 59½@61; do., bonds, 79@81; Susquehanna Canal, 11½@12½; do., 6s, 54@55; Sch. Nav., 10@10½; do., pref., 20½@21; do., 6s, 1882, 65@65; Delaware Div. Canal, 49¾@51; do., bonds, 81@83; Elmira and Williamsport, 30@30½; do., pref., 40@42; do., 7s, 1873, 88@—; do., 5s, 59½@60½; Lehigh Coal and Navigation, 36@36⅜; do., 6s, 1884, 82½@84; do., R. R., Loan, 87½@88; do., Gold Loan, 94@94½; North Pennsylvania, 36@37; do., 6s, 87@87¼; do., Chattle 10s, 109@111; Philadelphia and Erie, 31¼@31½; do., 6s, 88@89; Minehill, 55@55½; Catawissa, 13@15; do., pref., 36⅞@37; Lehigh Valley, 55¾@56; do., 6s, new, 93¾@93¼; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 47@49; West Philadelphia, 61@61¼; Spruce and Pine, 26@28; Green and Coates, 39@40; Chestnut and Walnut, 48@48; Thirteenth and Fifteenth, 18@18½; Girard College, 29@30; Tenth and Eleventh, 70@71⅛; Union, 44@—; Hestonville, 12@12½.

Boston.—Eastern R. R. 6s, 1874, 96; do., 1889, 96; Union Pacific 6s, 87½; Phila., Wil. and Balt. R. R. 6s, 1876, 90; Boston and Lowell R. R. 6s, 1879, 96¼; Vt. Central and Vt. and Canada 8s, 1889, 100½; do., 1876, 101; Vermont Central 1st mort., 80; Vermont and Massachusetts 6s, 90¼; Stanstead, Shefford and Chambly 7s, 78½; Cheshire R. R. 6s, 90¼; Boston, Hartford and Erie scrip, 55; Boston and Albany R. R. Rights, 4⅝; Vermont Central, old, 55c.; Eastern (N. H.) R. R., 112½; Conn. and Pass. Rivers pref., 94; Summit Branch R.R., 22¼; Boston Water Power Co., 15½; Cary Imp. Co., 8; Waverly Land, 1½; Connecticut 6s, 99½; Massachusetts 5s, 1894, endorsed, 105½; do., 6s, 5-20s, currency, 101; New Hampshire 6s, 1874, 98¾; Rhode Island 6s, 1883, 99½; Boston 5s, 1877, gold, 108; do., 6s, 1876, currency, 100; Cambridge 6s, 99; Boston 6s, 1875, currency, 101½; Albany 6s, 1879, 93⅞; Chicago 7s, 97⅜; St. Louis 6s, 1886, 84½; do., 1876, 88½; Portland 6s, 1871, 96½; Bangor 6s, 1894, R. R. Loan, 88; Allouez Mining Co., 4; Calumet, 55; Concord, 1; Hecla, 80; Phœnix, 12.

Baltimore.—Parkersburg R. R., 24; Central Ohio R. R, 26; Pittsburg and Connellsville R. R bonds, 88½; Western Maryland 1st mort. guar., 91¾; do., 2d mort. pref., 47; Virginia 6s, old, 50¼; do., 1866, 57¼; Memphis City 6s, 51¼; The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88¼@88½; Balt. and Ohio, 121@121¼; do., 6s, 1875, —@91½; do., 1880, 90@91; do., 1885, 92@94; Northern Central, 50⅛@50¾; do., 6s, 1885, 85@87; do., 1900, 85½@86; do., 6s, 1900, gold, 102@103; Parkersburg Branch, 23½@24½; N. W. Va. 1st mort., 90@96; do., 2d mort., 92@93; do., 8d mort., 1885, 85@88½; Marietta and Cincinnati 7s, 1892, 89@89¼; do., 2d mort., 65@68½; Central Ohio, 25½@26; do., 1st mort., 79@83; Western Md. 6s, 1890, 74@78; do., guar., by Baltimore City, 90@92; do., 2d mort., guar., 89@—; do., 6s, pref., 40@60; do., 6s, guar., by Washington Co., 78@83; Richmond and Danville bonds, 72½@73; Baltimore 6s, 1875, 92¾@92⅞; do., 1886, 89@90; do., 1890, 92¾@92¾; do., 1893, 94@95; do., 6s, 1838-'70, 75@80; Memphis City 6s, 51@52½; City Passenger R.R., 20@21½; George's Creek Coal, 68@74; Santa Clara, 1.50@2 00; Atlantic Coal, 2.90@3.25.

Boston, Clinton and Fitchburg Railroad.

At a meeting of the Boards of Directors of the Fitchburg and Worcester, and Boston, Clinton and Fitchburg Railroads, held in this town on the 18th day of June, it was decided to consolidate the two roads according to the provisions of the act of the Legislature of 1863, authorizing such consolidation subject to the ratification of the stockholders of the two corporations. At a special meeting of the stockholders held on Monday last, June 28, the action of their Boards of Directors was ratified by the following vote of the stockholders: Fitchburg and Worcester, for consolidation 1294—against 4; Boston, Clinton and Fitchburg, for consolidation 3233—against 703, being a majority of 3820 in favor of the consolidation, which goes into effect to-day. The new corporation will take the name of the Boston, Clinton and Fitchburg Railroad.—*Fitchburg Reveille, July* 1.

Boston, Barre and Gardner Railroad.

The Boston *Journal* says that there is now a prospect of the speedy construction of this road, which has been chartered for many years. The proposed route is from Worcester through Holden, West Boylston, Sterling, Princeton and Westminster, to the Vermont and Massachusetts Railroad at Gardner. Those who are familiar with the details of the plan express confidence in the success of the enterprise.

☞ The Frederick and Pennsylvania Line Railroad Company has issued $20,000 worth of coupon corporation bonds in sums of $200, $500 and $1000, bearing interest at the rate of 6 per cent. per annum in currency, payable on the 1st of June and December. The company has endorsed these bonds with a gold bearing interest—or its equivalent—of 6 per cent., and they are exempt from corporation and county tax.

☞ Negotiations have been in progress for some time for the purchase of the Southwestern Railroad and branches by the Central Railroad and Banking Company of Georgia. The Savannah *Republican* says that the bargain and transfer have been perfected, the entire interests of the Southwestern road having passed into the possession of the Central Company on the 24th ult.

☞ About two fifths of the route of the Knox and Lincoln Railroad is graded. This road will be one of the most expensive in the State. The cost, per mile, will not be far from $25,000.

☞ Ground was broken at the Debec Station of the New Brunswick and Canada Railroad on the 17th ult., for the Houlton Branch Railroad, Henry Osborn, Esq., is the contractor.

☞ Samuel Sloan has been elected President, and Percy R. Pyne, Vice President of the Morris and Essex Railroad.

☞ The Hanover Branch, Mass., Railroad earned last year (the first of its operation) $10,018 91 above expenses.

The North-West.

BY REV. ÆN. M'D. DAWSON, OTTAWA.

The "North-West territory" is that portion of British North America which is situated between Lake Superior to the east, the Pacific Ocean and the Russian Dominions (now a portion of the United States) to the west. The 49th parallel of north latitude, and the chain of waters from Rainy Lake to the confluence of Pigeon River with Lake Superior form the boundary between this territory and the United States on the south. To the north, with the exception of some portions of Alaska (lately Russian America) it has no other limits than those of the globe itself—the ice, the snow, the perpetually frozen seas and lands of the polar region.

THE PRINCIPAL RIVERS.

North Western America is watered by numerous rivers, the greater of which only need here to be named. The Columbia, rising in the Rocky Mountains, traverses the Blue Mountains and the Cascade Mountain chains. It then, after many windings, sometimes in a southerly, sometimes in a westerly direction, loses itself in the Pacific Ocean at Astoria, three degrees south of the boundary line. The treaty which deprived Great Britain of the better part of the Columbia left to her the right of navigating the noble river in common with the citizens of the United States. The Fraser River also has its source in the Rocky Mountains. After a circuitous course through the Blue Mountains, the Cascade Mountains, and the intervening plains and valleys, it joins the sea at the strait or sound which separates Vancouver Island from the continent of America. This river is celebrated for its sands of gold. Even as to California and Australia, thousands of adventurers have already been attracted to its banks; and their enterprise has been crowned with success unsurpassed as yet in the annals of gold digging.

Of Pelly River there need be little mention, as it half belongs to a foreign power. It is quite possible, however, that arrangements might be made with that power (the United States) for navigating this great river to its junction with the sea.

The Mackenzie River is wholly within British territory. It is one of the greatest rivers in the world, its course being 2,500 miles from its source in the Rocky Mountains to its debouch in the Arctic Ocean. It is navigable for about 1,200 miles, thus affording easy access in the summer months from the Arctic Sea and from the Northern Pacific by Behring's Straits to the interior of the North West territory. It flows through a fertile and finely wooded country, skirted by metalliferous hills. According to the best computation it drains an area of 443,000 geographical square miles.

The Elk and Peace Rivers, although great and beautiful streams, are only tributaries of the Mackenzie.

The Coppermine and the Great Fish River also discharge their waters into the Arctic Ocean. The former abounds in copper ore and galena. On the banks of the latter it is credibly said that there is excellent grazing. Next comes the Churchill River, which flows from the interior of the country, across the Granite belt to Hudson's Bay.

The Saskatchewan, with its two branches rising in the Rocky Mountains, drains an area of 363,000 square miles. The Red River and the Assiniboine, flowing from the heights near the sources of the Missouri and the Mississippi, add immensely to the waters of Lake Winnipeg and thence find their way by the Nelson River to Hudson's Bay.

GENERAL DESCRIPTION.

There is admirable unity in the geological appearances of this vast territory. By nature it has been made one land, however much it may be divided by the policy of man. The great chain of the Rocky Mountains extends from its southern to its northerly boundary, rising at its highest elevation to the height of sixteen thousand feet above the level of the ocean. Parallel with these, to the west, rise the Blue and Cascade Mountains, as if intended for a vanguard towards the waves of the Pacific. From the base of the Rocky Mountains eastward the country is a gently sloping plain for 800 or 900 miles, to the commencement of the great crystalline belt, which, taking a northwesterly direction about the head of Lake Superior, continues in this course and almost parallel with the Rocky Mountains as far as fifteen hundred miles, and with only a slight elevation above the neighboring plain, until reaching the Coppermine River, near the Artic Ocean, it forms hills eight hundred feet in height. Its average breadth is two hundred miles. On the side that looks towards Hudson's Bay, its outline is pretty much the same as that of the shores of this sea, thus verifying what geologists say as to the waters of this region having been confined within their actual limits by the upheaving of these primary formations. Between this belt or plateau and the Bay there is a narrow strip of limestone. From this bed of limestone to the sea the land is low, flat, swampy, and in part alluvial.

LAKES.

On the western edge of the great crystalline plateau are situated the principal lakes of the north western continent—Winnipeg, two hundred and thirty miles in length and forty miles broad; Arthabaska, Great Slave Lake, and the largest of them all, Great Bear Lake, which is intersected towards its north western extremity by the Artic Circle.

To the west of this great chain of waters the country is all habitable, and in a northerly direction as far as the sixty-fifth degree of north latitude. If, indeed, the Mackenzie River should ever be what nature has adapted it for being, the principal channel through which a great portion of the trade of the western world must flow, there may one day be a dense population even so far north as the junction of its waters with the Arctic Ocean.

COUNTRY WEST OF THE CRISTALLINE BELT, ASSINIBOIA, &C.

The portion of the country that may be first considered is the extensive region bordering on Lakes Winnipeg, Manitoba, and Winnipigoos. Its principal rivers are the Assiniboine, which is all within British territory, and the Red River, which only becomes British at Pembina, a small town on the frontier of the United States. The authorities that can be most relied on speak highly of the climate, the soil, and the beauty of this region. It has been officially reported by the Canadian Exploring Expedition of 1857 that "the summer temperature is nearly four degrees warmer than at Toronto, as ascertained by comparison of corresponding observations." Summer begins earlier and with more regularity than in Canada. We are not surprised, therefore, to learn that "the melon grows with the utmost luxuriance, without any artificial aid, and ripens perfectly before the end of August." (Expedition, '57). Wheat crops have often been known to give a return of 50 bushels to the acre, and farms have been proved to be capable of yielding for eighteen successive years without any diminution of their produce. All kinds of garden vegetables as well as oats, barley, Indian corn, hops, flax, hemp, potatoes, and other root crops are easily raised. "The potatoes, cauliflowers, and onions I have not seen surpassed," says Professor Hind, "at any of our provincial fairs."

The character of the soil cannot be exceeded. It is a rich black mould, from ten to twenty inches deep, reposing on a lightish-colored alluvial clay, about four feet deep, which again rests upon lacustrine or drift clay to the level of the water in all the rivers and creeks inspected by the expedition of 1857 and 1858.

It is far from being true, as has been stated, that there is only some arable or cultivable land along the course of the great rivers. "I frequently examined the soil," writes Professor Hind in his official report, "some miles distant from the rivers along my line of route, and I invariably found the prairie country to exhibit a uniform fertility." This rich and beautiful region, which has been described by some travelers as an unbroken level, watered by numerous tributary streams and abounding in elm, oak, ash, maple, and all the varieties of trees known in Canada, is no less than one million five hundred acres in extent. Recent observations also prove that this "paradise of fertility," as it has been called by one of the settlers, is not more than 600 feet above the level of the ocean.

Passing to the west of the valleys of the Assiniboine and Red Rivers, we find a country no less fertile, and even more beautiful, as it possesses the pleasing variety of hill and dale. It is watered by an infinite number of lesser streams, the principal of which are the Swan River and the highest tributaries of the Assiniboine. Teis interesting region was likewise visited by the exploring expedition sent by the Government of Canada in 1857–8. In Mr. S. J. Dawson's official report of this expedition published by order of the Canadian House of Assembly, this extensive portion of the North West territory is described as being eminently adapted for the purposes of agriculture and colonisation. Possessing a milder climate than the more elevated lands to the south of the United States boundary line, all the varieties of cereal crops can be produced without difficulty or risk of failure. Accrrding to this gentleman's description, the whole country has more the appearance of a fine park, beautifully varied with with lawns, woods, gardens, shrubberies, lakes, and streams, than an unreclaimed tract of unbroken wilderness. If the late Governor Simpson, had passed through this country, it would undoubtedly have inspired one of his most eloquent and glowing pictures of woodland, lake, and river scenery.

THE SASKATCHEWAN COUNTRY.

This extensive territory stretches from the borders of the granite plateau already alluded to, and from which it is separated by a chain of waters, consisting of Cedar Lake, a portion of the River Saskatchewan, Fine Island Lake, and Beaver Lake, for a distance of 800 or 900 miles westward to the Rocky Mountains. It is divided into numerous plains and valleys by the River Saskatchewan, its two great branches, and its numerous tributaries, which, rising for the most part in the vast mountain range, rush down the innumerable vales and glens on its eastern slope, giving life, beauty, and fertility to a region which would otherwise be a rugged and forbidding wilderness.

The travellers who have visited this region bear ample witness to the fertility of the soil. The scenery they describe as "magnificent," and the banks of the river on either side as luxuriant beyond description. "Vast forests,"

says Lieutenant Saxon, "cover the hill-tops and fill the valleys. The climate is mild and cattle keep fat in winter as well as in summer on the nutritious grasses."

Sir George Simpson, who had been for thirty years Governor of the Hudson's Bay Company, in his very beautiful and interesting book ("Voyage Round the World,") informs us that "the rankness of the vegetation between the forks of the Saskatchewan savored rather of the torrid zone, with its perennial spring, than of the northern wilds." He speaks of himself and his fellow travelers as "brushing the luxuriant grass with our knees, and the hard ground of the surface was beautifully diversified with a variety of flowers, such as the rose, the hyacinth, and the tiger lily."

"Towards the foot of the Rocky Mountains," says the same impartial writer, "lies a country capable of being rendered the happy home of millions of inhabitants when facilities of communication shall be offered which can lead to it."

Dr. King, in his evidence before the select committee of the House of Commons, 1857, gives a very interesting account of a colony which was endeavoring to establish itself near Cumberland House, between Fine Island Lake and the River Saskatchewan. This colony occupied and had in a high state of cultivation some fifteen hundred acres, on which they raised excellent wheat. When asked by Mr Christy whether the cultivation was successful, Dr. King replied, "Quite successful; the wheat was looking very luxuriant." Were there any other kinds of crops? "There were potatoes and barley, also pigs, cows and horses." In this small settlement each man had his own particular allotment, and everything, according to the evidence of Dr. King, was in the most flourishing condition. The learned witness, however, further states—"When I was going away they said:—'Cannot you help us? You are a Government officer; the company have ordered us to quit, and we shall be ruined.'" Of course agriculture and colonization were not the objects of the company; and, *la raison du plus fort est toujours la meilleure.* What became of this interesting little colony deponent said not. The day may not, perhaps, be far distant when colonization will be undertaken on a greater scale and under more fostering auspices.

But it has been stated that owing to periodical inundations which, every spring, lay the whole country under water, for nearly 200 miles from the junction of the River Saskatchewan with the lakes, cultivation—the raising of crops—settlement are impossible. This objection, if, indeed, it be a serious one, applies only to a very limited section of the country. And could no means be discovered by which these inundations might be prevented or at least regulated and rendered advantageous? There are falls of great magnitude near the point where the Saskatchewan joins Lake Winnipeg; and, although the people at Red River do not think that by removing a certain mill pond in their country an immense swamp which it dams up would be drained, it is nevertheless beyond question that if the wants of man required it, the annual floods of the Saskatchewan might be made to find their way into Lake Winnipeg without first inundating the country. But in a region where it rains so little, the precipitation being in the course of the year only fifteen inches, it might tend more to the raising of abundant crops to regulate and even extend the rush of the spring tide waters. To what does Egypt owe the fertility of its plains, if not to the Nile's inundations? The whole valley through which the great river flows was wont to be overflowed, and often to excess; yet who ever heard of a famine on the banks of the Nile or that Egypt was incapable of being, when occasion required, the granary of the world? In order that no inconvenience might arise from excessive inundations, great and stupendous works were erected by the generosity of the king of Egypt and the ingenuity of her people. Thus were the superfluous waters disposed of and regulated so as to increase to an amazing extent the fertility of the land. Who knows but, when people if not princes have been multiplied on the earth, similar works may be undertaken in the hitherto neglected regions of the North West?—and who dare say that the vast countries there, which have known no sound as yet save the lowing of wild cattle and the war-whoops of the fierce red man, shall not rejoice one day in all the blessings of civilization and become vocal with the glad accents of millions upon millions of happy beings?

SOIL AND CLIMATE OF THE REGIONS WATERED BY THE MACKENZIE RIVER AND ITS TRIBUTARIES, THE ELK, AND PEACE RIVERS.

The valleys of the Elk and Peace Rivers, tributaries of the Mackenzie, although much further north than the countries on the Saskatchewan, being situated between the 55th and 58th degrees of north latitude, enjoy a climate and soil adapted to the growth of all the cereals and all kinds of garden vegetables. Wheat, even, can be raised easily in these valleys, for it grows at Fort Laird, in 60 degs. north lat., on Mountain River, another tributary of the Mackenzie. Although we have no positive evidence before us which decidedly proves that wheat crops may be relied on at Peace River, there is surely ground for believing that, where the spring is so early, grain, which even cold Siberia refuses not to the labor of man, might be successfully cultivated. Sir Alexander Mackenzie, in his journal, of date May 10, 1793, says that "already the buffaloes were seen with their young ones frisking about them." At this time also (10th May,) "the whole country," he writes, "displayed an exuberant verdure. The trees that bear a blossom were advancing fast to that delightful appearance; and the velvet rind of the branches, reflecting the oblique rays of a rising and a setting sun, added a splendid gaiety to the trees which no expressions of mine are qualified to describe."

Between the two rivers—the Elk and the Peace—55—56 N. latitude, "the ground rises to a considerable height, and stretches inwards to a great distance. At every interval or pause in the rise there is a very gently ascending space or lawn, which is alternate with abrupt precipices to the summit of the whole, or at least as far as the eye could distinguish. This magnificent theatre of nature has all the decorations which the trees and animals of the country can afford it. Groves of poplar, in every shape, vary the scene, and their intervals are enlivened with vast herds of elks and buffaloes—the former choosing the steep uplands and the latter preferring the plains.—*Sir Alex. Mackenzie's Journal*, 1793.

EXTREME LIMITS OF CULTIVATION.

At Fort Norman, within a few miles of the 65th parallel of north latitude, barley and potatoes have been raised, although probably wheat could not be cultivated. It is well known, however, that in Europe it grows to perfection as far as latitude 59.

But neither wheat crops nor cereals of any kind are destined to form the resources and the wealth of this portion of the country. The navigation of the Mackenzie will be its treasure. And surely if the enterprising citizens of the United States find it profitable to convey from the seas which receive the waters of this great river shiploads of whale oil and other merchandise, it will be still more so for the future inhabitants of the flowery regions of the Saskatchewan, the Assiniboine, and the Red River to derive like supplies from the Arctic Ocean by means of the Mackenzie, which is navigable during the summer months for more than twelve hundred miles, thus affording access to the very heart of the land, whence, in all directions, there are lakes and rivers capable of bearing on their waters the most richly laden merchant ships. Seven millions of dollars yearly, the sum accruing to the United States from the whale fisheries alone, are surely but an inconsiderable fraction of the priceless treasures that might be fished up from the inexhaustible depths of the great Arctic Sea. And this will be, one day, the rich possession of the numerous people who will find their homes on the eastern slopes of the Rocky Mountains and in the fertile valleys and the prairies which end only where the settled country of Canada begins.

THE WAY TO THE NORTH WEST.

Hitherto it has been too generally believed that access to the beautiful countries of the North West is extremely difficult, if not impossible. This idea may have arisen from the circumstance that the Hudson's Bay Company have been in the habit of travelling thither by long, circuitous, difficult, and even dangerous routes. It seems extraordinary that they should have preferred to convey their stores and merchandise round by the stormy waters of the north, with their only port at York Factory on Hudson's Bay, which is almost always frozen, when a more direct way was at their command by the Canadian lakes and the chain of waters which extend from Lake Superior to the vicinity of their settlement on Red River. This may have led to the belief that there existed no better route. Recent explorations have shown, however, that the journey from Canada to the North West is shorter than has been supposed, and comparatively easy; that, indeed, where there are portages or carrying places, a great highway might be established, only a little longer than the most direct or air line from Fort William, at the head of Lake Superior, to Fort Garry, on the Red River. (Air line with a little road making 377 miles—route by land and water 454 miles.)

Nor does this route pass through a barren and inhospitable wilderness. The height of land separating Lake Superior from the countries to the westward once passed, the rivers and lakes are bordered by prairies and luxuriant woods. Nor are these regions without inhabitants. In addition to the Indian tribes, who are by no means hostile, there are numerous settlers of European origin, and several missions have been in existence for many years. The colonists of Red River, who are most anxious to hold relations with Canada, would prefer this route to the more circuitous, difficult, and dangerous one by Pembina and through the state of Minnesota. They gave proof of this preference by undertaking themselves to make a road ninety miles in length, from that settlement to the Lake of the Woods, which constitutes so large a portion of navigable waters extending to within thirty miles of Lake Superior. The Government of the dominion of Canada, in consideration of the loss of the crops at Red River this year, 1868, have relieved the settlers from this responsibility and are now actually directing the construction of a road from Fort Garry in connection with the navigable waters.

This route will in a short time hence be available for travel and traffic, part of the land from

Thunder bay (Lake Superior) towards the lake region, which lies between Lake Superior and the Red River country, being already constructed, and an appropriation having been made by the Canadian Government for the construction of 90 miles of waggon road from the last of the chain of lakes (the Lake of the Woods) to Fort Garry, the chief place in the Red River settlement.

It is not unreasonable to suppose that, by opening communication with the North-West territories, an important amount of trading will be at once established between those regions and Canada. At present the settlers at Red River are dependent for their supplies on the state of Minnesota. Goods can only be conveyed from St. Paul, the chief city of that state, with considerable difficulty and at great expense. The North-Western people would find a cheaper and equally well supplied market in Canada; and as has just been shown, the cost of carriage would be materially less. The able men who direct the energies of the Hudson's Bay Company would be among the first, undoubtedly, to see the advantages of the new route and to avail themselves of them. Canada cannot fail to recognise her interest in such great public, even national improvements. Trade, to the value of many millions yearly, would be directed to her borders; wealth would flow to her from the gold mines of the Fraser, the coal fields of Vancouver, the inexhaustible fisheries of British Columbia, and the fertile plains of the Saskatchewan, the Red River, and the Assiniboine—waters which, communicating by means of portages, lead all the way to the immediate neighborhood of Lake Superior.

And what if the highway to the distant East—to China and Japan; to the lovely islands of the Pacific, to Borneo, to New Zealand, to golden Australia, and our vast Indian empire—should pass through the beautiful and productive valleys of the North-West?

A railway from Halifax or Quebec to the western coast of the American continent has been spoken of; and, indeed, such a way could be more easily made along the banks of the Saskatchewan and the northern passes than through the more mountainous country some degrees farther south. Nor would the Rocky Mountains be an insurmountable barrier. They could be pierced without any serious engineering difficulties at the sources of the Mackenzie and Frazer Rivers, or at the point where they were traversed by Sir George Simpson, with a long train of horses, waggons, and baggage, at the head waters of the Saskatchewan and Columbia. In the meantime, other kinds of roads and modes of conveyance may be adopted with almost equally great advantage. The more direct way to Red River, by the lakes which already almost connect the Canadian lakes with the settlement at Fort Garry, once established, as it must be in a year or two, the great highway as far as the Rocky Mountains, and within 200 miles of Frazer River, is complete, the rivers and lakes extending westward from Red River, being navigable even for vessels of large tonnage eight hundred miles of the way. At present there is no other route to the rich and populous lands of the eastern hemisphere than by the stormy seas of Asia and Africa, across the Isthmus of Panama, round Cape Horn, or through the dangerous Straits of Magellan, or by what is called "the overland route," through foreign countries. Whether the nations of Europe will continue to prefer these ways, which, however long and difficult and dangerous, have the sanction of antiquity, it is obvious that Canada, as she increases in wealth and population, will find the new way, although all but untrodden as yet, more convenient, perhaps even essential, for the wants of her trade.

☞ The directors of the Connecticut Western Railroad Company have voted to locate the road from Hartford to Collinsville, by the way of Bloomfield, Tariffville notch and North Canton. The road is to follow Brick-Kiln brook from Hartford, through Blue Hills to Bloomfield,

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for six months of the year:

	1868.	1869.
Ashes, bbls.	2,901	4,941
Breadstuffs—		
Wheat flour, bbls.	1,032,126	1,222,146
Cornmeal, bbls.	193,873	146,646
Wheat, bush.	3,770,473	5,657,369
Rye, bush.	215,419	191,668
Oats, bush.	2,732,061	1,981,211
Barley, bush.	718,525	317,756
Peas, bush.	179,844	85,199
Corn, bush.	8 453,430	3,869,309
Cotton, bales.	358,577	342,204
Naval Stores—		
Crude turp., bbls.	4,656	9,561
Spirits turp., bbls.	27,728	30,205
Rosin, bbls.	216,186	283,952
Tar, bbls.	19,869	51,364
Pitch, bbls.	2,985	2,005
Provisions—		
Pork, pkgs.	72,506	64,656
Beef, bbls.	33,773	48,498
Cutmeats, pkgs.	58,265	63,067
Butter, pkgs.	199,188	298,521
Cheese, pkgs.	218,165	212,822
Lard, tcs. and bbls.	67,951	50,106
Do., kegs	8 449	4,338
Whiskey, bbls.	10.119	90,187
Petroleum, pkgs.	292,965	422,179

Exports from New York to foreign ports of certain leading articles of domestic produce for six months of the year:

	1868.	1869.
Ashes, Pots, bbls.	1,933	2,508
Do., Pearls, bbls.	79	69
Beeswax, lbs.	286,230	82,843
Breadstuffs—		
Wheat flour, bbls.	461,187	567,487
Rye flour, bbls.	4,517	2,084
Cornmeal, bbls.	104,856	81,904
Wheat, bush.	2,911,433	5,401,716
Rye, bush.	153 093	48,039
Oats, bush.	39,368	41,857
Barley, bush.	.....	.....
Peas, bush.	50,118	54,326
Corn, bush.	3,929,628	1,453,775
Candles, bxs.	43,909	28,687
Coal, tons.	28,676	37,059
Cotton, bales.	204,947	160,095
Hay, bales.	20,442	17,031
Hops, bales.	356	34,556
Naval Stores—		
Crude turp., bbls.	200	392
Spirits turp., bbls.	6,801	8,274
Rosin, bbls.	186,521	274,638
Tar, bbls.	7,004	28,817
Pitch, bbls.	1,957	2,275
Oils—whale, galls.	155 676	2,252
Do., sperm, galls.	189,955	387,531
Do., lard, galls.	112,287	20,717
Do., linseed, galls.	26,185	2,455
Provisions—		
Pork, bbls.	50,837	38,407
Beef, bbls.	13,154	14,565
Do., tcs.	38,979	40,464
Cutmeats, lbs.	22,774,598	31,289,296
Butter, lbs.	542,341	494,921
Cheese, lbs.	12,758,141	11,354,756
Lard, lbs.	24,455,112	17,383,408
Rice, tcs.	220	249
Do., bbls.	9,430	2,142
Tallow, lbs.	7,215,552	10,624,879
Tobacco, crude, pkgs.	87,885	50,111
Do., manf., lbs.	3,675,202	2,691,652
Whalebone, lbs.	375,047	154,314
Petroleum, galls.	22,394,289	28,332,131

☞ Articles of association were filed on the 25th of June incorporating the Brooklyn, Flatbush and Coney Island Railroad Company. The road is to run from a point in the town of Flatbush to Coney Island, a distance of about six and a half miles. Capital stock two hundred thousand dollars.

The Chinaman as a Railroad Builder.

It is a significant fact that at the laying of the last rail on the Pacific Railroad, John Chinaman occupied a prominent position. He if was who commenced, and it was he who finished, the great work; and but for his skill and industry the Central Pacific Railroad might not now have been carried eastward of the Sierras. The experience of this undertaking has proved that the Chinaman is an admirable railroad builder. His labor is cheap, his temper is good, his disposition is docile, his industry is unflagging, his strength and endurance are wonderful, and his mechanical skill is remarkable. There are Chinamen in the employ of the Central Pacific Company who are more clever in aligning roads than many white men who have been educated to the business, and these Mongols will strike a truer line for a longer distance with the unassisted eye than most white men can with the aid of instruments. A good deal of nonsense has been talked about the Chinaman's want of stamina, and his inferiority to the white laborer in point of strength and capacity for work. The Central Railroad has pretty thoroughly settled that point; for numerous experiments have been made during its construction, with a view to test the respective capabilities of the two races. On one occasion a party of Irishmen and a party of Chinamen were pitted against each other in blasting a hard rock for tunnel. Bets were freely made that the white men would come out winners; but at the end of the day, when the work of each party was measured, it was found that John Chinaman had burrowed further into the rock than his antagonist, and was, moreover, less fatigued.

The bands of Chinamen now organized by the Central Company are as fine railroad builders as can be found anywhere. The officers of the Union Pacific road were amazed at the work these fellows did, and it is by no means improbable that our Eastern friends will endeavor to secure some of these trained gangs for the next railroad enterprise in which they may engage. Many of the Chinese bosses, or heads of gangs on the Pacific Railroad, are very intelligent men, and a few days since we were present when one of these entered a car and engaged in a conversation then going on, speaking good English, and showing an extensive acquaintance with railroad matters. It is well that we should bear in mind the great assistance that the Chinese have afforded to the Pacific Railroad, and that we should remember the difficulties which their presence dissipated. The training they have received on that road has given to California a large body of men peculiarly adapted to this description of work, and it has rendered comparatively easy the carrying out of other enterprises of the same character. They will probably be largely employed in the construction of the California and Oregon Railroad, now about to be entered upon; and, while they do not prevent the engagement of white men, they will facilitate enterprises which might be impracticable, lacking their aid. The Chinaman is a born railroad builder, and as such he is destined to be most useful to California, and, indeed, to the whole Pacific slope.—*San Francisco Times.*

Newark and New York Railroad.

A train, consisting of an engine and one passenger car, passed over the Newark and New York R. R. on the 30th ult., and it is intended to have regular trains running by the 20th inst. The work on this line has been pushed forward with great energy. The President, John McGregor, Chief Engineer Moore, and Francis Mackin, one of the directors, deserve credit for their exertions in carrying out this enterprise. The route to Newark is much shorter than by the other roads, and trains will run in much less time. It is also understood that the rates will be lower than by the other lines.

Eastern Shore Railroad.

The railroad muddle is not likely to be long-lived. The directors held a meeting at Millington on Wednesday of last week, when the contractors gave them every assurance that the contract would be fully complied with. Four hundred tons of iron, enough to complete the road to or below Millington, has been ordered down. If the contractors can stand purchases of this character, receiving their money promptly from the company, little apprehension need be felt of an early completion of the road. The end from Massey's to Townsend is now in running order.—*Centreville Citizen.*

☞ Thomas B. Reddie has been elected President of the Paterson and Newark Railroad Company.

EDWARD W. SERRELL,

CIVIL ENGINEER,

64 & 66 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

Novel Rail, Chair and Spike or Fastening, etc., etc.

THIS RAIL IS SUPPORTED IN THE RISE BY quarter circles of iron; on the base with a V making it stronger vertically. The V is let into an opposite shape in the chair and also in the wood of ties—the chairs single or double have inverted conical pin or station pins placed in a straight hole in the frame work of road, filled with tar, etc. The rails are attached to the chair by two one inch pins coming up through the rail with little action, the fastening being in the centre of the rail, and the expansion and contraction of the rail being to and from the ends, the fish plate is entirely superfluous. Every third rail may be pinned in the centre, the join of the ends would be midway on a double chair having pins raised 1¼ inches long by ¾ inch thick, the rail slatted to receive them with short lips over the rail. The spike has flanges on the sides, wider apart at the head than at the point, and side holders so that they will be keyed in by shrinkage and pressure of the wood; the spike now used is a straight bar about ¾ inch, when the tie shrinks from the sides against the bar, the tie opens and splits almost in every case, the ties are bored to take up shrinkage, this spike will prevent it. On hand all sizes of these self-keying spikes and nails, also ordinary chair with the station pin or pins.

For sale by the inventor,

A. BEEBE,

78 Cedar Street.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, July 3, 1869.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Illinois Central Railroad Company, payable on the 2d day of August next to the holders of full paid shares registered at the close of the 17th day of July instant, after which date and until the 6th day of August the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

NEW YORK

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VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 23, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

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Directions, Prices, etc., can be obtained by mail or otherwise.

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Railroad and Machinery SUPPLIES.

F. P. CORBY & CO.,

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notif managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.

Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

WATSON'S NEW & COMPLETE RAILROAD MAP,

OF THE

United States and Canada.

SIZE, 3½ BY 4½ FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, - - **$3 00**

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MANUFACTURERS OF

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From 15 to 100 in. Swing, and from 6 to 30 feet long.

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To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

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4t27 **Buffalo, N. Y.**

POOR'S MANUAL

OF THE

Railroads of the United States for 1869--'70.

SHOWING THEIR MILEAGE, STOCKS, BONDS, Cost, Traffic, Earnings, Expenses, and Organizations; with a sketch of their Rise, Progress, Influence, etc.—Together with an APPENDIX, containing a full analysis of the Debts of the United States, and the several States.

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Special Attention given to Unusual Shapes, Sizes and Lengths.

ALL IRON WARRANTED.

FOR SALE OR HIRE.

4 SECOND HAND PASSENGER CARS, 4 feet 8½ inch gauge. Two seat 60; two 48 persons.

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Delaware Car Works,

4t25 **Wilmington, Del.**

Mississippi River R. R.

TO CONTRACTORS.

SEALED PROPOSALS will be received by the undersigned, at the office of the Company, No. 450 Main street, Memphis, Tennessee, until 12 o'clock noon, on the 20th day of July, 1869, for the Clearing, Graduation, Masonry, Bridging and Crossties necessary to complete the above road from Memphis to Covington, about thirty-six miles, ready for the iron rails. A large portion of the work is heavy, and well worthy the attention of contractors. As it is the intention of the Board to place the entire road to Cairo under contract as soon as the surveys are completed.

Proposals may be made for cash, or for county bonds, or for part cash, county bonds and stock.

Plans, profiles and specifications are now ready for inspection at the Company's office, by application to Thos. H. Millington, Chief Engineer, from whom all necessary information may be obtained.

Proposals will be received for the whole work, or in divisions.

The right is reserved to reject any and all bids not deemed satisfactory.

(Signed) A. S. MITCHELL,
President Mississippi River Railroad.

Memphis, Tenn. June 23, 1869.

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
NEW YORK, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

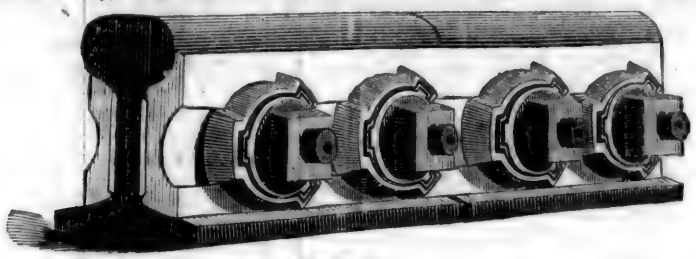
The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,

Memphis, El Paso and Pacific R. R. Comp'y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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RAILROAD FORGINGS.

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PASSENGER CAR LAMPS

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Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers.** These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

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New and Old Rails,
Fish Bars, Bolts and Nuts,
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THROUGH LINE TO

California and China.

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$275	**$225**	**$150**	**$75.**

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

July 10, ALASKA, CAPT. GRAY, connecting with CONSTRUCTION, CAPT. HUDSON.

Steamer leaving July 10, connects closely with steamer OREGONIAN, leaving San Francisco Aug. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA received until 4 P. M. on FRIDAY, July 9. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 29.] SATURDAY, JULY 17, 1869. [WHOLE No. 1,735, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 17, 1869.

Bridge over the Missouri River.

The laying of the corner stone of the Cameron and Kansas Railroad Bridge at Kansas City, took place on the 1st of August, 1867. On the 3d of July, 1869, over forty thousand persons assembled at the same place to witness the completion and opening of this the first railroad bridge across the Missouri river. The event was celebrated by a procession and a banquet. After the procession had passed over the bridge, the structure was put to a severe test by placing five locomotives and a train loaded with iron on each span. The result was most satisfactory. The following description of the bridge is from the St. Joseph *Herald:*

The total length of the bridge proper is 1,395 feet; it is supported by seven piers. The spans are:

	Feet.
One shore span on Pacific Railroad of	70
One span reaching to channel of river of	135
One pivot draw span of	360
One main adjoining span of	250
Two spans of 200 feet each	400
One span reaching to north shore	180
Whole length	1,395

The railroad reaches the bridge level on the north side by passing over 2,360 feet of trestle work, the grade raising one foot in the hundred, from an embankment, while upon the south, or Kansas City side, an excavation in the bluff carries the road round a sharp curve to the west into the Kaw River bottom, where a junction is made with the Western and Southern Roads.

The location of the piers is as follows (low water standing):

1st pier, 21 feet of water and 2 feet of land.
2d pier, 25 feet of water and 8 feet of land.
3d pier, 19 feet of water and 23 feet of land.
4th pier, 10 feet of water and 45 feet of land.
5th pier, 5 feet of water and 62 feet of land.
6th pier, 3 feet above water and 83 feet of land.
7th pier, 3 feet above water and 97 feet of land.

On account of the shifting of the sand it was found necessary to go down to the bed rock with the first four piers. To do this in such a current, (averaging six miles an hour,) new devices and inventions were originated.

To convey an adequate idea of the difficulty in securing a foundation for the piers in the water and sand, we give a brief description of the building of Pier No. 4. It will be seen from the above table that forty-five feet of sand had to be driven through in addition to the ten feet of water. The bold and novel plan of driving a pier of masonry bodily to the rock, a distance of fifty-five feet, was adopted. The pier was built upon a caisson, the construction of which required 60,000 feet of oak timber, and 22,000 pounds of wrought iron; it was 70 feet long, 22½ feet wide and 12 feet high, with pointed ends. It was built with double walls, the outer vertical, and the inner inclining inward and upward, the two uniting at the base in a sharp cutting edge, shod with iron. It had three cross walls of similar form. This was built on shore and floated to its place. This case was inclosed by sixty piles; upon the piles were mounted seven trusses, capable of carrying 2,000 tons. Twenty-four suspension screws 26 feet long and 2½ to 3 inches in diameter, were placed in the truss frame above.

The caisson being in position, it was raised by the screws in the trusses, the false bottom removed and lowered upon the sand, the spaces between the double walls were filled with concrete. The dredging machine, worked by an engine of 25-horse power, was now set in motion, working from the well-holes; the descent was regulated by the screws in the truss frame. As fast as the mass of masonry and caisson descended, additional sections were added to the caisson, within which the cut stone blocks of masonry were laid. The endless chain dredges from the well-holes, aided by the immense pressure of masonry, rendered the descent rapid. The first material excavated was a fine mud, then a coarse sand. Gangs of men were kept at work night and day. The work encountered two sunken logs; one of them was removed by the divers, while, the other, fifteen inches through, was broken. The pier came at last to a bearing upon stiff clay; the dredge could do nothing, rock must be reached. A force of eight divers was set at work to finish the excavation, working, in alternate gangs, day and night, in the chambers of the lower section, beneath the masonry, removing the boulders one by one. The stones removed were from pebbles to 250 pounds. At length, on the 10th of March, 1869, the divers brought the pier to a bearing upon the rock. The well-holes were now filled with concrete and the pier finished.

The superstructure fixed is of the double triangular truss; the lower chords, and all others strained in tension, are of wrought iron—the top chords of wood. The draw is entirely of wrought iron, weighing 350 tons, and turns on a pivot. When the draw is open the ends rest on piers built to receive them. The draw will open and shut by steam. It is 60 feet longer than any other draw ever erected—Rock Island bridge being 280 feet, Clinton 300 feet, while this is 360 feet.

The bridge unites the North Missouri, Cameron branch of the Hannibal and St. Joe, and the Missouri Valley Railroads on the north of the river with the Union Pacific, E. D., Missouri Pacific, Kansas City and Fort Scott and the Missouri River Railroads on the south of the river.

This bridge is part of a system long since inaugurated and now accomplished—the connection of the Lakes with the Gulf by rail. It would be unjust to omit the mention of the early movers in this enterprise. We refer particularly to Colonel K. COATS, President of the Gulf Railroad; Dr. J. LYKINS, S. W. BOUTON, JOSEPH C. RANSOM, Esq., and others; but to no one is the project so much indebted as to Hon. R. T. VAN HORN, the member of Congress from the Sixth District. He, in 1856–57, drew the charter of the Kansas City, Galveston and Lake Superior Railroad (now Cameron and Gulf Roads.) The charter provides for bridging the Missouri River and regulating the gauge of the roads. A second bridge charter was obtained in 1863, by Messrs. VAN HORN and others, which right was transferred to the present structure. The consent of Congress had to be obtained. The news was telegraphed to Colonel VAN HORN, then in Congress, that Congressional sanction was vital to the work; in three days a bill to that effect had passed the House, and in ten it was a law.

The bridge was built by a company of which Mr. JAS. F. JOY is the President. Mr. G. CHANUTE is the Engineer-in-Chief. The work is a splendid monument to his genius. It cost about $1,200,000, and has been two and a half years in building.

☞ Mr. S. H. H. Clark has been appointed purchasing agent of the Union Pacific railroad—headquarters at Omaha.

Russian Railways.

The chief inspector of Russian railways has just published an account of the state of the traffic on the railways of the Empire for the last two years. He states that the traffic of 1868 was carried over 664 miles of the Governmental lines, and 3,611 miles of private lines—the last having been traversed by 7,743,538 passengers in 1867, and 8,783,299 in 1868. The amount of the goods forwarded by the private lines in 1867 was 116,050,000 cwt., against 153,900,000 cwt. in 1868. The gross receipts of all the private lines are about £5,423,809 (37,999,465 roubles) for 1867, and about £6,666,522 (46,665,742 roubles) for 1868; showing an increase of £1,237,713. This increase would probably be far greater if all the main lines leading to Moscow and St. Petersburg were provided with double rails. The lines of Moscow-Riazan and Moscow-Koursk are furnished only with single rails, so that the accumulation of goods at different stations is enormous.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers ...	$1,721,506 97	$1,795,806 11
" freight	2,480,974 16	2,755,200 48
" miscellaneous..	268,398 51	165,286 30
	$4,470,879 64	$4,716,292 89
Expenses, viz:		
Repairs of road.....	$700,636 18	$557,292 25
" buildings ..	120,366 20	200,052 96
" locomotives	258,017 42	271,220 65
" cars	260,554 47	315,238 44
Locomotive service...	125,273 70	140,445 12
Train " ...	130,754 67	148,241 25
Station " ...	515,447 30	601,703 81
Fuel.....	311,249 06	387,865 32
Oil and waste.....	39,291 78	53,017 38
Stationery, etc.....	33.877 25	29,698 89
Local taxes.....	104,198 94	104,475 60
Telegraph	24,854 06	27,682 98
Miscellaneous.....	90,024 61	50,008 74
	$2,714,545 64	$2,886,943 39
Net earnings	$1,756,334 00	$1,829,349 50

Compared with the previous year the gross earnings show an increase of $245,413 25; with an increase in expenses of $172,397 75—making the increase in net earnings $73,015 50.

The earnings from passengers show an increase of $74,299 14, and the earnings from freight, $274,226 32, with a decrease in miscellaneous of $103,112 21.

Passenger earnings per mile were $6,323 26; freight, $9,701 41; miscellaneous, $581 99—total, $16,606 66, an increase over the previous year of $3,017 37.

The expenses of operating the road (not including taxes) were $2,782,467 79, or 59 per cent. In 1868, they were 58.38 per cent.; in 1867, 62.81; in 1866, 61; in 1865, 55.8; in 1864, 47.6; in 1863, 40.4; in 1862, 45.1; in 1861, 51; and in 1860, 53.7. The expenses, including taxes, the past year, were 61.21, against 60.71 in 1868, and 65.35 in 1867. The president in his report says:

The expense of operating has been somewhat larger in proportion to earnings, by reason of the increased winter business resulting from the transportation of grain in bulk to the seaboard. This has occurred during the past winter to a very large extent, for the first time in the history of the railroads of the country; and though done at low rates, was to some extent profitable. This transportation of grain by rail, which has heretofore always been by water, has resulted from the establishment of the through line of freight cars, avoiding the necessity of any change or transfer of freight from its starting point in the West to its place of destination in the East. It was a very large business during the winter, and caused considerable increase of the expense of operation. It is a strong indication of the results of the harmonious workings of the various roads constituting the line between ew England and New York and the West co-operating for the general good. It is, however, but a beginning of the valuable results to the country and to the railroads themselves which will accrue from such harmony, coupled with the indispensable improvement of the tracks of the various roads—which is the great duty of railway managers—and the removal of every possible unnecessary charge upon property in its progress from the producer to the consumer.

The gross business of the year in the amount of tonnage transported, has increased nearly 25 per cent. The reduction of rates, however, resulting from competition, has been such that the revenues of the Company have not increased in the same ratio; and, indeed, it is not desirable that they should. In view of the rapid development of the country, and especially of the progressive and rapid settlements of the West, and vast increase of its productions, depending upon cheap transportation for their value, the great aim of railway companies should be to so perfect their roads and appointments as to transact the immense business of the country at the least possible expense, and rely upon the volume of business to be done at reasonable rates rather than upon smaller amounts with higher charges.

The reduction of through passenger fares during the past year, has been one-fifth, and perhaps that of the rates of through freight has been nearly in proportion.

The track of the road and equipments of motive power and rolling stock have been not only kept up to standard, but considerably improved during the year. Additional locomotives have been placed upon the road, though from the increased volume of business there is a necessity for some addition still to its motive power to enable it to meet the requirements of business.

The completion of the railroad from Grand Rapids to Kalamazoo, has created a necessity for some, though not expensive improvements to accommodate it at the latter place.

The Jackson, Lansing and Saginaw road is doing an increasing and healthy business. The Grand River Valley Railroad, from Jackson to Grand Rapids, is drawing near its completion. They all promise to be valuable contributors to the traffic of the road of this company.

It has been found necessary at Jackson to erect a new and additional freight-house to accommodate the enlarged business at that point; and during the past year a substantial one of brick has been built, at a cost of $26,000. Some enlarged accommodations for passengers at that place will also be required. The construction also of another railroad from that point to Fort Wayne, now in a good state of forwardness, renders the improvements all the more indispensable. These roads, taken up and constructed by the enterprising people of that place, bid fair to make it, not only the most important place upon our road, but to place it in the rank of the most important cities of the State.

The reports of the General Superintendent and of the other heads of departments will show more fully the present condition and operation of their departments during the year, to which your attention is called for more detailed information, the general careful management of which the Board takes pleasure in commending.

They also take pleasure in stating that the relations of the Western roads with the Eastern or Trunk lines, as they have sometimes called themselves, have become greatly improved. They have come to realize that they are not independent roads, but are parts only of great lines extending from Chicago to New York and Boston, and that their interest and prosperity are connected with the interests and prosperity of the whole lines. The days of arbitrary rates by the Eastern portions of the lines have passed by. Hereafter it is believed that the competition will be between the various through lines, and that each part of every line will be content to share the burdens and the benefits resulting from their common interest. The management, therefore, will be more in harmony; the difficulties in the way of business will be much less, and the general reaults more satisfactory to all parts of the lines.

It will be seen from the foregoing, that while the net results during the past year have been less than in former years in proportion to the business done, yet on the whole, they have been satisfactory, and the future seems to be full of promise. But those only who are familiar with the West can realize its progress or extent, the vast immigration spreading over it, or the rapidity with which its fertile domains are brought into cultivation, and its towns and cities are springing up, or the speed with which the railway follows, and sometimes outstrips the immigration as it spreads over the great Western prairies. All these things foreshadow long continued and constant increase of business—quite as rapid in the future as in the past—and though in the past many avenues for its accommodation have been opened to the seaboard, they have not really kept pace with the progress and developement of the business of the country. The Board, therefore, cannot but regard the future with strengthened confidence in continued prosperity of the property of the company.

The total number of tons of freight moved has been 802,835; of which 341,286 tons were through, and 461,449 local. Of the through freight, 251,972 tons went east, and 89,744 west. Of the local freight, 241,750 tons went east, and 219,699 west. Total tonnage east, 493,422; do., west, 309,413.

The whole number of passengers carried was 846,452; of whom 698,011 were local, 121,459 through and 26,982 emigrants. Of the local passengers, 344,653 went east and 253,357 west. Of the through passengers, 55,442 went east and 66,017 west. Total passengers east, 400,096; do., west, (including emigrants) 446,356. The superintendent in his report says:

The passenger traffic for the year shows in the aggregate a healthy increase of both local and through.

The arrangement with the roads and lines east of Suspension Bridge and Buffalo taking effect on the first of January last, wherein the earnings on all through traffic, both passenger and freight, are pro rated, has reduced the receipts of this company per passenger on the through business, but it is believed to be compensated for in the removal of troublesome restrictions and arbitrary rates at certain seasons heretofore imposed on our East bound through

freight, as also in securing greater co-operation in the general interests and working of the line for the long traffic.

In addition to the four through daily passenger trains in each direction, a daily train is continued between Detroit and Dexter, which will soon be necessarily extended to Jackson.

Day and night trains are also run between Chicago and Michigan City, connecting thence through to Lafayette, Indianapolis, Cincinnati, Louisville and New Albany, and it has this season been found necessary to run a daily train between Chicago and Kalamazoo, in order to relieve the express passenger trains and better accommodate the growing way travel; this train, as far as practicable, being run between Chicago and Michigan City in connection with the Louisville Express.

The passenger equipment of the road has been materially improved during the year,—constant regard being given to uniformity of cars and trains, and consequent strength and resisting power, thereby securing the greater immunity from accident.

Of the 846,452 passengers carried during the year, no one of them has been injured. And of the 10,120,022 persons carried altogether since the commencement of the road, no passenger has ever been injured inside the first-class cars of this company.

The freight earnings, as anticipated in our last report, show material increase, chiefly owing to the enlarged facilities afforded to the East bound traffic.

Notwithstanding the reduced rates received on the through eastward shipments for three months succeeding 15th February,—being much lower than at any previous period covering the same season,—the larger tonnage carried has materially increased the gross earnings in this direction.

The article of bulk grain, which until the completion of uniform gauge between Detroit and Suspension Bridge, has formed no part of our traffic, has now become its principal item.

From entire through shipments of 1,060,160 bushels during the year ending May 31st, 1868, this business has increased to 3,706,240 bushels during the year now expired; and the tonnage would have been much greater had we been able to provide a sufficient number of cars and proper handling facilities.

The quick transit of grain by rail, as compared with water, the uniform good condition of delivery, and the convenience of quantity as suited to the means of all dealers, is becoming more apparent, and must soon, to a large extent, change the grain carrying trade. Adding to these advantages increased track facilities over the several trunk lines, and a moderate and less expensive rate of speed, there can hardly be a question as to the ultimate movement of the bulk of this trade.

The working of the Through or Blue Line with cars of uniform style of build, continues to give excellent results; particularly in lessening the chances of delay as compared with the use of cars of mixed construction and consequent difficulty of repair while remote from their own roads.

All the Trunk roads in interest are at the present time adding to their quotas of the uniform stock. The completion of the Kalamazoo, Allegan and Grand Rapids Railroad, and the opening of a portion of the Grand River Valley road, with which close business relations are established, as also with the Jackson, Lansing and Saginaw road at Jackson, is increasing the local business of the road largely to and from their points of intersection.

The relative cost of operating the road, as compared with gross receipts, has been six per cent. above the previous year, while the increased tonnage carried has amounted to 25.72 per cent. The outlay for road repairs has been 21 per cent. less than the previous year, when more than ordinary expense was incurred in improving the track. The following materials have been used in the track: 3,419½ tons re-rolled rails, 3,315⅔ tons repaired rails, 2,515 kegs spike. 76,415 ties, and 16,455 new splice joints. The re-rolled rails have laid 35.68 miles; the repaired rails, 34.60 miles; and replaced rails, 30.94 miles—total of entirely renewed track, 101.22 miles, being 35½ per cent. of the entire road. The expense of locomotive repairs show an increase of but 5 per cent, with 15 per cent. increased service.

The passenger coaches are supplied with the Ruttan plan of ventilation, which is successful in the almost entire exclusion of dust and cinders, and the production of an abundant supply of pure air. All the 12-wheeled first-class coaches are of uniform size and style of build; and in renewing care is taken to preserve uniformity in the improvements, consisting of raised roofs, and the application of the Miller Platform Coupling and Buffer, also the Myer's safety train brake.

INCOME ACCOUNT.

Balance from previous year		$582,243 95
Receipts from pass	$1,825,484 82	
" freight	2,762,678 47	
" miscel	164,061 33	
		4,752,224 62
Total		$5,334,468 57
Expenses, including local taxes		$2,886,043 39
Payments towards sinking funds		84,500 00
Interest and exchange account		536,865 98
Dividends July 1, 1868 and January 1, 1869, 5 per cent. each		878,625 00
U. S. tax on dividends		101.187 95
" receipts		46,312 68
Balance to new account		800,033 57
		$5,334,468 57

It will be seen from the above that the total net income of the company, after payment of operating expenses, local and government taxes, interest and exchange, and the annual contribution to the sinking fund, has been $1,096,414 62, against $953,678 73 in 1868—an increase of $142,735 89.

The bonded debt has been decreased by conversion of bonds to stock to the extent of $1,815,500. The capital stock has been increased by that amount, and by amount of stock dividend Jan. 1, 1869, $904,400. The bonded debt now amounts to $5,153,488 89, and the capital stock to $11,197,348—total $16,350,836 89. The sum invested in the sinking funds for the redemption of the bonds amount to $1,351,599 35. The company is free from floating debt. Construction account has been increased $1,037,759 09, the principal part of which is the amount of the stock dividend, representing permanent improvements for a series of years, the cost of which has been previously charged to operating account.

The company have 100 locomotives—22 burning wood and 78 burning coal. Miles run by locomotive passenger trains, 850,803; with freight trains, 1,076,384; working trains, 141,534; switching trains, 326,213—total miles run by locomotives 2,394,934. Cost per mile run for repairs, engineemen, firemen and wiping, fuel, oil, waste and rags, 81.52 cents. Av. miles run to cord of wood, 29.34; to ton of coal, 37.16; to gallon of oil, 121.39. Cost of wood per cord, $4.16; coal, per ton, $4.22; oil per gallon, 78 cents.

The cars are classified as follows: 57 day coaches, 10 sleeping, 8 second class, 14 military. 20 baggage and mail, 33 conductors', 391 stock, 697 merchandise, 155 Blue Line, 234 platform, 140 hand and 156 rubble cars.

GENERAL ACCOUNT.

Construction account		$15,951,936 56
Cash on hand, and loaned on call		286,547 50
Materials on hand		116,745 80
Assets in hands of O. Macy, General Receiver		167,112 19
Assets in hands of James F. Joy, President		94,748 29
Joliet and Northern Indiana Railroad stock		168,225 00
Chicago land account		97,627 00
Jackson land account		24,411 31
Advance to Jackson, Lansing and Saginaw Railroad Company		105,000 00
Sundry accounts		65,323 81
Jackson, Lansing & Saginaw bonds, 40 per cent. of earnings		43,945 00
		$17,151,622 46
Capital stock		$11,197,348 00
6 per cent. sterling bonds, unconvertible, 1st mortgage payable Jan. 1, 1872		467,488 89
8 per cent. sterling bonds, convertible, 1st mortgage payable Sept. 1, 1869		500,000 00
8 per ct. convertible, 1st mortgage bonds, payable Sept. 1, 1869		312,500 00
8 per ct. convertible 1st mortgage bonds, payable Oct. 1, 1882		577,000 00
8 per ct. convertible 1st mortgage bonds sinking funds, payable Oct. 1, 1882		3,296,500 00
Unpaid dividends		752 00
Balance of income account		800,033 57
		$17,151,622 46

President.—JAMES F. JOY.
Vice President.—NATHANIEL THAYER.
Directors.—James F. Jay, John W. Brooks, Nathaniel Thayer, Erastus Corning, J. M. Forbes, George F. Talman, Moses Taylor, Sidney Bartlett, Edward Jones.
Treasurer.—ISAAC LIVERMORE.
Superintendent.—H. E. SARGENT.
Auditor.—WILLIAM BOOTT.

☞ The work of laying the rails on the Wilmington and Reading Railroad was commenced on the 28th ult., at Coatesville, and it is expected that the road will be completed to Springfield, Chester County, by the close of the year. Contracts have been made for rails, sills, &c., for the whole line, also for cars and locomotives.

☞ The following gentlemen have been elected directors the Western Union Railroad Company: Alex. Mitchell, H. Crocker, Russell Sage, Walter S. Gurnee, John S. Gurnee, John S. Mitchell, S. S. Merrill, Henry T. Fuller, William S. Shannon, and D. W. Dame. President, Alexander Mitchell. Vice President, S. S. Merrill.

☞ The Quincy, Missouri and Pacific railroad company was organized at Quincy, Ills., on the 24th ult., by the election of a board of directors with C. A. Savage as President, H. Bull, Treasurer, and G. S. King, Secretary.

☞ Trains are running on the Burlington and Missouri railroad to Corning, in Adams county, 75 miles east of Council Bluffs.

Wooden Railways in Canada.

Messrs. Robertson and M'Govern, of Sherbrooke were recently appointed a committee by their fellow townsmen to visit and report upon the cost, working, &c., of the Clifton Wooden Railway, and have certainly submitted a detailed statement of great importance. The locality, length of the Clifton road, &c., have frequently been, and were originally stated in these columns, and passing over these details we come to the more material portion of the report. The locomotives weigh ten tons without wood or water, have taken from 30 to 40 tons freight a trip, and cost $6,500 each, American currency. They have since been supplemented by engines weighing twenty tons and costing $8,500, which will draw double the weight on the general down grade from the mines to Ogdensburg, over, in some places, an up grade of from 80 to 90 feet to the mile as soon as some portions of the road bed have been strengthened, some of the rails now springing under the immense weight.

The cost of keeping up the track, continues the committee, has been, and will not hereafter, Mr. Hurlbert (engineer of the road) says, exceed the wages of two men for every three miles of road, and these will keep it in good running order and replace the worn out as fast as required. This does not include renewal of trestle or crib work. We notice that from one to two new rails per mile were put in this spring, and this was rendered necessary from the difficulty of obtaining good sound maple when the road was built, and some of the rails had got "warped" before being used, so that they were laid on the ties "heart side" up; they will not last so long that way as if the heart of the rail was laid downwards. We counted 21 track men on the 20 miles we passed over, the track was required to be made ready for the large locomotives as quick as possible. It is estimated that these 20-ton locomotives will take easily 80 tons per trip, and they intend to make two trips daily. It takes 22,000 feet maple to lay a mile of track, and from $80 to $100 States currency will pay for the labor required to place it in position. We may mention that we came down from the mines at the rate of 8 miles an hour, including all stoppages, having about 25 tons freight aboard. Mr. Hurlbert is strongly in favor of the gauge in use generally in the United States for railways, and thinks that a narrower gauge than 4 feet 8½ inches will not be found an improvement, though at the same time he acknowledges that rolling stock can be built much cheaper for a gauge say 3½ or 4 feet than for the other gauge. As regards the difficulty of running these wooden railways in winter, we may remark that there is as much snow at Clifton as in this part of the country. Winter before last there were from 3 to 4 feet of snow for three months, when the railway was in daily use, the trains making almost daily two double trips, and at least one trip was made every day (except Sundays) during the entire winter. Mr. Hurlbert says that the ice on the wooden rail is no worse than an iron one; that they have to use sand occasionally as on an iron road; that they use a snow plough and sand, and find no more difficulty in keeping the track clear and fit for use than on an iron railway, except that where the grades are the "stiffest"—from 200 to 350 feet to the mile—they have to use sand more freely than they do on more level grades in order to overcome the snow and ice. We noticed that where in building an iron railway there would have been "deep fills" that trestle work was used for cheapness; and in some cases for a long distance where, say a mile or more of low wet land had to be crossed, the track was made by placing logs crosswise of the road, with stringers upon these logs, the ties being placed in the usual way upon the longitudinal stringers. This gives a cheap roadway perfectly safe for a number of years. In the meantime the road can be used for traffic and also for filling up such places with earthwork as may be required. When we traveled over the railway the rails were quite wet, and in going up the steepest grades sand had to be used; the cars were loaded with from 15 to 18 tons of castings for the works at the mines. The sharpest curves on the road were of 250 feet radius, which would seem hardly practicable, but it is beyond question that such curves are used in several places to avoid rock cuttings. A 14 ton engine can draw, on these wooden roads on an occasional up grade of 250 feet to the mile, 20 tons of freight easily; and from 100 to 140 feet grade is not considered very objectionable; of course the easier grades the better for any sort of road, and the more level the route can be made, without too great expense, the better. The rails are made of maple, 14 feet long, 6 by 4 inches, laid edgewise. Mr. Hurlbert suggests that rails would be best 7 by 3½ inches. The rim of the wheels are like those used on iron railways, only wider and the flanges a little bevelled, so that the flange in pressing against the rail does not cut it. We did not see a single rail "broomed up" or cut on the inside, and only a few on the outside, where the heart of the rail had been laid uppermost. The "switches" are made in the usual way, the rails being kept together with iron rods when required to be moved. The "keys" are made of maple plank. The rails are sunk into the ties (which are cut into six inches wide and four inches deep) and are kept in place by wedges or keys, twelve inches long by four inches wide and one and a half inch thick at one end, by ¾ of an inch at the other, and driven in on the outside of the rail, keeping it against the shoulder of the tie. The ties are put down without being sided." There has not been a single car off the tracks since the road went into operation. The country through which the Clifton Railway is built is not only broken but even mountainous, and there is no difficulty, in our opinion, in constructing such a railway in almost any part of these townships. From the information obtained as to the cost of labor, materials, &c., in the vicinity of the Clifton road, we are of opinion that the cost of grading, furnishing ties and rails, and laying the same, with a moderate allowance of rolling stock, sufficient for some years, will not exceed, for our railways, $5,000 a mile, exclusive of large bridges—and this to build in a more permanent manner than the Clifton road is built. We are fully convinced of the practicability of wooden railways, where the principal object is a freight traffic, at rates of speed from 8 to 12 miles an hour, and that next to an iron railway, or where the cost of an iron road is too great to be undertaken, that wooden railways can be cheaply built, economically carried on, and a large paying business done by their means.

This satisfactory report sets the whole question of feasibility at rest, winter and summer, and will powerfully contribute, we think, to the construction of cheap wooden railroads all over the country.—*Montreal Gazette.*

Wilmington and Reading R. R.

This road commences at Wilmington, Delaware, intersecting the Pennsylvania Railroad at Coatesville, and the Reading Railroad at Birdsboro', and running to Reading. It is seventy-one miles in length, and passes through one of the most fertile and thickly peopled districts in eastern Pennsylvania and Delaware, and by its geographical position, must become one of the great avenues by which the anthracite and bituminous coal will reach a shipping-point on tide water. The entire road will be completed and equipped and in running order by January, 1870.

From the large and rich manufacturing districts through which this road runs it must prove largely remunerative. It passes within two miles of twenty-five towns and villages, and by the doors of fifty-eight manufacturing establishments, among which are anthracite furnaces, rolling mills, cotton mills, woolen factories, paper mills, founderies, grist mills, and many others.

These villages, towns, and factories, in 1868, consumed 247,468 tons of anthracite coal, 54,800 tons of bituminous coal, and worked up 49,200 tons of crude iron. Upon these articles the consumers will save from 50c. to $1.25 per ton by using this road instead of the most favorable avenues now open to them.—*Reading Eagle, July 2.*

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 29, 1868, and February 28, 1869, were as follows:

	1868.	1869.
From passengers	$92,088 76	$84,203 72
" freight	172,648 32	151,844 89
" express	6,723 53	4,366 86
" mails	7,772 14	13,748 92
	$279,232 75	$254,164 39
Expenses, viz:		
Maintenance of road...	$43,265 84	$43,701 49
Motive power	57,813 13	38,791 73
Repairs of cars	20,912 57	12,762 08
Transportation exp	37,346 76	35,312 00
Salaries & general exp.	14,317 52	14,868 88
	$173,655 82	$145,439 09
Net earnings....	$105,576 93	$108,725 30
Less interest accrued on bonds to March 1, 1869	$59,150 00	
Interest accrued on preferred stock November 1, 1868.....	12,400 00	
Interest on certificates of indebtedness, January 1, 1869	7,500 64	
Interest on outstanding coupons.....	7,035 25	
Current interest.....	7,579 89	
Loss by Society Hill and Marlboro Bridge.....	2,337 55	
Land claims settled during past year.....	1,011 00	
		97,014 33
Leaving a balance of.....		$11,710 97
Add balance from previous year.....		10,409 14
Total as in Balance Sheet		$22,120 11

Compared with the previous year, the gross earnings show a decrease of $25,068 36; with a decrease in expenses of $28,216 73—making the increase in net earnings, $3,148 37. The report says:

The deficiency which will be observed in our freights, was partially anticipated, and explained at your last meeting, as a probable consequence of the extreme depression which was then characterizing the agricultural interests of the country through which our road passes. It is also to be accounted for, in some measure, by the reductions of our tariffs which were made during the year, in the hope of extending and increasing our business. Their failure to do this can only be ascribed to the absence of other elements equally necessary to the recuperation of these interests, which it was neither in our power or province to supply—and hence the very limited requirements for the facilities we were prepared to extend. In a word, the country both contiguous to and remote from our line, has not afforded us a business proportionate to our capacities. The evidence of this appears in the fact that, during the past year, we should have transported but 18,988 bales of cotton, as against 26,691 bales the previous year, and 58,401 bales in 1860. We are not, however, to suppose that this state of things is to become permanent, or that the improvement which is perceptible in other sections of the State, is not, eventually, to be realized in those of which our road is the natural outlet. It may be gradual, and even slower than elsewhere, but already we are seeing some gratifying evidences of a change for the better. So far as the local and through travel are concerned, we have given ample accommodations to both, without deriving adequate returns from either. In view of the general prostration above alluded to, our local population could not be expected to move with the frequency, and in the numbers which it formerly did. Ex

perience shows that these depend less upon the single item of *fare*, than upon an expansion of its wants with the means of satisfying them, and meeting the incidental expenses connected with a departure from home. Until, therefore, our people become wealthier, these movements will necessarily be restricted to the more pressing demands of business. With the view, however, of encouraging them as far as possible, we have adopted the practice of issuing commutation tickets, to all our way stations, entitling their purchaser to a specific amount of transportation, at one half of our regular rates. That our through travel should not have increased, will occasion no surprise, in consequence of the delayed reconstruction of the Savannah and Charleston road. The break which it has presented in the otherwise continuous Atlantic Coast Line of roads, extending from St. Marks, (Fla.,) to Portland, (Me.,) has, unquestionably, turned from us, and from our city, a large proportion of the travel constantly passing between these extremities.

Our operating expenses have been brought to that point beyond which they could not be further reduced, without detriment to the company's interest, and the serious deterioration of its property. A rigid economy should, of course, be observed, but if carried to that extreme, which provokes accident and loss of property, it would become unwise and even criminal. A certain expenditure is unavoidable—the roadway and rolling stock, iron, bridges, culverts, etc., must all receive the same attention and repair, whether or not our trains carry their full complement of freight, or one, instead of one hundred passengers. It is true a more extended service would somewhat swell our expenses, but the ratio of our profits therefrom, would be greatly increased. From the foregoing review of our receipts and expenditures, the inference would seem correct, that they have touched their lowest level, and if, since the close of the war, they have yielded a net income equal to the annual interest of the company, on its various classes of indebtedness, amounting to some $90,000, there is a reasonable certainty of their doing so in future. The prospect of a dividend is still remote, and so entirely dependent upon the general improvement of the country, and especially the construction of new lines or feeders to extend the sphere of our operations, that any anticipations we might express upon this point would be too problematical to have any value. At present we can only deal with the facts and probabilities looking to that result. By the recent action of our Legislature, all the obstacles to the reconstruction of the Savannah road have been removed, and we are now assured of the determination of the company in charge of it to restore, at the earliest possible date, the valuable connections which it formerly afforded. To us these are of vital importance; indeed, that road may be regarded as an extension of this. We have, also, the pleasure of stating to you the revival of the charter of the South Carolina Central Railroad mainly by the citizens of Sumter and Clarendon, and under which they propose to construct a road about 45 miles long, from Sumter *via* Manning to Gourdin's Station on this road. This will place Sumter *within* 95 *miles of Charleston*, as now against 130 miles *via* Kingville, and 141 miles *via* Florence. As it will bring her nearer to Charleston than to Wilmington *by* 51 *miles*, we may safely assume that nearly all of the business of that interior thriving town and its surrounding country, will then seek our market over this as "the shortest, quickest and cheapest route." Its course through Clarendon, will open to the producers of Naval Stores and lumber an extended and profitable field of labor, and be the means of bringing into active cultivation many valuable, but now neglected plantations. Our present financial condition is not, perhaps, one to warrant our assisting this enterprise to the extent which it deserves, but we should certainly afford it all the aid and encouragement in our power. In passing, we would warmly commend it to the attention of our merchants. We have also to notice an increasing interest in the construction of the Cheraw and Salisbury road, especially among influential parties in North Carolina, which, it is hoped, will result in some active measures for its construction.

The amount of second mortgage bonds, originally issued, was $300,000—of which $145,000 were sold—the remaining $155,000 were subsequently pledged and deposited with Trustees, as a security for a corresponding amount of preferred stock, say $155,000. This preferred stock is then, virtually, a *substitute* for that amount of second mortgage bonds.

The company's first mortgage bonds, amounting $700,000, mature on the 1st September, 1869, while the second mortgage bonds for $300,000 are past due, having matured on the 1st September, 1868. Of the coupons representing the interest on the first, and unpaid up to March 1st, 1867, there are still outstanding about $92,000, and of those representing the interest on the second, and in the same position, there remain about $22,000. These, with our past due bonds, are now held by comparatively few parties, who have submitted to a delay in their settlement, until they could be embraced in the general plan of the company for the readjustment of their entire debt, to take effect in September next. We are also indebted in a balance of $28,000 on certain bonds for real estate in the city, purchased in 1853, and duly secured by a mortgage thereon. The liquidation of this balance, within a reasonable period, was confidently expected, but the financial condition of the company at that time did not permit it, and hence the mortgage upon this small moiety of their property remains, and is, of course, antecedent to those executed in 1855 and 1857, for the security respectively of their first and second mortgage bonds. In the readjustment of our debt, it would, therefore, be expedient and proper to consider these real estate bonds as among our first mortgage bonds, and to be absorbed by them, that the special mortgage thereon may be duly cancelled. We would, then, propose to you to consolidate and renew this whole indebtedness by the issue of 1640 bonds of $500 each, amounting to $820,000 to be dated 1st September, 1869, and payable 1st September, 1899, bearing 7 per cent. interest, payable semi-annually, by coupons attached, to be styled "First Preferred Bonds;" and by another issue of 644 bonds, of the same date, tenor and amount each, as the first, for $322,000, to be styled "Second Preferred Bonds," *both* to be secured by one general mortgage upon the entire property, rights, franchises, etc., of the company, duly expressing the order, and defining the conditions of these preferences, and their relations to each other. The First Preferred Bonds should then be offered in renewal of, or in exchange for our old.

First mortgage bonds for	$700,000
Outstanding interest and interest thereon	92,000
Real estate bonds	28,000
	$820,000
And the Second Preferred Bonds should be applied to our old Second Mortgage bonds for	$300,000
Outstanding coupons and interest thereon	22,000
	$322,000
Making our bonded debt	$1,142,000

The plan we have here indicated is, substantially, the one which has been adopted by other companies, under similar circumstances, and to which, as we conceive, when the extinguishment of the debt is an admitted impossibility, no just exception can be taken. A recourse to legal measures of a coercive character would result in no actual benefit, especially, while the administration of the road is, practically, for the benefit of the bondholder. If it be conceded that all the income is being derived from the property, which it is capable of producing, and that no part thereof is being appropriated by the stockholder, but on the contrary, is being faithfully applied to his obligations to the bondholder, then a reasonable regard on the part of the latter, for the interests of the former, should suggest a prompt acquiescence in the plan we have here indicated. Its details have had our careful attention, and as these have also been approved by eminent legal counsel, it is now submitted for your consideration, in the belief that it will fully meet all the objects in view, and prove acceptable to our creditors.

It affords us pleasure to state to you the generally good condition of the road and its structures. During the past year, considerable attention has been given to the widening of cuts and embankments, and the improved drainage of the road bed. The iron is in very fair condition, indeed, we may say, that there are few if any bars in the track, sufficiently worn or laminated, to require removal.

The company have 12 locomotives, 8 first class and 4 second class passenger cars, 3 baggage, 2 mail and express, 67 box and 43 platform cars. Number of miles run, 180,012. Number of through passengers, 10,754: do., way passengers, 27,908—total, 36,662. Bales of cotton transported, 18,988. Bbls. Naval stores, 40,521. Bushels rice, 16,668. Feet lumber, 3,884,000.

BALANCE SHEET.

Construction, equipment, right of way, &c.	$2,148,130 65
Bills receivable	8,687 50
Stock in Cheraw & Coalfields Railroad, par value $25,000	4,061 00
Post office dues	2,562 54
Southern Express dues	887 95
Stock in Cheraw Bridge	112 52
Real estate	21,998 46
Cash	9,094 33
Balance of open accounts due to the company	2,969 57
	$2,198,007 52
Bonds given in part payment for real estate	$28,000 00
1st mort. bonds due Sept. 1, 1869	700,000 00
2d " " " " 1868	145,000 00
Instalments on stock	898,950 00
Sale of preferred stock	155,000 00
Bills payable	23,566 66
Interest outstanding to be funded	111,622 31
Interest funded in certificates of indebtedness to date	107,765 14
Interest outstanding due in cash	5,983 30
Balance to credit profit and loss	22,120 11
	$2,198,007 52

President.—A. F. RAVENEL.

Directors.—Hon. Charles Macbeth, Daniel Ravenel, J. R. Dukes, L. D. Mowry, J. M. Carson, Z. B. Oakes.

Superintendent.—S. S. SOLOMONS.

Secretary and Treasurer.—C. WILLIMAN.

A New Coal Road.

A new line of railway from Tremont, Schuylkill county, to the Lehigh Valley is soon to be built by the Lehigh Valley, the Morris and Essex, and the New Jersey Central railroad companies, which contribute equal amounts. The Pennsylvania Railroad Company have agreed to connect the Pennsylvania and Lykens Valley roads with it at Tremont. Starting from Tremont the new road will pass New Mines, Forestville, Wolff Creek, Mount Laffee, Wadesville, St. Clair, Windy Harbor, Silver Creek, Kaskawillian, Tuscarora, and Tamaqua, connecting with the Lehigh Valley Railroad at Lehighton. The length of the road will be 36 or 37 miles, and it is proposed to construct and equip it as a first-class coal road. The new route not only shortens the distance some seventy miles to New York, but places the coal region practically, where it is geographically, the nearest coal field to the city of New York, and at the same time gives the coal operator the advantage of both the New York and Philadelphia markets.—*Carbon Democrat.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,300	J. & J.	July '68 4
Atlantic & N. Carolina ..100	5,545,225		
Atlantic & Gt. Western ..50	25,879,923		
" " " pref..50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'69 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	J. & J.	Jan. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Ju'y'69 1½
Blossburg & Corning.*.....50	250,000	J. & D.	Dec.'68 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,800		
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	5,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan.'69 4
Brooklyn City 10	1,000,000	F. & A.	F'b.'69 3½
Brooklyn City & New'n..100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	N. '68 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. 69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Feb. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,928	J. & J.	July '69 5
Cape May and Millville...100	447,000	J. & D.	Jun.'69 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.*.50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan.'69 2½
Central Ohio.....100	2,800,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref..100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy ..50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,586,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific...100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton 100	3,521,664	April.	Apl.'69 5½
Cincinnati City Passenger...		J'n & J'ly	Jan.'68 2½
" Street.....		J. & J.	Jan.'68 2½
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,424,091	J A.J &O	Aug.'69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*.....50	1,786,200	J. & J.	Jul '69 2½
Concord.....50	1,500,000	M. & N.	May '69 5
Concord & Porte., guar....100	350,000	J. & D.	Jun '69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'c Rivers.100	139,000		
Do. do. pref 100	1,822,100	J. & J.	Jan.'69 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norw'k 100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*.....50	594,280	J. & J.	Jan. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.).....100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,900		
East Tenn. and Georgia....100	2,569,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	644,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '69 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jul. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '6 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	500,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	26,592,000	F. & A.	Aug.'69 4
" " guar. 100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....		J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 6
Lehigh Valley 50	10,731,400	J A.J&O	July'69 2½
Lehigh Luzerne.....50	344,550	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami.....50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill.....50	2,046,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	241,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl.'69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati.... 50	3,618,374		
" " 1st pref. 50	6,588,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	9,325,102	J. & J.	Jul.'69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehl l*. 50	525,375	J. & J.	Jan'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " " pref.....100	8,188,272	J. & J.	Do. 7½10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	758,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,000 000	F. & A.	Feb.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates..100	22,829,000	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N. Y., Provid. & Boston..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May'69 2
North Eastern (S. C.) pref.100	165,000		May '67 4
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jul. '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,650		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri..... 100	3614,515		
Panama.....100	7,000,000	J.A.J&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,986,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 1 0	1,099,120	F. & A.	Feb.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	July'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec...100	579,500	F. & A.	Aug.'68 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	May'69 3
Sand. Manef. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schnylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke...100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	656,200	J. & J.	Jan.'69 2
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville.....100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3,205,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch 50	250,000	J. & J.	Jan. '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref.100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref 100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	824,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jul. '69 3
Warren 100	1,547,850		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Feb.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS& D.	Jun.'69 3
Union Navigation.....100	4,000,000	MJS& D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....		J. & J.	Jul. '69 2
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal..... 50	3,200,000	FMA&N	Feb'69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Sprug Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express.....500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express....100	6,000,000	FMA&N	M'y'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	535,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,556	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,054	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	256,824	3,840,092
1866	226,153	222,241	280,111	260,249	320,851	371,544	321,597	387,269	322,638	360,225	323,050	271,247	3,695,166
1867	243,787	157,892	235,961	282,765	333,510	342,358	354,244	410,982	408,999	426,752	359,102	330,169	3,882,861
1868	276,117	275,140	267,094	279,121	306,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	351,149	345,556	391,685	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,050	196,435	201,134	1,959,267
1864	158,795	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,805	336,617	321,037	3,095,470
1865	305,554	246,331	289,103	196,580	244,612	321,818	244,121	306,231	389,489	307,023	270,073	201,779	3,323,514
1866	241,395	183,385	257,230	209,099	277,506	306,666	258,926	317,977	400,941	428,474	349,028	260,268	3,466,922
1867	292,047	224,021	272,454	268,369	297,025	276,681	297,343	444,024	566,403	599,549	442,275	377,063	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,300	329,800	478,600	544,900	559,800	401,100	381,400	4,441,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,324	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,889	390,555	421,363	466,889	565,145	480,710	519,306	669,605	720,709	716,378	562,400	6,114,566
1865	341,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	525,566	599,917	625,745	567,519	858,848	925,985	805,524	797,475	1,000,086	1,200,216	1,010,892	712,859	9,299,430
1867	696,147	574,664	765,598	771,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,590	879,800	11,632,737
1868	724,880	807,478	850,192	1,014,598	1,211,150	1,167,344	1,091,466	1,265,831	1,518,483	1,674,806	1,135,324	1,001,892	13,443,766
1869	874,218	827,254	1,149,258	1,092,078	1,269,964	1,258,281	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,248,696	1,308,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,620	1,130,078	1,215,111	1,122,140	1,118,701	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,720	901,572	1,136,991	1,200,...	1,163,012	1,088,605	1,093,045	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	226,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,536	372,593	359,463	3,445,827
1863	299,044	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,435	437,679	424,531	4,571,025
1864	327,900	416,588	459,762	423,797	466,373	510,100	423,578	640,179	799,236	661,591	657,141	603,402	6,329,447
1865	571,536	528,972	646,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	645,887	518,088	7,181,208
1866	603,953	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,249	504,066	6,540,741
1867	617,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,801	727,810	613,329	7,160,894
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,525	889,967	951,530	685,401	681,041	7 817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84 351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201 239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,887	125,883	1,278,715
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	 567	332,360	348,048	3,302 546
1864	256,600	304,445	328,454	330,651	267,126	316,258	278,891	358,862	402,219	407 107	448,934	411,806	4,120,152
1865	363,996	366,361	418,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,672	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4 660,328
1867	305,857	311,088	395,372	409,248	357,749	397,968	343,130	434,318	488,388	560,871	429,785	380,434	4,665,108
1868	362,021	328,235	381,497	455,983	400,486	393,550	301,495	435,781	512,523	592,861	419,005	426,313	4,929 0 0
1869	378,781	363,581	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159 658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	226,453	206,221	193,528	215,449	308,168	375,488	339,794	300,186	3 168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,540	376 470	3,970,946
1865	306,524	279,137	344,228	357,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	323,952	284,977	313,021	398,893	464,778	506,286	412,804	320,375	4,371,075
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,820	380,671	4,569,241
1869	384,120	320,636	388,527	411,514	403,646	366,622	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	551,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	332,281	435,629	565,718	458,084	423,247	522,545	1 023,520	1,067,434	529,927	468,796	6 .17,962
1869	454,130	330,233	420,774	460,287	630,844	678,800	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1 117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,280,911	1,480,929	1,530,518	1,211,108	935,857	14 143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	954,536	1,101,696	1,288,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	322,400	278,006	246,243	275 950	3,311,077
1865	259,223	239,139	313,914	271,527	230,916	304,463	349,285	344,700	350,548	372,618	412,593	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	224,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,978	231,251	265,905	25.149	204,020	217,082	194,455	287,557	307,122	283,329	274,637	235,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,422	258,674	285,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1 125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,207	1,140,301	996,841	1,252,386	833,742	887,793	874,974	496 900	10,637,124
1867	500,488	534,561	703,618	830,603	965,358	903,974	864,037	693,104	873,153	956,658	837,351	586,779	9,250,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,066,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249 419	277,380	397,525	401,299	364,324	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	493,800	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914 082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,928	858,501	712,333	580,904	8 489,062
1866	559,982	480,986	662,163	599,906	682,510	625,667	552,378	648,201	654,926	757,441	679,935	565,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,057	784,800	680,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	650,424	781,562	827,639	685,554	746,999	8.041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,854	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,462
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,306	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	324,274	320,756	3,945,094
1869	284,192	265,137	242,705	311,893	312,529	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37.265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92.715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84.462	100,312	75.248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,268	79.431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84.607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, July 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	117
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,792,500	6	" "	1881	120⅝
.. .. coupon		6	" "	1881	121
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	122
(5-20s).....coupon		6	" "	1882	124
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	120⅞
(5-20s).....coupon		6	" "	1884	121⅛
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	120⅞
(5-20s).....coupon		6	" "	1884	121⅛
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	121⅛
(5-20s).....coupon		6	" "	1885	121⅛
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	120⅝
(5-20s).....coupon		6	" "	1886	120⅝
.. .. 3d series (5-20s)...registered	379,582,850	6	" "	1887	120⅝
(5-20s).....coupon		6	" "	1887	120⅞
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	120
(5-20s).....coupon		6	" "	1888	120⅝
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109⅝
(10-40s)....coupon		5	" "	1904	110⅝
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	107⅞
Certificates of Mar. 2, 1867, and July 2, 1868...	52,120,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	102,000	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	344,252	var	.....	Due.	....
Treasury Notes (7-30s).....	1,201,400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,871,410	6	.....	Due.	....
Temporary Loan of June 30, 1864	156,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	388,118,860	nil.	.....	Dem.	....
Fractional Currency		..	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	93½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	128
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99¼
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	90
.. — .. .. (" " ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	83
.. — .. .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97¼
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'00	68½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	66
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,172	5	" "	'89-'90	....
.. — .. .. .. converted.....	1,214,550	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	209,000	3	" "	1890	95
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101
.. —South. Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	107½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	280,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	120
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	108
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	108½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	463,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans payable in coin.....	13,734,000	6	" "	'82-'90	85
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99
.. — .. of Sept. 1, 1864..	690,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
.. — .. Bonds.....	22,186,000	7	" "	1877	108
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	58
.. — .. (new).....	3,059,045	6	" "	'92-'98	48
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,980	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. ..		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,007,150	6	Feb. & Aug.	1872	106
.. —	7,909,600	6	" "	1877	105
.. —	9,273,050	6	" "	1882	106
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	66½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	56
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	50½
.. — .. Bonds	10,903,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	6	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	62
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1873	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	259,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	64½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	96½
Company bonds (no mortgage)	304,000	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68–'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	5*	Jan. & July.	London.	1880	....
Loan for $500,000	2,195	6	April & Oct	New York.	1867	....
Loan for $800,000	323,220	6	" "	" "	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	98½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75–'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage }	5,000,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible) }		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (" ")	37,000	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	93
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	100
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	74½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & L.f.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	85

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	102
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	83½
2d Mortgage	816,000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1889	96
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,850	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	92
Plain Bonds	570,000	6	April & Oct.	"	1872	60
European and North American:						
2d *Mortgage*, S. F., £411,00 0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	83½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	75
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	615,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,800	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	89½
State Loan of 1855	1,500,000	6	" "	"	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	"	1888	123
Six year bonds of 1865	1,000,000	10	" "	"	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	25
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	600,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1894	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1892	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	66½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	"	1882	133
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	162,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	88
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	104½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	94
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,000	6	Jan. & July.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	98½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1876	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187.	98
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	82½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	91½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96
2d M. stg. } Harrisb. to Pittsb.	2,283,340	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	7	" "	"	1901	80½
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	83
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	90
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	90
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	*
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	$11,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	000,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	72½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'60–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	93
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1837	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452.912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	90
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	88
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	80½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	39
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	81
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	91½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	88½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
Convertible Loan	1,201,850	6	" "	"	1877	79
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1870	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	90
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	28.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased | to Cheshire.)	—	—	7,000	—	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,801	1,049,166	—	505.7	—	668,824	1,746,527	4,846,048	1,857,269	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,254	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,892	.....	.....	535,435	—	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	—	—	332,000	700,000	—	—	59.5	—	41,362	37,758	125,440	131,045	—	100	135
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	147
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	22
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	418,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,978	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	140
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	133½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,224	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	16	946	Buffalo and Erie.....New York.	6,718,800	*	—	—	6,000,000	3,700,000	—	—	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,225	—	100	90½
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy.....New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	131
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic.....New Jersey.	1,967,090	*	—	—	1,103,043	1,034,380	127,871	—	60.2	.....	.....	.....	325,407	147,928	—	100	14¾
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co..New Jersey.	694,487	*	—	—	721,050	319,000	44,437	—	12.5	46,165	.....	.....	78,203	21,396	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod.....Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	66⅔
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central.....Mass.	337,648	—	—	—	188,195	125,000	20,848	—	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville.....New Jersey.	701,033	*	—	—	447,000	200,000	97,360	—	—	(Operated by West Jersey.)			100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville.....Penn.	678,738	*	20,000	.....	380,225	—	—	—	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa.....Penn.	3,634,000	*	—	—	3,359,500	262,500	—	—	67.5	236,991	.....	.....	502,918	143,361	—	50	28
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central Illinois.)		21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	9,777,000	*	—	—	5,432,000	3,590,000	—	—	—	(Leased	to Chic. and N. W.)		380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia.....Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	125
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey.....New Jersey.	7,155,948	2,072,493	6,604,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	100½
Jun 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio.....Ohio.	8,100,000	*	—	—	5,600,000	2,500,000	66,631	—	137.0	(Leased	to Balt. and Ohio.)		888,080	—	—	100	26
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶.....California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1868	695.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R.....Kansas.	4,800,000	*	—	—	—	3,200,000	—	—	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	—	—	—	—	1,000,000	505,000	—	—	60.0	—	—	—	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	—	—	—	—	391,222	261,600	—	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire.....New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	—	—	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6½
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,645	1,987,896	10	100	160
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	188
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ...Ind.	1,000,000	*	—	—	600,000	400,000	—	—	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,710,000	—	—	—	2,600,000	1,110,000	—	—	—	(Leased	to Chic. and N. W.)		—	—	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	80⅜
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific.Ill. & Iowa.	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,685	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	117⅝
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	—	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin.and Laf.		190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	—	—	—	—	—	(Leased	to Kentucky.)		—	—	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction..O. & Ind.	3,452,004	*	—	—	1,852,004	1,200,000	400,000	—	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin.and Laf.		—	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,452	700	9,973	374,100	560,000	15,258	—	45.1	(Operated by Cin., H. and D.)			183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville.....Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland Col., Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	76½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland, and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,052,100	—	—	—	(Leased	to Atl. &	Gt. Western.)	—	—	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	108⅝
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Shore.)	—	—	7	100	97½
Feb. 28, 1869	388.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—	(Leased to	Pittsburg	Cincinnati	and St. Louis.)	—	—	—	100	37
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by	Little Mi	ami.)	—	—	8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,766	27,542	—	100	....
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to	Concord.)	—	—	—	7	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,386	288,125	137,010	17,084	1,961,700	553,800	538,067	55,939	110.3	185,392	112,817	74,757	481,869	171,914	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130¾
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	84.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	160,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin.	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)	—	—	—	—	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	113
Dec. 31 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,925	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to	Illinois Ce	ntral.)	—	973,186	.....	4s	100	102
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In progress.)	—	—	—	—	—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progress.)	—	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶	Massachusetts.	4,616,276	622,334	1,224,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	114½
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Delawa	re.)	—	—	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy	Pennsylvania.	394,550	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	116	East Pennsylvania	Pennsylvania.	1,861,664	*	—	—	654,600	574,900	—	—	36.0	221,129	—	—	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶	Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	—	—	—	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶	Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	—	—	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	1,175,000	—	—	—	—	1,162,545	—	—	47.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	50	62
Sept. 30, 1868	460.0	97.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	5,213,335	15,569,588	46,302,210	23,398,800	6,745,809	822,701	774.0	6,882,970	124,312,884	595,699,226	14,376,872	3,244,583	—	100	....
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg	Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,051,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97 0	—	—	—	—	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	13.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶	N. Brunsw.	4,743,777	(Constructed by the Provincial Government.)							108.0	—	—	—	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	....	15	13	8	221	Evansville and Crawfordsville	Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	—	—	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	8.0	—	—	—	—	—	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	326,959	—	21,759	—	150,000	200,000	27,450	—	5.8	10,881	422,261	—	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg	Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,974	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	130
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester	Massachusetts.	1,293,659	40,226	—	—	248,000	2,000	25,422	30,291	13.9	36,196	—	—	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,660	—	—	—	150,011	100,000	125,649	—	12.0	(Operated by Bel	v. Del.)	—	17,098	Pas 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly	Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	—	—	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*	Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	—	—	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	45.2	—	—	—	—	—	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural	N. J.	230,258	*	—	—	230,845	—	—	—	11.5	—	—	—	55,691	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	406,461	.....	—	100	....
Mar. 31, 1868	171.9	61.0	16.4	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	—	—	1,003,724	491,889	6½	100	80
Dec. 31, 1867	20.0	—	....	330.0	2	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶	Canada.	84,298,325	*	2,853,100	3,033,218	13,984,803	74,478,168	1,721,672	—	1,344.7	4,837,001	—	—	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶	Canada.	24,434,553	*	1,200,000	1,565,835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	—	—	3,346,073	1,009,549	7½	100	....
Dec. 31, 1867	143.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶	S. Carolina.	2,692,564	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	—	—	251,931	137,245	—	100	....
Aug. 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶	Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972,947	12,965,380	19,922,754	1,716,270	516,270	—	100	127
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	—	—	18,000	1,182,550	700,000	—	18,000	—	(Leased to Pennsy	lvania.)	—	—	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	43	14	491	Hartford and New Haven	Connecticut	3,467,285	254,000	958,940	359,609	3,300,000	927,000	76,449	676,434	75.5	576,048	—	—	1,697,334	539,117	12	100	210
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.	Conn. & R. I.	4,204,866	*	—	—	2,037,940	2,055,000	—	—	122.4	373,152	12,126,637	—	766,361	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic	Connecticut.	2,105,558	*	308,696	50,962	2,000,000	287,000	137,525	39,791	119.8	268,608	—	—	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	....	11	7	7	140	Houston and Texas Central ¶	Texas.	2,542,000	*	—	—	750,000	1,792,000	104,000	—	80.0	—	—	—	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	....	2	5	2	44	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River	New York.	17,505,037	*	—	—	9,981,500	6,188,000	—	—	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,815,851	8	100	177½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt	Penn.	2,192,814	*	—	—	685,130	1,656,245	—	—	58.8	149,189	—	—	186,451	52,342	—	50	....
Dec. 31, 1868	560.9	146.5	....	—	170	95	39	3,815	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,927	25,296,880	9,377,500	9,434,500	—	707.7	4,593,446	47,227,821	225,853,410	7,817,629	2,414,984	10	100	144½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	*	—	302.5	—	—	—	—	—	—	50	34
Dec. 31, 1867	75.0	—	....	—	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jan. 30, 1867	13.0	—	....	....	3	2	—	54	Iron	Ohio.	181,750	*	—	7,064	132,411	35,000	20,959	—	13.0	—	—	—	61,727	10,949	—	100	....
Jan. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	268,000	*	300,000	—	400,000	150,000	—	—	11.0	—	—	—	37,144	17,165	—	50	....
Dec. 31, 1867	66.0	—	—	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*	Michigan.	2,148,318	*	—	45,536	495,139	1,495,000	157,091	46,624	45.0	—	—	—	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind.	Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	220,825	788,959	226.0	—	—	(10 mos.)	914,725	219,245	—	100	65
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	90
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central.)	—	—	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	955,250	—	—	—	155,250	800,000	—	—	—	13,792	—	—	—	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central	Kentucky.	—	—	—	—	—	1,208,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	—	—	—	—	—	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec 31, 1867	31.0	—	....	84.0	2	2	1	23	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		M.	M.	M.	M.					$	$	$						M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	Lackawanna and Bloomsburg.....Penn.	80.0	—	23.5	—	21	6	3	1,275	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	Lake Erie and Louisville ....Ohio & Ind.	37.0	—	....	116.0	3	2	1	25	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	Leavenworth, Lawrence & Galves. Kansas.	27.0	—	....	323.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Open. J	an. 1,'68)	—	100	....
Jan. 1, 1868	Lehigh and Lackawanna...Pennsylvania.	15.0	—	0.3	22.0	.....	.....	.....	.....	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	Lehigh and Susquehanna...Pennsylvania.	91.0	46.8	16.0	—	33	8	2	1,847	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	.....	.....	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	Lehigh Valley.....Pennsylvania.	101.0	60.2	148.6	—	90	18	10	3,696	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112
Nov. 30, 1867	Lexington and Arlington..Massachusetts.	6.6	—	0.6	—	2	6	2	10	258,708	*	.....	36,000	241,200	.....	.....	—	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	Lexington and Big Sandy .....Kentucky.	12.0	0.8	....	—	2	2	—	57	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	Lexington and Frankfort.....Kentucky.	29.0	—	2.7	—	.....	.....	.....	.....	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Nov. 30, 1867	Little Miami.....Ohio.	84.2	—	44.7	—	.....	.....	.....	.....	3,775,757	.....	1,704,058	.....	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	Little Miami and Col. & Xenia (Joint).O.	15.3	—	....	—	45	40	24	713	411,824	1,012,564	778,955	624,683	1,804,397	.....	627,251	396,378	196.2	1,110,055	29,979,623	.....	1,985,764	483,225	—	—	....
Oct. 31, 1867	Little Schuylkill .....Pennsylvania.	28.3	3.0	24.6	—	.....	.....	.....	.....	1,466,662	.....	2,047,438	.....	2,646,100	868,000	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	85
Dec. 31, 1867	Long Branch and Sea-Shore. New Jersey.	9.0	—	....	—	2	8	—	—	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	Long Island.....New York.	94.0	26.0	....	—	24	40	8	158	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	50
Jun. 30, 1868	Louisville, Cincinnati and Lexington. Ky.	—	—	—	81.0	14	13	5	220	2,496,288	.....	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	Louisville and Frankfort.....Kentucky.	65.0	—	6.1	—	.....	.....	.....	.....	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	66½
Jun. 30, 1868	Louisville and Nashville...Ky. and Tenn.	185.0	163.2	33.7	....	66	45	23	745	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,807	21,420,247	29,321,009	2,228,609	919,095	8	100	67
Sept. 30, 1866	Louisville, New Albany and Chicago. Ind.	288.0	—	....	—	34	18	7	416	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	Lowell and Lawrence.....Massachusetts.	12.4	—	2.4	—	2	3	1	26	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	Lykens Valley.....Pennsylvania.	21.0	—	4.5	—	.....	.....	.....	—	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	Macon and Brunswick ¶.....Georgia.	50.0	—	....	124.0	6	3	—	53	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	—	59.0	.....	.....	(11 mos.)	94.046	288	—	100	....
Nov. 30, 1867	Macon and Western.....Georgia.	102.5	—	....	—	17	8	8	208	1,500,000	*	377,488	64,346	1,500,000	.....	441,884	—	102.5	286,832	.....	.....	568,346	164,089	8½	100	105
Jun. 30, 1867	McMinnville and Manchester..Tennessee.	34.2	—	7.0	—	825,000	.....	.....	.....	.....	.....	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	....
Oct. 31, 1867	Mahanoy and Broad Mountain.....Penn.	12.3	19.0	38.8	—	.....	.....	.....	.....	1,897,202	.....	.....	.....	1,676,915	250,000	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	Maine Central ¶.....Maine.	109.8	—	....	28.0	13	16	5	236	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	30
Mar. 31, 1867	Manchester and Lawrence..N. H. & Mass.	22.4	3.6	....	—	.....	.....	.....	.....	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	130½
Mar. 31, 1867	Manchester and North Weare..N. Hamp.	19.0	—	....	—	.....	.....	.....	.....	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1.950	—	100	....
Jun. 30, 1867	Marietta and Cincinnati.....Ohio.	190.8	86.0	22.4	—	52	21	13	680	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	Maryland and Delaware ¶....Md. and Del.	32.0	—	....	22.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	Memphis and Charles. Tenn., Miss. & Ala.	272.0	19.0	23.2	—	55	40	7	526	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	Memphis, Clarkesv. and Louisv. ¶..Tenn.	83.0	—	....	—	.....	.....	.....	.....	3,037,089	.....	.....	.....	.....	1,582,000	.....	.....	.....	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	....
Dec. 31, 1867	Memphis and Ohio ¶.....Tennessee.	130.6	—	....	—	.....	.....	.....	.....	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	....
May 31, 1868	Michigan Central.....Mich., Ind. & Ill.	284.8	—	36.5	—	98	86	50	1,747	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	129½
Feb. 29, 1868	Mich. South. and North. Ind.O., M., I. & I.	468.4	48.6	65.6	—	99	74	56	1,674	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,003	—	100	108½
Dec. 31, 1867	Millstone and New Brunswick. N. Jersey.	6.6	—	....	—	.....	.....	.....	.....	113,014	.....	.....	.....	102,365	.....	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	Millville and Glassboro.....New Jersey.	22.3	—	....	—	.....	.....	.....	.....	490,366	.....	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	....
Dec. 31, 1867	Milwaukee and St. Paul .....Wisconsin.	820.0	—	....	5.0	124	73	41	2,229	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	75
Oct. 31, 1867	Mine Hill and Schuylkill Haven....Penn.	93.3	—	51.9	—	33	—	—	71	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	109
Dec. 31, 1867	*Minnesota Valley*.....Minnesota.	63.0	—	....	20.0	6	7	*	98	1,942,567	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	236.0	—	....	—	36	19	3	213	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,002,774	439,705	—	100	9
Sept. 30, 1867	Mississippi and Tennessee ¶..Miss. & Tenn.	99.2	—	....	—	12	10	—	96	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	*Mobile and Girard*.....Alabama.	63.5	—	....	164.5	8	5	3	81	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	Mobile and Great Northern.....Alabama.	72.0	—	....	—	7	5	—	56	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	472.0	14.5	....	—	102	32	10	799	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	Montgomery and Eufala.....Alabama.	22.0	—	1.3	58.0	3	2	—	24	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 28, 1868	Montgomery and West Point ..Alabama.	88.5	28.4	....	97.2	21	13	8	163	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.8	172,918	.....	.....	411,714	143,722	—	100	26
Dec. 31, 1867	Morris and Essex .....New Jersey.	84.0	5.0	63.7	—	55	62	10	1,413	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	89½
Dec. 31, 1867	Muscogee .....Georgia.	50.0	—	....	—	10	7	2	87	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	Nashua and Lowell....N. Hamp. & Mass.	14.6	—	....	—	12	13	6	310	678,919	95,684	—	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	185
Jun. 30, 1867	Nashville and Chattanooga ¶..Tennessee.	151.0	8.0	10.0	14.0	35	17	5	845	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	Nashville and Decatur ¶...Tenn. and Ala.	120.0	12.5	....	—	.....	.....	.....	.....	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	Nashville and Northwestern¶.Tenn. & Ky.	172.5	—	4.7	—	20	4	2	151	4,600,455	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	....
Oct. 31, 1867	Naugatuck .....Connecticut.	57.0	....	8.4	—	11	11	4	178	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	New Bedford and Taunton.....Mass.	20.1	1.5	....	—	5	12	8	77	500,000	*	305,475	.....	500,000	174,000	.....	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	New Brunswick and Canada ¶ .N. Bruns.	88.0	19.0	11.5	—	6	3	3	47	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744.092	79,781	26,269	—	100	....
Oct. 31, 1867	Newcastle and Beaver Valley.....Penn.	14.9	—	1.8	—	1	—	—	4	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	Newcastle and Frenchtown....Delaware.	6.0	—	....	—	.....	.....	.....	.....	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil.,W	and B.)	13,294	—	50	....
Nov. 30, 1867	New Haven and Northamp. Conn. & Mass.	93.0	8.8	....	8.0	5	3	1	32	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	New Jersey.....New Jersey.	33.8	....	33.8	—	37	70	15	196	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133
Nov. 30, 1867	New London Northern..Conn. and Mass.	100.0	—	10.0	—	15	13	7	309	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382,944	93.894	8	100	....
Nov. 30, 1867	N. Orleans, Jack. and Gt. North. ¶. L. & M.	206.0	—	....	—	25	26	11	446	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	5½
Dec. 31, 1867	New Orleans and Ohio.....Kentucky.	62.0	—	....	—	5	4	—	31	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	*N. Orleans, Opelousas & Gt. Western* ¶. La.	80.2	2.8	9.0	238.0	10	9	2	137	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,909,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	New York Central .....New York.	297.7	206.0	455.4	—	292	297	95	5,468	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	196½
Sept. 30, 1867	N. Y., Housatonic & North. N.Y. & Conn.	—	5.0	—	34.8	.....	.....	.....	.....	216,660	.....	.....	.....	193,360	.....	29,224	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	New York and Harlem.....New York.	130.8	2.1	45.5	—	41	71	37	669	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	143
Mar. 31, 1868	New York and New Haven. N.Y. & Conn.	62.3	—	63.8	—	37	77	24	450	6,143,480	900,000	499,181	65,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	124½
Aug. 31, 1867	N. Y., Providence and Boston...C. & R. I.	50.0	12.0	....	—	16	17	5	128	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111.835	2½	100	79½
Sept. 30, 1867	Niagara Bridge and Canandaigua. N.York.	98.5	—	3.7	—	.....	.....	.....	.....	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1867	Norfolk and Petersburg ¶.....Virginia.	81.0	—	....	—	7	5	2	91	2,353,857	*	232,316	.....	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1868	North Carolina ¶.....North Carolina.	223.0	—	....	—	25	20	—	204	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269 167	6s	100	....

Feb. 29, 1868	26.5	—	....	—				*Northeast and Southwest Alabama*.....Ala.													(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.																			
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	5a	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									97.3				561,370		—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	101
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,088,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	107½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,394			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	105
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0			(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	64½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,683	122,225	340.0				4,469,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	83
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	98
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—					Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387			(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific*¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	975,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	285
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																100	....
Dec. 31, 1867	15.1	—	....	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0					Peninsular .....Mich. Ind. and Ill.					400,000											100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,131	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,500	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0						—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,528	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	62½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135			8,791,937	3,150,837	10	50	94⅝
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000			33.3				863,705	254,288	10	100	129½
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	105⅛
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,560,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,564	10	100	151½
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000				(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	180	110½
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway..N. H.	370,000				170,000	200,000				(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.8	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—					Raleigh and Gaston ¶.....North Carolina.																100	....
Dec. 31, 1867	73 8	8.5	....	—					Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,630,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,982,800	1,025,780	2,061,824	190.5	210,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—					Richmond and York River ¶.....Virginia.					650,000	400,000				(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.0					Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	33
May 31, 1867	—	—	—	133.0					*St. Croix and Lake Superior*.Minn. & Wis.																100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	38
Dec. 31, 1868	80.2	—	....	—					St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000				(Completed Jan. 1, 1868.)					—	100	100
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.																100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000										100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—					Salem.....New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—					Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487			(Operated by Boston & L.)		17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873				(Leased to Cin., Dayton and Eastern.)			125,000	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269,150	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,922,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—					Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000				(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—					Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—					Somerset and Kennebec.....Maine.	800,000				230,000	500,000				(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—					South Branch.....New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	436,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	29,436			1,169,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	54.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	9.6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.6	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Springfield and Columbus.....Ohio.	346,000	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	.....	196,000	150,000	.....	.....	.....	(Leased	to Cinc., D	ayton and	Eastern.)	.....	—	130	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	.....	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,276,161	91,332	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	267,383	.....	.....	.....	448,700	.....	.....	.....	.....	(Leased	to Housat	onic.)	.....	31,409	7	100	....
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	267,300	.....	.....	.....	13.2	(Leased	to Nashua	& Lowell.	17,700	14,118	5	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,604	—	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	*255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	1,075,514	431,183	14	100	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,555	¶600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	5,801,993	.....	262,569	111,618	8	50	90
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	574,463	187,005	—	100	....
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,650,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	77
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased	to Hudso	n River.)	.....	.....	—	100	....
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	.....	(Operat	ed by Vt	& Mass., &	T. & B.)	3,809,353	1,022,471	—	100	77
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	.....	(Owned	by railroa	ds centrin	g in Troy	.....	19,208	7	100	46
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	.....	32,000	—	100	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	.....	.....	.....	5,000,000	17,600,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	.....	.....	.....	1,000,000	3,200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	*Union Pacific* (Eastern Division)..Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	.....	.....	.....	.....	1,625,156	.....	—	100	....
May 31, 1867	47.0	18.5	....	—	—	—	—	—	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	.....	(Leased	to Vermo	nt Centra	l.)	.....	8	100	99½
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	58
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	*Vicksburg and Meridian* .....Mississippi.	3,049,208	*	175,540	205,698	357,408	1,997,693	882 533	392,872	.....	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	¶ 372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	.....	.....	.....	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	.....	684.036	962,600	133,966	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764.520	561,323	2,902,363	35.4	167,592	.....	.....	375,680	165,260	—	50	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	.....	4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	....	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1867	63.7	—	....	—	...	...	...	....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	2,318,000	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	1,283,600	630,919	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	Western Union...Wisconsin and Illinois.	6,065,874	897,468	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	West Jersey.....New Jersey.	1,259,172	*	420.000	97,357	804,150	1,018,000	.....	.....	181.0	580,588	4,917,350	.....	775,075	128,659	—	100	....
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	Whitehall and Platteburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	63½
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	6	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,280	201,369	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	32.0	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	45.7	—	10.1	—	11	10	5	246	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	300,000	203,333	.....	.....	.....	(Leased	to Balt. an	d Ohio.)	.....	27,000	—	100	....
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522,500	.....	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
									Wrightsville, York and Gettysburg..Penn.	293,230	.....	.....	.....	317,050	52,000	24,180	.....	.....	(Leased	to Northe	rn Central	.)	.....	—	50	....
									CANALS, &c																	
May 31, 1867	13.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	.....	.....	13.6	.....	.....	.....	346,196	246,271	3	100	41
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	.....	(Leas	ed to Le	high Nav.	Co.)	.....	.....	4	50	99
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10,000,000	531,000	.....	.....	108.0	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	.....	.....	.....	.....	.....	16	100	131
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64,000	.....	1,300,985	.....	161.0	.....	.....	.....	871,672	643,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12.504,297	1,733,960	1,463,943	108.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	*	.....	68,683	2,200,000	1,049,260	120,553	61,091	101.0	.....	.....	.....	.....	247,603	8	50	72½
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	.....	.....	2,751,765	.....	.....	.....	178.0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	109.2	.....	.....	.....	262,654	46,450	—	50	40
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	.....	.....	2,002,746	2,611,310	159,506	.....	45.0	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	155,872	42,170	—	50	24
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	.....	117,000	.....	1,100,000	750,000	.....	.....	123.0	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	64.0	.....	.....	.....	211,829	61,218	—	50	....
																						132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	20½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664.652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99¾
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O	—	—	—	—	—	—	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	86,644	37.4	50	15	31
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	....
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	11½
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken..N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	163,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	121,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	68½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	69
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	48
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	626,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	18½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	160,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester.....Mass.	89,573	75,800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	—
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	....
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	...
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	...
Union (Boston): Real estate mortgages	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	...
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	...
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	...
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	74
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	80
Chicago and Alton, pref.	2,425,400	7	10	159
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	94½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	128
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	64½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,046,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	23
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	87½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandsigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	81
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	42½
Union, preferred	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	....	34½
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 — @	50 —
Pig, American, No. 1 (good to best)		42 — @	— —
Pig, American, No. 2		38 — @	39 —
Pig, American, Forge		36 — @	— —
Bar, Refined, English and American		85 — @	90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @	87 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— —	@140 —
Bar, English and American, Refined		90 —	@ 92 50
Bar, English and American, Common		85 —	@ 87 50
Scroll		120 —	@150 —
Ovals and Half-round		117 50	@142 50
Band		117 50	@ — —
Horse Shoe		117 50	@ — —
Rods, ⅜@3-16 inch		97 50	@155 —
Hoop		125 —	@180 —
Nail Rod	per lb.	— 8½	@ — 9¾
Sheet, Russia, assorted No.'s	(gold)	— 11	@ — 13
Sheet, Single D. and T. Common		— 5	@ — 7
Rails, English	(gold) per ton.	54 —	@ 56 —
Rails, American		74 —	@ 76 —
Anvils, Eagle	per lb.	— 9¼	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9	@ — 11½
English Blister (2d and 1st quality)		— 11½	@ — 10
English Machinery		— 12½	@ — 15
English German (2d and 1st quality)		— 14	@ — 16
American Blister "Black Diamond"		— 10½	@ — 16
American, Cast, Tool, do.		— 19	@ — —
American, Spring, do.		— 10	@ — 13
American Machinery do.		— —	@ — 13
American German do.		— 10	@ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— —	@ — 32
Bolts		— —	@ — 33
Braziers'		— 33	@ — 35
Nails		— 38	@ — 40
Sheathing, &c., Old		— —	@ — —
Sheathing, Yellow Metal		— —	@ — 27
Bolts, Yellow Metal		— —	@ — 27
American Ingot		— 22	@ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33½	@ — —
Straits	(gold).	— 29½	@ — 30
English	(gold).	— 29½	@ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 — @ 8 50	11 25 @ 12 —
I. C. Coke	6 75 @ 7 50	9 50 @ 10 75
Coke Terne	5 75 @ 6 —	8 25 @ 8 50
Charcoal Terne	7 50 @ 8 —	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— —	@ — 30
Refined, Standard White (in ship'g order)		— —	@ — 32
Refined, prime White (in shipping order)		— —	@ — 33
Refined, S. W. (in merchantable order)		— —	@ — 31½
Naptha, Refined, (60 @ 63 gravity)		— —	@ — 10
Residuum	per bbl.	4 25	@ 4 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	....	....	....	62½	....	....
Central of N. Jersey	97	98	102	103½	104	100
Chicago & Alton	158½	158	159	160	....	....
" pref.	....	....	....	160½	159	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	108	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	81½	80¾	80¾	81½	82	81
" pref.	95½	95½	95½	95¾	96	94½
" 1st M.	....	....	....	....	....	....
" Interest	....	....	....	....	....	....
" S. F.	95	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	116¾	116¾	116¾	117¾	118¾	117¾
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94½	....	93½	93¾	94	94
Clev., Col., C. and Ind.	76	....	75	....	75	75½
Clev. and Pittsburg	108¾	109	108¾	108	109	107¾
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	87
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	37½	37½	37¾	36¾	37	
" 1 M.	83	83	83	83	83½	83¾
" 2 M.	81	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	130	....	....	....	....	....
Del., Lack. & Western	112½	112½	112	113	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	94	....
" 3 M. 7s, 1883	88¾	....	....	....	....	....
" 4 M. 7s, 1880	82½	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	78	....	....	....
Hannibal & St. Joseph	119	119	120	119	120	122
" pref.	....	....	....	....	....	120
Hudson River	163	165	165½	167¾	173½	172½
" 1 M. 7s, 1869	....	....	....	101	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	143	144	143½	....	....
" bonds	120	....	....	....	....	120
Lake Shore & Mich. S'th.	108½	109¾	108¾	106¾x	107¼	106¾
" Div. bonds.	91	....	91	....	....	92½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	9½	....	....
Michigan Central	129½	129	129	129	133	132½
" S. F. 8s, 1882	128	....	....	128	133	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	99	99	....	....	....	....
" 2 M.	99	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref.	15	....	....	....	16½	....
" Tr. 10s ctfs.	....	....	....	....	88¾	....
Milw. and St. Paul	75	74¾	76¼	77¼	78	74¼
" pref.	86	85¾	86¾	87¾	89	87¾
" 1st mort.	....	....	90½	....	90½	90¼
" 2d mort.	....	....	....	....	....	85
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	94
Missouri 6s	88	87½	87¾	....	87¾	88
" H. & St. J. 8s	....	....	89½	90	....	....
Morris and Essex	89½	....	89½	89½	89½	89
" 1st mort.	98½	....	....	....	98¾	....
" 2d mort.	....	96	....	....	....	....
New York Central	193½	196¾	196½	198¾	202¾	202½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92	91	92	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	143	....	143½	144	146½	146
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	101	....	101
N. Carolina 6s	55	54	....	54	57	....
" new	....	49½	47½	46	47¾	48¾
Ohio and Miss.	32½	32½	32½	32¾	....	32½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	....	90½	89½	89¾	88	86½
Panama	....	....	....	....	....	....
Phila. and Reading	98	93¾x	93	93¾	94¾	94
Pitts., Ft. W. & Chicago	152	....	152	153½	....	151½
" 1 M.	....	....	....	101	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	15	....	15½	15¾	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	92¼	....	....
" 2 M. pref.	....	....	....	83	....	....
" Income bds.	....	....	....	....	....	76
Tennessee 6s	61	61	61	61	61	62
" new	57½	57½	55½	55	55¾	56
Tol., Wab. & Western	73	....	73½	73	73¾	74
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	90	....	....	....
" 2 M.	....	....	....	....	....	83
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	57	....	58	....	....	57
" new	53¾	....	....	71¾	....	61

New York Stock Exchange.

Actual Sale Prices for the week ending July 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	108½	108⅝	110	110⅝	110⅜
U. S. 5s, 10-40s, reg	....	....	....	109⅞	109¾	....
U. S. 6s, 1881, reg	117⅛	....	117⅝	120⅜	....	....
U. S. 6s, 1881, coup	117¼	117⅜	118¼	120½	120⅝	120⅝
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	117⅝	....	....	120½	122	121⅝
U. S. 6s, 5-20s, c. 1862	....	....	121⅝	122⅞	123⅝	122⅜
U. S. 6s, 5-20s, reg. '64	....	118	....	121	121⅜	120⅞
U. S. 6s, 5-20s, c. 1864	118	118⅜	119	121½	121¼	121⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	121⅛
U. S. 6s, 5-20s, c. 1865	119	....	119½	121⅝	121⅝	121⅛
U. S. 6s, 5-20s, r. n. '65	....	....	117⅜	....	120⅜	120⅛
U. S. 6s, 5-20s, c. n. '65	117⅛	117⅛	117⅜	120½	120	120⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	119⅜	119⅜	120⅜
U. S. 6s, 5-20s, c. 1867	117	117⅛	117⅜	120⅛	119⅜	120⅛
U. S. 6s, 5-20s reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s. .'68	116⅜	117⅛	119⅛	120⅛	119⅝	120⅜
U. S. 6s, Pac.R.R.issue	....	....	....	107⅛	107¼	107⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa	....	....	....	....	....	....
.. preferred	....	....	37	....	....	37
Camden and Amboy	130⅜	130⅜	130¾	131	131	131⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	88½	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	93	....	....	93	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	36⅜	....	....	36½	....
.. 6s, 1884	....	....	83	....	....	....
.. Gold L...	94	94½	94¾	94½	95	96⅜
.. R. R. L	....	87½	87½	....	....	87⅜
Lehigh Valley R. R	56	56	....	56	56	55¼
.. 6s new coup	94	....	....	93⅞	94	....
.. 6s new reg	94	94	94	94	94	....
Little Schuylkill R.R	42½	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	53½	53½	....	53¾	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	60
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	36	....	....
.. 6s, 1880	....	87½	....	....	....	....
.. 7s	....	87½	87¼	....	88	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	50	50	....	50	....	....
Pennsylvania R. R	56⅜	56¼	56⅜	56⅞	57	57
.. 1st M	....	97½	97½	....	97½	97¾
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	103	....	....	....	....	....
.. 6s, 2d series	....	....	104	....	....	....
.. 6s, 3d series	....	106	....	....	....	....
.. 6s, W. L.	102¼	....	....	....	....	....
Philadelphia City, 6s	95	....	94¾	....	....	95
.. new	100	100	100	100½	100½	100⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	48¾	49½	46⅝	46½	46⅝	46¾
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	31	31½	31	30	....	31⅛
.. 6s	....	....	....	....	....	....
.. 7s	86⅛	....	....	....	86½	86⅜
Schuylkill Navigation	....	....	....	....	....	....
.. pref	21	20⅜	....	....	21½	65
.. 6s, 1882	....	....	....	65	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	10	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	48	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	18½	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	....	92¾	....	....	93	....
.. 1886	....	90	....	....	....	90⅜
.. 1890	92¾	92¾	....	....	92¾	92¾
.. 1893	....	....	....	....	....	90
Balt and Ohio	121	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880. 94	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	89½	....	....	....	89	89
.. 2d M	....	....	....	....	67½	....
Northern Central	....	....	....	....	50½	....
.. bonds, 1885	....	85½	....	....	85½	....
.. .. 1900	....	85½	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	20½

Boston Stock Exchange.

Actual Sale Prices for the week ending July 14.

	Th.8.	F.9.	Sat.10.	M.12	Tu.13.	W.14
Boston and Albany	147	147¾	....	147	147	
Boston and Lowell	....	....	....	....	135	
Boston and Maine	....	141	....	140	140	
Boston and Providence	133	....	133½	....	....	....
Boston, Hartford & Erie	22	21⅞	21½	21⅞	21⅝	
.. 7s, new	....	65	64½	64	64½	
Cheshire, pref	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	130½	130½	....	....	130½	
Eastern	114¾	....	114½	114¾	....	114¾
Fitchburg	129	129⅛	130	130	130	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	129½	129	129½	....	130	131½
Northern, N. H	107	107¼	107¾	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	64½
.. pref	108	....	....	....	....	108
Old Colony & Newport	98½	98½	98½	....	98	98
Ph., Wil. & Baltimore	53	52⅝	53	52¾	52½	52¾
Portl'd, Saco & Porte	....	....	....	....	101½	110½
Vermont & Canada	99¾	99¾	....	....	....	....
Vermont & Mass	....	....	....	....	....	58
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	99½	....	....	....	....	99¾
Metropolitan ..	69	68½	....	....	....	68½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	1½	....
Pewabic ..	....	6⅞	....	7	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. June 25.	June 18.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	25 — 26	25 — 26
Detroit and Milwaukee 1st mort. 7s	60 — 63	60 — 63
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	19⅜ — 20	20 — 20⅛
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —100	97 — 99
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 95	94½— 95½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	105 —107	104 —106
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	92 — 94
Do. General mort. 6 p. c. 1910	86 — 88	85 — 88
Philadelphia and Erie 1st mort. 1881	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, July 17, 1869.

Stock Exchange and Money Market.

The Money Market has shown much less activity, and more steadiness as to rates, since our last, call loans having fallen back to about 7 per cent. currency as the governing price, and discounts having been more readily conceded at from 8@10 per cent. per annum on strictly prime to very good grades of business paper. The more liberal disbursements of the Treasury Department, partly in payment for 5-20 bonds, bought in, have served to increase the available supply, and to facilitate negotiations, especially in a temporary form. The city banks have made an important addition to their assets, their specie reserve having been increased full 6¾ millions, their legal tender hoard nearly two millions, and their deposit average about 3¼ millions. The Sub-Treasurer has reduced his cash balances materially. The pending heavy purchasers of 5-20s on Treasury account will liberate over 13 millions of currency from the Treasury vaults before the close of July. This circumstance tends to strengthen the public confidence in the working of the loan and discount market in the immediate fixture.

The specie reserve of the city banks according to the latest return is $30,266,912, against $19,235,349 same time last year. The city bank deposits are now $183,197,239, against $224,320,141 week ending July 10, 1868. The legal tender reserve amounts to $48,702,728, against $68,531,542 same time last year. The circulation now stands at $34,277,945, against $24 068,202 same time last year. The loans are now $255,424,942, against $284,147.708 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $135,308,058 a day, against a daily average of $141,127,266 the preceding week, and $127,028,457 the week ending with June 23, 1869. The current week's exchanges average about $107,000,000 a day. The city banks, last week, reported a gain of $6,746,645 of specie, $3,267,772 of deposits, and $1,965,465 of legal tender notes. They reduced their loans, $2,943,529: and increased their circulation, $59,972.

The city bank exchanges on Wednesday were $123,956,875, and the resulting balances, $3,121,038.

National Bank notes to the amount of $132,592 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $316,397,730, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $16,616,635, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,898,931.) an actual circulation at this date, of $299,780,495. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 871,100; and for the public deposits, $23,764,560—making a total of $366,635,660. The Treasury Department last week redeemed and destroyed $318,600 of worn and mutilated fractional currency, and issued $144,130 of new. The outstanding amount of fractional currency on the 1st of July, was $32,062,528 against $33,452,523 on June 1; $35,330,323, on May 1, $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with July 10, were $34,957,441, including $2,004,169 from customs duties; payments, $17,794,235, including $3,382,000 of coin interest; balance at the close of the week, $97,209,700, against $80,046,494 at the close of the preceding week, showing an increase of $17,168,206. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $2,663,800, including $418,312 from customs, and payments, $5,087,385, including $697,871 of coin interest. On Tuesday, receipts, $7,497,671, including $416,315 from customs, and payments $7,363,191, including $720,591 of coin interest. The balance at the close of business on Tuesday stood at $94,320,598, against $98,230,998 a week previous; and $82,668,328 on June 30 1869. The aggregate receipts of the office in June were $55,052,216, including $8,847,210 from customs, aggregate payments, $47,347,878, including $3,131,675 of coin interest.

The assets of the United States Sub Treasury as they stood at the close of June, and the administration of the Hon. Henry H. Van Dyck, amounting in all to $102,727,648 29, were all actually counted between the afternoon of Friday,

June 30, and 10 P. M. Saturday, July 10, 1869, and found to correspond precisely with the official returns of the late Sub-Treasurer. Some 30 millions of currency, and over 72 millions of coin and bullion were thus handled. The currency notes and gold pieces were all counted, dollar after dollar, and the gold bars were separately weighed. The result of the count is justly regarded as the most conclusive proof of the exactness, fidelity and uprightness with which the affairs of the Sub-Treasury were administered by Mr. Van Dyck.

The outstanding amount of coin certificates on the 1st of July was $30,489,640 against $23,540,720 on June 1st; $16,307,200 on May 1st; $21,672,500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $2,128,760, and retired $1,919,169 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during June, reached $13,593,420.

Government revenues have been yielding quite liberally, for midsummer, since our last. The excises, last week, yielded about $8,149,715; customs at the port of New York, $2,004,169, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $11,799,197 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,564. The receipts from the same source, during the fiscal year, ending with June 30, 1869, were $158,287,177. The customs yielded, same time, about 182 millions in gold. The miscellaneous revenues of the fiscal year yielded about thirty millions, making a grand total income for the year ending with June 30, 1869 of about 370 millions. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 14 millions.

Gold has been in more confident speculative demand, and has been decidedly firmer, selling up to 137⅞ on Tuesday, though closing on Wednesday less buoyantly at 137@137⅛. The customs inquiry has been fair, while there has been rather more of an export call. The specie shipments last week reached nearly a million. Thus far, in the current week, the exports exceed half a million. The Sub-Treasury disbursed 3¾ millions of coin interest last week, and about two millions during the first half of the current week.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 10th day of July, 1869:

Average am't of loans and discounts	$2,050,866
Average amount of specie	1,100,207
Average amount of deposits	2,431,756

The customs of the port on Wednesday yielded $329,000. The U. S. Sub-Treasury disbursed $651,392 of coin interest, on that day.

The customs demand for Gold last week, averaged $400,834 a day; thus far, this week, it has averaged $417,500 a day, or equal to a weekly aggregate of $2,505,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $3,160, and since Jan. 1, $9,597,838, against $3,958,431 same time in 1868. The receipts from California, since our last, have been $27,777. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to June 30, 1869 was $124,688,174, against $113,529,891 in the preceding fiscal year. At San Francisco, from Jan. 1, to June 30th, 1869, $3,391,393, against $3,699,865 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to July 10, were about 4¼ millions.

The total receipts of California gold at this port, during the fiscal year ending with June 30, 1869, were $19,419,278, against $36,726,790 in fiscal year 1867-'68, showing a decrease in the last fiscal year, of $17,307,512. The exports of specie, from this port, last week, were $908,734, against $3,947,891 same week last year; total, since Jan. 1, 1869, $16,450,180, against $55,425,178 same time last year; and the total for the fiscal year ending July 1, 1869, $27,279,653, against $76,309,866 during the year 1867-'68. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $3,382,000, and since Jan. 1, 1869, $55,770,509, against $54,077,367 same time in 1868; year ending July 1, 1869, $88,325,756, against $73,485,386 during the preceding fiscal year of 1867-'68. The specie exports from San Francisco, from Jan. 1, to June 30, 1869, were $21,046,229, against $19,937,491 same time in 1868.

A fair inquiry prevailed for foreign exchange, which has been held with more confidence. Bankers' prime sixty day bills on London closed tamely on Wednesday at 109⅜@110, and on Paris to 5.18¾@5.12½; sight bills on London to 110¼@110⅝, and on Paris to 5.12½c.@5.10¾. The offering of produce bills has been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,713,122, against $2,317,411 same week last year; total, since Jan. 1, 1869, $95,742,648, against $90,958,806 same time in 1868; and for the fiscal year ending with June 30, 1869, $172,815,331, against $179,085,149 in preceding fiscal year of 1867-'68.

Government securities have been more active and have advanced materially in price, especially since early on Monday, when Secretary Boutwell announced through the Sub-Treasury that Government would receive offers of 5-20s to the amount of $3,000,000 each Wednesday to the close of July, in addition to the Sinking Fund purchases. The purchases of U. S. 5-20 bonds for the remainder of the month of July on public account as thus announced will be as follows:

Wednesday, July 21	$3,000,000
Wednesday, July 28	3,000,000
Thursday, July 29	1,000,000
Total	$7,000,000
Previously bought in July	11,000,000
Total for July	$18,000,000

On Friday, July 9th, the Treasury purchased, for the Sinking Fund, $3,000,000 United States 5-20s of the various issues, at rates varying from 116.97@117.50, for the principal of the bonds—the accrued interest in gold since the last dividend being settled in favor of the seller as a separate transaction. The sum total offered was $5,126,000. On Wednesday, 14th, the amount offered aggregated $9,000,000, and purchases were made at 120.05@120.38.

The general market closed strong and buoyant.

U. S. sixes of 1881 closed here on Wednesday at 120⅞@121; U. S. Five-twenties of 1862, ex-coupon, 124@124⅛; U. S. Five twenties of 1864 at 121⅞@122; U. S. Five-twenties of 1865 at 121⅞@122; U. S. Five-twenties of 1865, consolidated, 120⅝@120¾; U. S. Five-twenties of 1867, 120¾@120⅞; U. S. Five-twenties of 1868, 120⅝@120⅞; U. S. Ten-forties at 110½@110¾; U. S. Six per cent. currency bonds, 107⅜@107⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 30.	July 7.	July 14.
Consols	92⅞@93	93⅛	93¼
U. S. 5-20's of 1862	80¾	81⅝	81⅞
Erie	19½	19⅛	18¾
Ill. Central	95	95½	95¾

There has been more movement in railway and miscellaneous share property at generally much stronger prices. State bonds have been unusually variable, but close, firm and buoyant.

Business in domestic produce has been fairly active for the season. Breadstuffs close more firmly. Middling upland cotton closed rather heavily on Wednesday at 34¼ cts. per lb. The stock of cotton now here is estimated at about 17,500 bales. The receipts at the port this week, have averaged about 700 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,294,000 bales, against 2,321,000 bales same time in 1867-8; exports, same time 1,428,500 bales, against 1,691,000 bales same time in 1867-'8; stock on hand at latest dates, 50,000 bales, against 82,500 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 14,853 pkgs., against 13,705 pkgs., same time last year. From Boston, 5,757 pkgs., against 6,183 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in good demand, at from 12@16c., per lb.; week's receipts, 6,396. Milch cows, dull at from $40@$110 each, receipts, 93. Veal calves in moderate request at from 6@13c. per lb.; receipts, 2,696. Sheep and lambs at from 4¾@7½c., and 9@11c. per lb.,; receipts, 23,614. Swine in less demand at from 9@9¾c. per lb.; receipts, 33,686.

Foreign merchandise has been in moderate demand. Groceries have been quoted stronger. Dry goods, firm. Metals, depressed. The total imports of foreign dry goods, last week, were $1,110,046, and the total amount marketed $814,973. The value of foreign general merchandise imported last week, was $3,060,166—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $4,170,212, against $4,363,244 same week last year; total, since Jan. 1, 1869, $166,537,190, against $128,959,843 same time in 1868; and fiscal year ending July 1, 1869, $285,447,842, against $237,712,435 during the preceding year of 1867-'8.

Ocean freights have been quite active and generally firm. For Liverpool we quote flour at 2s. 1½d.@2s 3d. by sail, and 2s. 6d.@2s. 9d. by steamer, per bbl.; grain at 8d.@8¼d. by sail, and 9d.@9¼d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{5}{16}$d. by sail, and ¼@$\frac{5}{16}$d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 25s.@40s. by

steamer, per ton. Total number of vessels in port on Wednesday, 458.

The New York exports, exclusive of specie, for the week ending July 13, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,317,411	$3,713,122
Prev. reported	88,641,395	92,029,526
Since January 1	$90,958,806	$95,742,648

The imports for the week ending July 10, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,280,470	$1,110,046
Gen. merchandise	3,082,774	3,060,166
Total for the week	$4,363,244	$4,170,212
Previously reported	124,596,599	162,366,978
Since January 1	$128,959,843	$166,537,190

The balance in the Sub-Treasury on Wednesday was $94,311,126 82.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, 66⅛; Alabama 8s, 93½; Michigan 7s, W. L., 101; Louisiana 6s, 68½; do., 6s, Levee bonds, 66; do., 8s, Levee bonds, 85; N. Y. State 7s, Bounty Loan, reg., 108; do., coupon, 108; Georgia 6s, 83; do., 7s, 90; Brooklyn 6s, W. L., 93½; do., Park Loan, 91¼; Toledo, Wabash and Western consol. bonds, 82; Ohio and Miss. consol. bonds, 82¾; N. Y. and N. Haven 6s, 96; St. Louis and Iron Mt. 1st mort., 85; New Jersey Central new bonds, 100¼; Toledo, Peoria and Warsaw 1st mort., W. D., 83¾; Central Pacific 6s, 98½; Norwich and Worcester R. R., 105; Dubuque and Sioux City, 102; Western Union Telegraph, 87½; do., 7s, 86; Adams' Exp. Co., 59¼; Wells-Fargo Exp., 22¾; Am. Mer. Union Exp., 42⅛; U. S. Exp., 71¾; Merchants' Union Exp., 6; American Flag, gold, 0.20; Bennehoff Run oil, 0.25, Benton gold, 0.20; Consolidated Gregory gold, 1.55; Grass Valley gold, 0.60; La Crosse gold, 0.15; Pit Hole Creek pet., 1.80; Quartz Hill Gold, 1.10; Rocky Mt. Gold, 0.08; Smith and Parmalee gold, 2.15; United States petroleum, 0.90.

Philadelphia.—West Jersey 6s, 90¾; Sunbury and Erie 7s, 97; Phila. and Trenton, 129½; Oil Creek and Allegheny River R. R., 41½; Penna. State 5s, reg., 98; do., coupon, 94; Schuylkill Nav. Boat Loan, 70; Curtin oil, ⅞; New York and Middle Coal Fields, 4⅞. The latest quotations are: City 6s, 94½@95; do., free of tax, 100½@100⅝; State 6s, coupon, 94⅛@95¼; do., reg., 98@99; do., 6s, W. L., 102@103; do., 1st series, 104@104⅛; do., 2d series, 104¾@105¼; do., 3d series, 106@107; Reading, 47¼@47¼; do., 7s, 1893, 105@106; do., 6s, 1880, 87⅛@88½; Camden and Amboy, 131½@131¾; do., mort. 6s, 1889, 93¼@93½; do., 1883, 88¾@89½; Penn. R. R., 56¾@57; do., 1st mort., 97¾@98; do., 2d mort., 96½@97; Little Schuylkill R.R., 41¾@42½; Morris Canal, 30@32; do., pref., 59½@61; do., bonds, 79@81; Susquehanna Canal, 10½@12½; do., 6s, 54@55; Sch. Nav., 10@10½; do., pref., 20¾@21; do., 6s, 1882, 65½@65; Delaware Div. Canal, 50@51; do., bonds, 81@83; Elmira and Williamsport, 30½@31; do., pref., 40@42; do., 7s, 1878, 88@89½; do., 5s, 59@60; Lehigh Coal and Navigation, 36@36½; do., 6s, 1884, 83¼@83¾; do., R. R., Loan, 87½@87¾; do., Gold Loan, 95¾@96; North Pennsylvania, 35⅛@35½; do., 6s, 87@88; do., Chattle 10s, 109@111; Philadelphia and Erie, 31⅛@31¼; do., 6s, 88@89; Minehill, 53⅜@53⅝; Catawissa, 13@16; do., pref., 37@37½; Lehigh Valley, 56⅛@56¼; do., 6s, new, 93¾@94; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 46@48; West Philadelphia, 61@61¼; Spruce and Pine, 26@27; Green and Coates, 39@40; Chestnut and Walnut, 48@48; Thirteenth and Fifteenth, 17@18½; Girard College, 29@30; Tenth and Eleventh, 71@71⅛; Union, 44@—; Hestonville, 12@12½.

Boston.—Vermont Central 1st mort., 80¼; do., 2d mort., 39; Union Pacific 6s, 88; Central Pacific 7s, 1883, 108½; Vt. Central and Vt. and Canada 8s, 1889, 100½; Essex R.R. 6s, 1876, 91; Eastern R. R. 6s, 1889, 96; Boston, Hartford and Erie 7s, old, 80; Jackson, Lansing and Saginaw 8s, 96½; South Shore 6s, 1880, 90½; Stanstead, Shefford and Chambly 7s, 79½; Eastern (N. H.) R. R., 111¾; Boston and Lowell new, 113¾; Taunton Branch, 115; St. Joseph and Council Bluffs R. R., 98@100¼; Burlington and Missouri R. R., 90¼; Summit Branch, 21¾; Boston and Albany R. R. Rights, 4⅝; Boston Water Power Co., 16; Cary Imp. Co., 7¾; Waverly Land, 1⅝; Massachusetts 6s, 5-20s, currency, 101; do., 5s, 1873, gold. 115; do., 1894, 107¼; do., 6s, 1874, gold, 122½; Vermont 6s, 100; New Hampshire 6s, 1874, 99½; Chicago 7s, 97; Bath 6s, 1898, 98½; St. Louis 6s, 1886, 84⅜; do., 1875, 88¾; Boston 6s, 1875, currency, 101¼; do., 5s, 1882@1886, gold, 107½; Albany 6s, 1879, 92; Cambridge 6s, 99¾; do., 5s, 87; Allouez Mining Co., 4; Humboldt, 30c.

Baltimore.—Virginia 6s, old, reg., 50¾; do., 1866, 58; Maryland Defense Loan, 101; Memphis City 6s, 50⅝; Parkersburg R. R., 24. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88¼@89¼; Balt. and Ohio, —@120⅞; do., 6s, 1875, 91@91½; do., 1880, 91@91; do., 1885, 93@94; Northern Central, 50@50⅛; do., 6s, 1885, 85½@85¾; do., 1900, 85@86; do., 6s, 1900, gold, 102@103; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 92⅞@93; do., 2d mort., 92@93; do., 3d mort., 1885, 85@88½; Marietta and Cincinnati 7s, 1892, 89@89¼; do., 2d mort., 67⅝@67¾; Central Ohio, 25@26; do., 1st mort., 82¼@83¼; Western Md. 6s, 1890, 65@—; do., guar., by Baltimore City, 92@92; do., 2d mort., guar., 89@—; do., 6s, pref., 40@60; do., 6s, guar., by Washington Co., 78@83; Richmond and Danville bonds, 73@75; Baltimore 6s, 1875, 93@93½; do., 1886, 90⅛@90½; do., 1890, 92¾@92⅞; do., 1893, 90@91; do., 5s, 1838-'70, 75@80; Memphis City 6s, 50@50⅝; City Passenger R.R., 20¼@21½; George's Creek Coal, 68@74; Santa Clara, 1.50@2 00; Atlantic Coal, 2.90@2.75.

☞ The Baltimore and Ohio Railroad Company have taken charge of the Sandusky, Mansfield and Newark Railroad, and hereafter that road will be known as the Lake Erie division of the Baltimore and Ohio Railroad.

☞ A machine has recently been patented for transferring railroad cars from one track to another without necessitating the running of the car several hundred feet backward or forward, as the case may be, and without the use of switches.

Illinois Central Railroad.

The statement of this Company for the month ending June 30, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	5,157.51 for	$50,296 34
Acres Int. Fund Lands sold	79.32 for	820 10
Acres Free Lands sold	1,009.52 for	14,172 76
Total sales during month of June, 1869	6,246.35 for	$65,289 20
To which add Town Lot Sales		435 00
Total of all	6,246.35 for	$65,724 20
Cash collected in June		$187,351 18

TRAFFIC DEPARTMENT.

Receipts from Freight		$390,796 00
do. Passengers		134,800 85
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		80,000 00
Total Receipts in June, 1869		$615,955 18
Total Receipts in June, 1868		$543,018 60

Estimated earnings in the month of June, on the D. & S. C. R. R., not included above: $124,993 80
Corresponding month of 1868: $83,271 38

S. A. Martine & Co.

The immense impetus and activity given to the Car building interests during the past year by the wants of the Union Pacific, and the constantly increasing new Railroads which are so rapidly developing the prosperity of the country, have led to great improvements in the interior arrangements of passenger Cars in the varied styles of trimming, etc.; and Car builders, and the Railroad community generally, would do well to notice the advertisement of the old established House of S. A. Martine & Co., in our advertising columns.

This Firm is one of the oldest in their line of business, are favorably known among railroad men, and in their large stock can be found every variety and grade of the standard goods in use in lining and trimming Railway Cars.

Their experience of over 25 years in the importing and selling of Car Linings has given them great facilities for procuring goods to suit the wants of the trade, and their extended business acquaintances enable them to present at all times a stock from which the most extensive purchasers can make a selection at the closest market rates.

☞ The Chestertown (Md.) *News* says that the grading of the Kent County Railroad will soon be completed to Kennedyville, and that the Board of Directors, of which Hon. Geo. Vickers is President, are looking to the early purchase of sufficient iron to lay the road to that point.

☞ At a meeting of the stockholders of the Chicago, Pekin and Southwestern railroad in Washington, Yazewell Co., Ills., on the 29th of June, a board of directors was elected with B. S. Prettyman as President, J. McDonald Secretary, J. W. Dougherty, Treasurer, A. C. Titus Chief Engineer.

☞ At a meeting of the stockholders of the Dubuque, Plattville and Milwaukee railroad company at Plattville, Wis., on 22d ult., a board of directors was chosen with H. Robbins as President; S. Moore, Secretary and Treasurer; Geo. W. Cobb, Superintendent.

Commerce of New York.

The foreign imports at New York for the month of June, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$8,786,471	$10,510,444
Do. for warehousing	10,063,867	12,380,145
Free goods	783,149	1,277,514
Specie and bullion	838,111	914,005
Total entered at port...	$20,471,598	$25,082,108
Withdrawn fr. wareh'use	6,658,943	7,604,230

The foreign imports at New York for the six months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$58,924,841	$80,655,474
Do. for warehousing	59,723,073	73,110,314
Free goods	4,954,049	7,872,471
Specie and bullion	4,038,900	10,011,260
Total entered at port..	$127,640,863	$171,649,519
Withdrawn fr. wareh'se	51,922,215	52,987,225

The foreign imports at New York for the fiscal year ending June 30, were:

	1868.	1869.
Entered for consumpt'n.	$121,493,242	$149,467,646
Entered for warehouse.	106,408,721	117,994,646
Free goods	10,022,539	14,682,449
Specie and bullion	5,788,543	13,057,749
Total entered at port..	$243,713,045	$295,202,490
Withdrawn fr. wareh'se.	99,210,380	101,101,973

The following is a description of imports for the year ending June 30:

	1868.	1869.
Dry goods	$77,254,182	$88,131,658
Gen. mdse.	160,670,320	194,013,083
Specie and bullion	5,788,543	13,057,749
Total imports	$243,713,045	$295,202,490

The revenue from customs at New York:

	1868.	1869.
In June	$7,678,200 69	$8,411,294 83
Add 5 months	47,772,547 96	55,056,115 11
Six months	$55,450,748 65	$63,467,409 94
Fiscal year	110,182,050 09	121,313,373 91

The exports from New York to foreign ports in the month of June, were:

	1868.	1869.
Domestic produce	$10,634,544	$16,555,107
Foreign free goods	32,946	59,001
Do. dutiable.	641,409	605,608
Specie and bullion.....	11,823,628	2,335,531
Total exports	$23,132,527	$19,555,247
Do. exclusive of specie.	11,308,899	17,219,716

The exports from New York to foreign ports for six months from January 1, were:

	1868.	1869.
Domestic produce.....	$79,101,312	$81,792,169
Foreign free goods	404,249	156,870
Do. dutiable	3,909,473	3,323,094
Specie and bullion.....	49,103,600	15,451,893
Total exports	$132,518,634	$100,724,026
Do. exclusive of specie	83,415,034	85,272,133

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1868.	1869.
Domestic produce.....	$166,163,863	$158,766,435
Foreign free goods	553,666	353,545
Do., dutiable	7,840,890	6,803,221
Specie and bullion	76,309,886	37,189,892
Total exports	$250,868,305	$203,113,093
Do. exclusive of specie.	174,558,419	165,923,201

☞ Cars commenced running on the Cooperstown railroad between Cooperstown and the junction with the Albany and Susquehanna railroad on the 12th inst.

The Overland Road Through British North America.

Mr. Alfred Waddington has just published, as a supplement to his recent *brochure* on this subject, an interesting sketch in detail of the proposed line according to his views, and by the last mail we received the report of Mr. S. J. Dawson, who has been employed by the Canadian Government to explore the route by which the best line of communication across the continent can be made. With these two papers before us we have the means of arriving at a conclusion in regard to the perfect feasibility of such a communication being opened up.

Mr. Dawson decides that for the present the only means of easy access to the Red River settlement from Canada, within the financial means of the country, must be mainly by water, the connection, however, between the line of navigation and the head of Lake Superior on the one hand and the Red River settlement on the other being made by railway. Thus the route is divided into three different sections, which may thus be stated:

	Miles.
From Lake Superior to the eastern extremity of the waters which are to be made navigable	40
Waters now partially navigable which are to be made navigable throughout their length, extending westward to the north-west angle of the Lake of the Woods	311
From the Lake of the Woods to Fort Garry...	90
	441

The whole may be summed up, therefore, into 130 miles of railway and 331 miles of navigation. The first railway, and the shortest of the two, is that at the eastern end of the route, and on Lake Superior its terminus is intended to be at the head of Thunder Bay. Thence it is to strike the height of land or water-shed between the streams which flow eastward by Lake Superior and the St. Lawrence to the Atlantic, and those which flow westward by Lake Winnipeg into Hudson's Bay. The summit of this plateau is just on the eastern side of a large basin known as Lac Mille Lacs, and seventy miles of broad and deep navigation could be made by connecting the waters of a series of lakes which are found on the plateau. The country between them and Lake Superior over which the railway of 40 miles must pass is very rocky and difficult; but it is believed that an available line has been found by striking the Matawan River and following its valley up to the place where it is proposed to make a dam, so as to raise the waters of one of the lakes of the series already mentioned. The method of adapting these lakes to the purposes of a continuous navigation is discussed at some length, but the subject is entirely technical, and the opinions expressed are, moreover, to a great extent provisional. A gully runs through the ridge of about 50 chains in width, which separates the eastern from the western waters, and this, it is believed, may easily be excavated to sufficient depth to serve as a canal. The passes in the dividing region vary in height from 840 to 1,110 feet above the level of Lake Superior, following the watercourses; but the general elevation of the country is considerably greater, and the summit of the dividing ridge being only forty-five miles from Lake Superior at Pigeon River and seventy from Thunder Bay, the waters have the course so rapid as to make it impossible to fit them for navigation, except at an expense which present circumstances will not warrant—hence the recommendation of a railway. On the western side of the water-shed, on the contrary, the descent of the waters is very gradual; the difference in levels between Lac des Mille Lacs and the western extremity of the Lake of the Woods being only some 450 feet in three hundred miles. Between the height of land and Rainy Lake, the lakes are so numerous and so large as to make it difficult to say whether land or water predominates. Hence the facility for making a good navigation through them. From the foot of Rainy Lake to the western side of the Lake of the Woods there are but two small rapids, easily overcome, to interrupt the navigation. At this northwest angle of the Lake of the Woods it is proposed that the second railway should begin. The country over which it is to run to Fort Garry is said to be low and level, swampy, but at the same time quite practicable for railway purposes. All this work cannot, Mr. Dawson says, be done for many years to come. In the meantime, he would make a good wagon road to the waters of the dividing plateau, improve the navigation as well as it can be rapidly done, and make another wagon road from the Lake of the Woods to Fort Garry. With regard to a future continuous railway from Canada to Fort Garry Mr. Dawson says that there are two necessary conditions which must be kept in mind: First, that it must be carried far enough to the north of Lakes Huron and Superior to keep clear of the rugged country lying on the coast of those lakes, and must also pass north of the Lake of the Woods. But no road answering these conditions could touch Lake Superior at any place west of Nipigon Bay, so that it must be understood that the advantage claimed for the railway which is to start from Thunder Bay has reference only to a connection to be made with the interior navigation. The detour to the north of Lake Superior, which will be necessary in order to place the railway upon practicable ground, is stated at from thirty to fifty miles from the coast. Mr. Dawson speaks of it as very doubtful whether the best method of continuing the route westward from the Red River settlement to the Pacific will be by railway or by water, for which latter course ample facilities are offered by the abundance of lakes and rivers which exist east of the Rocky Mountains. The country, he says, is well adapted for railroads between Red River settlement and the Saskatchewan and Arthabaska Rivers. But after passing the summit of the Rocky Mountains through some of the passes, the country becomes one sea of mountains, though explorers have persevered until they have discovered a possible line of route. But till the country is better known, nothing can be done beyond pointing out the probable course of such a road. If the Arthabaska Pass were adopted, which Mr. Dawson thinks likely, a railway from Edmonton House, on the Saskatchewan, to Bute Inlet, on the Pacific, would be 654 miles in length. From Montreal to Bute Inlet the distances are set down thus:

	Miles.
Montreal to Fort Garry.....	1,367
Fort Garry to Edmonton House over the prairies.....	825
Edmonton House to Bute Inlet	654
	2,846

The course would be by the Ottawa River, and its tributary the Montreal River, to the 82d deg. of western longitude, from thence north west to the outlet of Lake Nipigon, where it would join the line above suggested. The line might be tapped by the extension of the Toronto and Nipissing Railroad.

Mr. Dawson says that there is something grand and vast in the idea of a railway thus crossing the country, and forming a highway for the trade of India and China. But it is proper to count the cost; and for the purpose of showing what that cost may be like, he quotes from Mr. Sandford Fleming substantially as follows:

The construction of 2,000 miles of railway implies the performance of laborers' work sufficient to give employment to 10,000 men for five or six years, the delivery of 5,000,000 cross ties and over 200,000 tons of iron rails for the permanent way, the erection of 50,000 poles hung with 1,000 tons of wire for the telegraph, the creation of motive power equivalent to over 50,000 horses, concentrated in 400 locomotives. It involves the production of from 5,000 to 6,000 cars of all kinds, which, coupled with the locomotives, would make a single train over 30 miles in length. And it implies a gross expenditure of not less than $100,000,000.

For operating the line, the fuel required each year would exceed 200,000 cords of wood. For

keeping the road in repair, a regiment of 2,000 trackmen would be employed; there would on an average be annually required 600,000 new cross ties, as well as nearly 30,000 tons of new or re rolled iron rails. The annual repairs of rolling stock would not cost less than one million of dollars. Over 5,000 employees of all kinds would be under pay and not far short of 20,000 souls subsisting by the operation of the road. The aggregate amount of wages in each year would swell out to nearly $2,000,000, while the gross expenditure would annually exceed $8,000,000.

If to the last sum be added the interest on first cost, it becomes evident that unless he gross earnings of the railway in each year come up to the enormous sum of $14,000,000, it could not pay interest on the capital.

By combination of railway and water communication, navigation might be made continuous from Fort Garry by way of Lake Winnipeg and Saskatchewan, a distance of 1,060 miles to Edmonton House, which is only 500 miles from the Pacific, which distance might be surmounted by a railway 654 miles long, or, using the Upper Fraser River, by a railway of 532 miles, and 309 miles of water. This method, which is quite practicable, would give an uninterrupted navigation from a point 40 miles west of Lake Superior to the base of the Rocky Mountains.

Mr. Dawson goes, at great detail, into estimate of the expense, which, especially as to details, must be in a great degree merely guess work. The summary, however, of the whole is as follows:

40 miles railroad, Lake Superior to navigable water of interior	$1,600,000
311 miles of continuous navigation, improved by locks and dams	1,500,000
90 miles railroad, north-west angle Lake of the Woods to Fort Garry	2,700,000
Total	$5,800,000

Mr. Dawson also estimates the probable cost of transport, and compares it with the cost by way of St. Paul's as follows:

94 miles railroad, Toronto to Collingwood, at 12¼ mills a ton per mile	$1.13
534 miles by lakes, from Collingwood to Fort William, at 2 mills per ton a mile.	1.07
40 miles by rail from Fort William to navigable waters of interior section 17 mills per ton a mile	0.68
311 miles lake and river navigation, from terminus of Lake Superior Railroad to the north-west angle of Lake of the Woods, at 4 mills per ton a mile	1.25
90 miles rail, north-west angle to Fort Garry, at 15 mills per ton a mile	1.35
1,069 miles. Total	$5.35

The distance from Toronto to Fort Garry, by way of Detroit, Chicago, and St. Paul, is 1,572 miles, and supposing the railway communication to be complete, the cost per ton, reckoned at 12½ mills per mile, would be $19.65. Nothing could show more clearly the vast superiority of the Canadian line in point of natural advantges.

The report then goes on to mention the propriety of reserving land at several places for public works or for towns. For the latter the sites likely to be found best adapted are Fort Frances on Rainy Lake; Oak Point, and Fort Garry. He suggests also that a definite treaty for right of way should be made with the Indians to that part of the country which is still in their hands. The people are warlike and believe themselves masters of the country, and they are able, as well as willing, keenly to resent encroachments.

The discovery (says Mr. Waddington in his supplementary pamphlet to which we have referred) of a practicable route through the mountains of British Columbia was naturally the first step towards opening an overland communication. I have already explained how that difficulty was overcome; and now that the Hudson's Bay Company have accepted the proposal made to them by Lord Granville for the surrender of the North West territory, another obstacle, hitherto considered as next to insurmountable, has also been removed. The speedy accomplishment of this important measure, owing chiefly to the untiring efforts of the Canadian delegates and the good sense and energy of Lord Granville, can but encourage the writer to fresh perseverance in his efforts. The difficulties still to be grappled with are great, it is true, but the worst it is believed, have now been surmounted. The future of the Dominion, the development of its great resources, and the consolidation of its power depend on the opening up of a communication between Canada and the Pacific through the Red River settlement and the Fertile Belt. These will, therefore, now be quickly thrown open; the general confederation of British North America will naturally follow; and the lately so-called impossible project of an overland railroad (which, when accomplished, will make Canada the emporium of the trade of Europe with China and Japan) may be looked upon ere long as a simple question of pounds, shillings, and pence. I am aware that the sum required (thirty-two millions, including interest till the road becomes self-paying) appears at first something enormous; but the applications to Parliament this session for bills relating to railroads in the United Kingdom alone (where any new line of railroad seems almost impossible) amount to more than sixteen millions, or over half that sum, with the chance of much smaller returns. With the enlightened assistance of the Canadian Government by liberal grants of land, and a properly guarded system of guarantee, by means of which the credit of the Dominion might in the first instance be made available—especially if endorsed by the Home Government—subscription lists to the above amount could be easily covered. The Government guarantees in India amounted, April 1, 1867, to a much larger sum, 67,254,802*l.*, and they have been a complete success, as every one in financial circles is aware of. Besides, by providing for the payment of the interest the above guarantee will be rendered almost nominal.

The Central Pacific Railroad across the American continent has just been opened. Its professed purpose is to transfer the Old to the New World, and when the commercial fate of England is trembling in the balance, the urgent necessity of a rival route of our own, independent of foreign regulations or tariffs, can no longer be disguised or the question lightly postponed. What the writer has so long been striving to orward will soon become the question of the day; and if, as some pretend, Englishmen can only act vigorously when fairly aroused, that day may not be far distant—when we shall set to work in good earnest to carry out this truly great and national undertaking and make up for lost time.—*Canadian News.*

Mississippi River R. R.

At the recent annual meeting of this company in Memphis, Tenn., the following directors were chosen: A. S. Mitchell, Wm. B. Greenlaw, A. T. Lacey, Dr. A. H. Kerr, John T. Douglas, Wm. H. Wotten, D. M. Henning, Dr. A. Harris, and C. N. Gibbs. The Board organized by the re-election of its old officers, viz.: A. S. Mitchell, President; A. T. Lacey, Vice President; Wm. H. Cherry, Treasurer; Isaac Morrison, Secretary; Thos. H. Millington, Chief Engineer. All these officers live in Memphis.

☞ Proposals will be received for the grading, bridging and masonry of the Mount Holly, Lumberton and Medford Railroad, at the Engineer's office in Mount Holly, Burlington county, New Jersey, until the 19th of July.

☞ James F. Joy has been chosen President, R. S. Watson Secretary, and Amos T. Hall Treasurer of the Leavenworth, Lawrence and Galveston railroad company.

Grand Rapids and Indiana Railroad.

There are now forty three continuous miles of this road completed, viz., from White's Plaster Mills, three miles south of Grand Rapids to a point forty miles north of Grand Rapids, and about fifteen miles south of Big Rapids, the county seat of Mecosta county, a thriving town on the Muskegon river.

In addition to the twenty miles of iron laid from Grand Rapids to Cedar Springs in 1867, iron for fifty-one miles of track was bought a year ago, and twenty-seven miles of it is yet unlaid. The road will be completed to a point five miles north of Big Rapids during this year. The completed road will then have earned an absolute title to about 112,000 acres of the land grant. There is also one mile of iron laid at Kalamazoo, and the greater part of the line between Kalamazoo and Grand Rapids, 49 miles, is ready for iron. From Fort Wayne to Kalamazoo, 92 miles, the principal work to be done is between Fort Wayne and Kendallville, and there is nothing in the nature or condition of the work to prevent the road being opened from Fort Wayne for two hundred miles before the first day of January next, by which time the Cincinnati and Indianapolis line, *via* Muncie, will be open for business. The lumber which will rapidly accumulate on the sixty miles north of Grand Rapids will find its principal market at Fort Wayne, and on the lines of railway uniting with Fort Wayne, and every consideration of interest, therefore, calls for the opening of the road to Fort Wayne at the earliest possible day. The public expectation demands it, and we are assured that its completion here this year is fully determined upon.

The line of the Grand Rapids and Indiana road is the shortest from Grand Rapids to Fort Wayne, and will draw to it a good share of the east bound trade and travel of Western Michigan up to Travers Bay and Mackinaw; and it is this fact which has made the east and west roads across Michigan hostile to the Grand Rapids and Indiana road, and stimulated the efforts of the Michigan Central Company to cripple and destroy it; but sustained by the interest and strength of the Pennsylvania Railroad Company, it will soon become a new element and power in the railway system of Michigan, and prove of immense value to that State, especially in the development of the western part of it north of Grand Rapids.—*Fort Wayne Gazette.*

Allentown and Auburn Railroad.

Work has been resumed on this road, and that part of the road which extends from Topton station, on the East Pennsylvania Railroad, to Kutztown, will soon be finished. Work has been resumed also between Kutztown and Hamburg, and between Hamburg and Port Clinton. When this road is finished, it will afford the nearest route from New York to the Pennsylvania coal fields and the West.—*Bethlehem Times.*

☞ The Somerset (Me.) *Reporter* says that the Portland and Kennebec Railroad Company have made arrangements to have engineers make a working plan for a railroad from Patterson bridge in Anson to Solon, preparatory to putting on working parties at once.

☞ It is expected that twenty additional miles of the Flint and Pere Marquette railroad will be completed before the close of this year.

☞ The Mount Washington railroad has been completed, and the cars now run to the top of the mountain.

☞ Ground has been broken at Windsor Locks, Conn., for the Suffield Branch of the Hartford and New Haven Railroad.

☞ P. H. St. Andrews has been appointed Superintendent of the New London Northern railroad.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th ult., inclusive, during the years 1868 and 1869, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	90,600	4,339,000	4,919,000	326,400
1869..	78,700	4,106,100	1,403,100	11,800
Dec.	11,900	232,600	3,515,900	314,600

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease equal to 58,420 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June in the years indicated:

	1867.	1868.	1869.
Canal opened—	May 6.	April 23.	May 6.
Flour, bbls.....	14,500	90,600	78,700
Wheat, bushels...	128,500	4,339,000	4,106,400
Corn, bushels....	1,449,200	4,919,000	1,403,100
Barley, bushels..	28,800	326,400	11,800
Oats, bushels....	606,500	3,211,800	980,400
Rye, bushels.....	88,500	159,400	182,100
Malt, bushels....	47,000	150,900	87,400
Feed, lbs.....	.....	.....	1,285,000

The figures for 1868 cover 45,200 bbls. flour, 2,811,500 bush. wheat, 694,500 bush of corn, 321,700 bush. barley, 104,100 bush. rye, 941,900 bush. oats, 43,300 bush. malt, estimated to have been detained on the canal by ice during the winter of 1867 and 1868.

Journal of Railroad Law.

RAILROAD COMPANIES—OBLIGATION TO MAINTAIN FENCES—EXEMPTION BY CHARTER WHEN ROAD IS CONSTRUCTED IN RIVER—WHAT CONSTITUTES THE "RIVER."

The facts of the late case of Schermerhorn *vs.* The Hudson Railroad Company, (38 N. Y., 103,) are fully and clearly stated in the following opinion by

WOODRUFF, J.—This appeal is from a judgment of the Supreme Court in General Term, in the third district, reversing a judgment for the plaintiff, rendered by a justice of the peace, and affirmed by the County Court. The action was prosecuted before the justice for damages for the killing of the plaintiff's cattle by the defendants' negligence. The alleged negligence consisted in not maintaining fences along the defendants' road where it passes between Schodack Island and the main land. The island is near the easterly shore of the Hudson River; the water on the easterly side of the island is called Schodack Creek, and is the water separating the island from the main shore. The defendants' road passes through and in this water, where it is of a width of 300 to 500 feet, and in depth from two to ten feet, varying with the tide. The evidence tended to show that the plaintiff's cattle, in June, 1853, were at pasture on Schodack Island, and from there forded or swam the intermediate water to the railroad track, and were injured.

The plaintiff had judgment before the justice, which was affirmed by the County Court. On appeal, the Supreme Court in the third district reversed the judgment, and the plaintiff appealed to this Court.

No opinion was pronounced in the Supreme Court, and the grounds of reversal are not stated us. There were numerous exceptions taken on the trial, but I do not deem it necessary to examine more than one question, and on that I think the reversal was right, and the judgment of the Supreme Court should be affirmed.

The charter of the company (Laws 1846 p. 282, § 24,) relieves the defendants from any obligation to maintain fences "where their railroad is constructed in the river," and yet their omission to fence their road in the water opposite Schodack Island is the sole neglect of duty imputed to them.

The general railroad act (Laws of 1848, p. 236, § 42,) requiring corporations formed under the act to erect and maintain fences on the sides of their road * * * with openings and gates therein, and farm crossings of the road for the use of proprietors of *lands* adjoining such railroad, which, by section forty-six, is applied to existing railroads "so far as applicable to their present conditions, and not inconsistent with their charters," does not, I think, alter the charter of the defendants, so as to require them to fence their road where it is constructed in the river.

Within the fair meaning of the charter, the water through which the road was constructed at the place of the accident, was the river, and the exemption from the duty to fence the road was applicable.

There are in the river, in the vicinity of the place of the accident, several islands breaking up the waters of the river into many channels or strips of greater or less depth. The waters are thereby spread to a greater width, but these waters are, nevertheless, the waters of the Hudson River flowing downward in their course to the sea. It is not the main channel alone which constitutes the river; the water of the river surrounds the island, and for convenience, the different channels may have received different names, but they are the river still. Indeed, the term "creek" itself properly imports a recess, cove, bay or inlet in the shore of a river, and not a separate or independent stream, though sometimes used in the latter meaning.

Here, the waters so designated do, I think, plainly constitute a part of the river itself, as Schodack Island and the several other islands in the vicinity are islands in the Hudson, and a strip of water dividing the islands, or separating an island in the river from the main land, and the spreading waters at the mouth of streams flowing into the Hudson River, are "the river," within the meaning of the charter, as they are plainly within its spirit and intent.

On this ground I think the defendants were not liable, and that the judgment of the Supreme Court, reversing the judgment of the justice, should be affirmed.

Judgment affirmed.

COMMON CARRIERS BOUND TO ACCOUNT TO CONSIGNOR FOR LOSS OF GOODS—NEGLIGENCE—LOSS BY FIRE.

A very important decision was recently rendered by Judge Brady in the Court of Common Pleas, in the case of Lamb *vs.* The New Jersey Transportation Company, in respect to the liability of common carriers in cases of loss by fire. The following opinion will be found full of interest to the community at large:

BRADY, J.—The defendants are not, by the contract of carriage, to be responsible for a loss by fire, unless it can be shown that it resulted from their negligence or want of care. This condition of liability was enforced in terms on the trial. The defendants were held not to be responsible unless it satisfactorily appeared that they were guilty of negligence, by which the loss was occasioned. Whether the plaintiff is to make out a *prima facie* case in the first instance, is not stated by the contract itself, and the natural order of proof would be for the plaintiff to show the delivery to the carrier, and his failure to carry and deliver as undertaken by him, and by way of answer to any explanation of the loss by him, to further show that it resulted from his negligence, notwithstanding the explanation. There is nothing in the contract hostile to this form of procedure, or in conflict with it. The carrier is to be liable only for negligence resulting in loss, when the loss is occasioned by fire. This is a condition imposed by him—this the limit within which he restricts the common law liability which would otherwise exist, and when fairly considered with reference to that common law liability thus restricted, it means "upon a fair and full consideration of all the facts attending the loss, if it appears that I was negligent, and that such negligence resulted in the destruction of your property, I will pay you the damages, to be ascertained as agreed upon." It would be a severe exercise of judicial power to hold that the consignor must give evidence not only of the cause of the loss, but the details attending it, and be also required to establish from such details the want of such care on the part of the carrier as he was called upon to exercise under his engagement in respect to the property carried. Such a duty should not be imposed unless there can be no doubt that such was the intention of the parties, and for the reasons, first, that the circumstances attending the loss are more within the knowledge of the carrier, and information on the subject more accessible to him than the consignor; and, second, because the carrier is *prima facie* liable if he fail to deliver, and any limited responsibility being for his especial benefit, he should have the burden of bringing the loss complained of within the exception to his general liability. The defendants in this case were required, in answer to the plaintiff's demand, to bring themselves within their excepted liability, and this was a proper construction of the terms of carriage. I agree with Judge Daly, therefore, in his conclusions upon that branch of the case. It must be said in addition, however, that the defendants did not rest upon their proposition that the plaintiff must show them guilty of negligence. They excepted to the denial of the motion to dismiss the complaint, it is true, but they proceeded nevertheless to show the cause of the fire, and all the circumstances calculated to relieve them from the charge or suspicion of negligence. The plaintiff responded to the case made by such evidence, and the issue on that subject was fairly considered, and passed upon adversely to them. The proof having thus been given on both sides, the refusal of the Judge at the trial to compel the plaintiff to establish a *prima facie* case of negligence against the defendants, resulted and is to be regarded merely as an inversion of the order of proof, which could not operate to the prejudice of the defendants. The circumstances under which the fire took place, its

cause and consequences, as already suggested, must be supposed to have been more within the knowledge of the defendants than the plaintiff, and the evidence on the trial shows that such supposition was entirely justifiable. Such facts and circumstances would necessarily present the defence or the conclusion based upon them, if proper, that the defendants were not guilty of negligence. It may be said in answer to this view, that the plaintiff might not have been able to show that the defendants were guilty of negligence in opening his case, but the fact that he rebutted the defendant's case made on that subject, and was allowed to go the jury upon the answer made to it, shows that such a conclusion could not be properly entertained. We have the whole case before us, and it does not appear that the inversion of the order of proof assuming such an incident to have occurred, prejudiced the defendants in any manner. They had the opportunity to present their case fully, and seem to have done so, and the jury found against them. For these reasons, and those assigned by Judge Daly on the other questions considered by him, the judgment should be affirmed.

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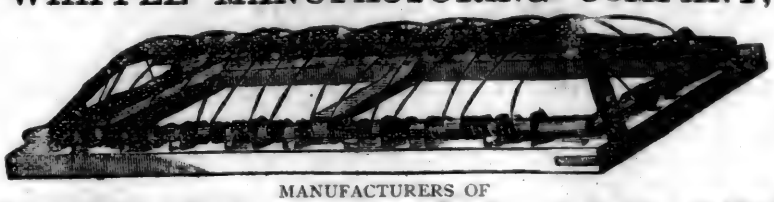
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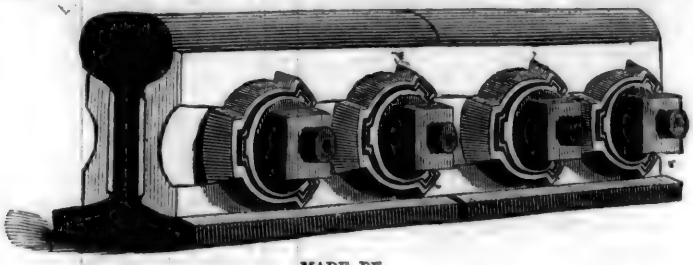
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☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 24, 1869.

Union Pacific Railroad.

The following letter was received by JAY COOKE & Co. from W. MILNER ROBERTS, a prominent civil engineer, and one of the commission sent out by JAY COOKE & Co., to examine a route for the Northern Pacific Railroad Company eastward from Puget Sound. In passing over the Union Pacific Railroad, he makes the following flattering report:

SALT LAKE CITY, June 18, 1869.

Messrs. Jay Cooke & Co.:

GENTLEMEN:—We arrived here yesterday morning by stage, twenty-eight miles from the railroad station "Deseret," changed the day we left Omaha to "Wintah," after a prominent range of snow mountains, in sight of which we were nearly all day of the 16th. The view of these snow-clad summits, standing at an elevation of eleven or twelve thousand feet above the sea, is both beautiful and grand.

The railroad from Omaha to Cheyenne, 516 miles is equal, in all respects, to the best of our first-class Eastern roads, and superior to most of them on account of its easy grades. On this whole distance the road is remarkably smooth, so that it is easier to write as the cars are going than on any railroad that I know of. Nearly the whole of it is ballasted with fine gravelly material. It is all prairie land, and all the way in the valley of the Platte River or its branches. At "North Platte," 291 miles from Omaha, the line takes the valley of the South Platte, and runs on the north side of it to "Julesburg," 377 miles from Omaha. Thence it follows the "lodge pole" fork of the South Platte to "Pine Bluffs," 475 miles from Omaha. It then passes across an easy "divide" over to the waters of "Crow Creek," another tributary of the South Platte, and descends to Cheyenne, 516 miles from Omaha. Omaha the starting point, is 760 feet above the sea; Cheyenne is 5,921 feet above the sea; so that the total rise is 4,961 feet in 516 miles, or an average of 9 6-10 feet per mile—the maximum rise for short distances being thirty-five feet per mile, excepting that in getting out from Omaha there is at present a grade of sixty-two feet per mile, which, however, on the completion of the bridge across the Missouri at Omaha, now in progress, will be reduced to about forty feet per mile, and which, occurring at an important city, is not of much moment. Practically the railroad from Omaha to Cheyenne is a straight line for 516 miles, with ruling grades below thirty feet per mile, and averaging about ten feet per mile. This entire distance is a grass country: but most of the way it may be cultivated, and produce Spring wheat, corn, potatoes, oats, &c. At present it is virgin soil, ranged over by antelopes, occasional Indians and emigrants, and latterly by the railroad, and now dotted with railroad villages about every fifteen miles, these villages as yet depending wholly on the railroad employes and the travel by rail, no local trade existing along the route till we reach the Cheyenne, where the stage road runs to Denver, 110 miles off.

As far as Cheyenne we were honored with the company of Ex-Secretary SEWARD and his family. At Cheyenne he was welcomed by a crowd and a band of music; and here he bade our party farewell, intending to proceed to Denver, and afterward to the Pacific.

Cheyenne bears somewhat the same relation to the passage of the Black Hills range of the Rocky Mountains that Altoona bears to the Allegheny range on the Pennsylvania Central Road; only, however, in this, that at Cheyenne the grade increases, and continues gradually increasing to the pass of the mountain at the summit at Sherman; the highest point attained by the railroad anywhere between the Atlantic and the Pacific Ocean—Sherman being 6,235 feet above the sea.

But here the resemblance ceases. The ascent of the Black Hills, from Cheyenne to Sherman, a distance of thirty-three miles, is entirely different from that on the Allegheny slope. In the thirty-three miles the rise is 2,314 feet, or an average of seventy feet per mile. But in attaining this easy ascent there is no heavy crest, no deep fills, the deepest cuts only about twenty feet, and no tunnels, and on the very top, at Sherman, it so happens that there is a slight depression, requiring an embankment about four feet high.

I watched this portion of the line critically all the way, although it was by moonlight, in company with DR. CLAXTON, looking from the hind platform of the hinder car, and I was particularly struck with the fact that there is little more work on these thirty three miles than on the route approaching Cheyenne from the east, and no appearance of a mountain ascent. Such is this remarkable pass.

In fact, it is not necessary that even this summit should be passed by the railroad, for the Laramie Fork, as well as the main North Fork of the Platte, cuts through the Black Hills, and could have been followed with regularly ascending grades, though no more circuitous and more costly routes. Where the line now crosses the Laramie west of the Black Hills, it is 7,123 feet above the sea, or 1,112 feet lower than the Sherman summit; and at the crossing of the North Platte, west of the Black Hills, it is only 6,477 feet above the sea, or 1,658 feet below Sherman.

These features are not generally understood by our people in the East. On the entire distance, 549 miles from Omaha to Sherman, on the highest summit passed between the two oceans, the work is absolutely trifling, the curves of the easiest kind, and the grades as above stated.

From the Sherman summit, descending the slopes of the Black Hills, the work is heavier and the grades somewhat undulating, the maximum descending grades being 86 feet per mile for about ten miles into the valley of the Laramie. The general range of the height of the grade above the sea, from the Laramie, crossing 23¼ miles west of Sherman to Green River, is from 7 000 to 6,000 feet in a distance of 274 miles, between Laramie and Green River, with no very heavy work at any point. At Green River the grade is 6,112 feet above the sea, and at the Aspen summit, 92½ miles further west, it is 7,463 feet. Aspen is the second highest summit on the Union Pacific Road, and is 772 feet lower than Sherman, at a point 939 miles from Omaha. At Deseret, or Wintah now, we left the cars to go over to Salt Lake City, 28 miles south of the railroad, by stage over a tolerably good road, which we passed in a little less than six hours, between 1 and 7 o'clock, on the morning of Thursday June 17.

I will not take time to write a description of this curious city, or of the little incidents attending our journey and stay here since yesterday morning. I prefer to generalize a little in connection with the Union Pacific Railroad, as far as we have passed over it.

It is a good, well-located and well-constructed railroad in most of the distance from Omaha to Wintah, 1,024 miles. From Piedmont west for about ninety miles, the track was hastily laid during the Winter, and at a number of points trestle-work still supplies the place of the more perman-

ent bridge structures which are in process of erection; but it will require only a short time and no large expenditure of money to make is as good as the best in the country. We made very good time over even the worst parts of it, with no extraordinary motion of the cars. I could take notes comfortably on the very roughest portions. I can have no doubt, therefore, (having been over all excepting sixty miles of the Union Pacific,) that the whole 1,084 miles will, in a very short time, be equal throughout to the best roads in the East.

Respecting the business to be done on these 1,084 miles, it is obvious that it must be almost wholly through travel and transportation. There can be no local trade or travel excepting what may come in from Denver, at Cheyenne, and from Salt Lake City, at Wintah, or that vicinity. Branch railroads will be at once constructed to both Denver and Salt Lake City. At all other points the only business must be such as arises from the working of the road—nothing more.

After some years the country between Omaha and Cheyenne will be settled and cultivated, and thus create local business; but beyond Cheyenne the nature of the ground is such that very little settlement can take place in the present age, a large portion of the distance being sage desert and alkali plains. Concerning the through trade and travel I am not yet prepared to speak.

As to snow, my opinion is, from the best data I have been able to gather, that the snow difficulty on the Black Hills, and on the Union Pacific line (1,084 miles) generally, has been greatly exaggerated in the newspapers, and that it will not prove to be so very formidable. Last Winter was, however, a favorable one; less snow than usual fell, and the railroad was obstructed for several weeks; but it is to be considered that the track was being constructed in the dead of Winter, and that there was not time to perfect all the appliances for guarding against the snow or for removing it from the cuts. There will be more or less trouble from snows every winter, doubtless; but I feel constrained to come to the conclusion that, with first class snow-plows and good management, the difficulty from snow between Omaha and Promontory Point will be little, if any, greater than on some of the New England railroads. All our party are well, and perfectly harmonious.

Very truly yours,
W. MILNOR ROBERTS.

Northern Pacific Railway.

That there is some earnestness in the recent revival of the Northern Pacific Railway project is proved by the arrival in this city on Friday last, of a party representing the company which has it in hand, who are charged with the duty of making a general examination of the country to be traversed west of the great north bend of the Missouri River. The party consists of Thomas H. Canfield, General Agent of the company, who was joined at Omaha, on his way thither, by W. M. Roberts, an able civil engineer from Pennsylvania; Wm. S. Johnson, an engineer lately in the service of the Lake Ontario Shore Railroad; Mr. Moorhead, of the firm of Jay Cooke & Co., which has taken a large interest in the company; Samuel Wilkeson, a literary gentleman, who will write up the general results of the exploration for the press, and Dr. Claxton. Mr. Canfield left Vermont for California on the 15th inst. He will start with his party for Portland, Oregon, and Olympia, Washington Territory, overland, this evening. The party will take a steamer at Olympia, examine the bays and harbor of Puget Sound and the Fuca Straits, and afterward proceed to Walla Walla, whence they will go northeasterly to the Cour d'Alene, and Pend d'Oreille Lakes, and up Clark's Fork of the Columbia to Montana, passing by Deer Lodge Valley to Gallaton City, Helena, and the Cadot and Mullen Passes of the Rocky Mountains. After examining these passes and exploring the upper portion of the Yellowstone, they will go down that river or the Missouri to the North Bend, near old Fort Clark, where they may be met by another party which has started from Lake Superior. The latter party consists of Gov. J. G. Smith of Vermont, President of the Western Pacific Railroad; Edwin F. Johnson, Chief Engineer of the company, and a number of other gentlemen connected with the enterprise.

We are informed that this party, after fixing the terminus of the road on Lake Superior, and making arrangements for the location and construction of the initial section, will proceed to Red River of the North, near Fort Abercrombie, and thence on to the Missouri River by Forts Ransom and Totten in Dakota, keeping close to the probable route of the road. Both parties will be escorted by Government troops wherever trouble with Indians is apprehended, and their reconnoisance will be preliminary to a thorough survey.—*San Francisco Bulletin, June* 28.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$742,580 49	$545,864 46
" freight	2,400,815 97	1,179,182 37
" mail	47,900 00	47,089 76
" express	109,050 00	78,465 00
	$2,300,296 46	$1,850,601 59
Expenses, viz:		
Repairs of roadway	$371,804 29	$327,704 16
" machinery	385,427 81	274,185 50
Conducting transp.	766,558 73	635,015 79
Taxes	.....	13,646 61
	$1,523,790 83	$1,250,552 06
Net revenue	$776,505 63	$600,049 53

Compared with the previous year the gross earnings show a decrease of $449,694 87, with a decrease in expenses of $273,238 77—making the decrease in net earnings, $176,456 10. The earnings per mile of road in 1867 and 1868 were as follows:

	1867.	1868.
From passengers	$1,528	$1,124
" freight	2,882	2,427
" mail and express	323	258
Totals	$4,733	$3,809

The earnings per mile run by trains were:

	1867.	1868.
By passenger trains	$2.45	$1.77
" freight trains	2.29	2.22
" all trains	2.34	2.03

No statement of rolling stock is given. At the close of 1867 the company had 28 passenger, 4 sleeping, 10 baggage and 799 freight cars; and there were trucks and iron work and other materials on hand for 94 box and 52 platform cars, which were nearly finished. The number of locomotives in use the past year was 71, against 74 in 1867. The mileage of trains was:

	1867.	1868.
Passenger	367,165	378,012
Freight	613,097	530,968
Gravel and repairs	186,944	161,516
Totals	1,167,204	1,070,496

The cost of motive power per mile run was as follows:

	1867.	1868.
Repairs of locomotives	0.287	0.107
Fuel	0.104	0.096
Pay of engineers and firemen	0.140	0.098
Oil, tallow, waste and cleaning	0.023	0.020
Totals	0.554	0.321

The movement of cotton from April 1, 1868, to March 31, 1869, in comparison with the corresponding period of the previous year, was as follows:

	1867.	1868.
Transported to Mobile	120,804	81,890
" Corinth	653	317
" Humboldt	15,571	22,601
" Jackson	54	12
" Columbus, Ky.	4,584	5,842
Total bales	141,666	110,662

Of the cotton grown in Tennessee there went to Columbus in 1868, 4,073 bales; to Humboldt, 8,773; to Jackson, 12; and to Mobile, 2,875—total, 15,733, against 13,556 in 1867. Of the cotton grown in Alabama and Mississippi, there was transported to Corinth in 1868, 603 bales; to Humboldt, 9,754; to Columbus, 814—total, 11,171, against 3,175 in 1867. Leaving out the shipment of compressed cotton from Mobile to Northern and Eastern cities, the increase in the northward movement has been 914 bales, or about 4½ per cent. of the crop of 1866. There was transported between the 1st September of that, and the 1st of April of the following year, 70,679 bales, and within similar dates of the crops of 1867 and 1868, 132,350 and 80,855 bales, which shows the decrease in the last crop in the country tributary to the road to be 51,465 bales, or about 38 per cent. The president in his report says:

During the past year, as is known to most of you, the crop of our great stapie was largely reduced, and seriously interfered with your receipts, which has been met by a reduction in expenses, so far as was practicable. While the cotton crop of the South has been a short one, the country tributary to the line of your road has suffered more, probably, than any other section. The canebrake of Alabama and the rich prairies of Mississippi, which have heretofore produced the largest bulk of cotton, were visited by the worm and by far the largest portion of the crop destroyed. The falling off in receipts at the port of Mobile amounting to 138,128 bales, shows the full state of the case. It will be seen that your receipts were 31,004 bales short of the preceding year. While the planter has found some remuneration by the enhanced price, the carrier has been left to the disappointment of his just expectations.

When it is remembered that the earnings of your road have hitherto been almost exclusively dependent upon agricultural products, and that cotton furnished the chief marketable surplus of those products, the influence of a failure of this crop will be more fully appreciated. The "infirmity," as it has sometimes been called of Southern roads is in progress of removal, by the diversifying of the pursuits of our people. The production of fruits and vegetables is being started on a more extended scale, while lumber is entering largely into your freight traffic. There is now in progress of construction or already in operation on or adjacent to the line of your road, more than 130 establishments propelled either by water or steam, for the manufacture of cotton, wool, iron, paper, flour, meal, lumber, wagons, brooms, shoes, sash, doors and blinds. The enterprising merchants of Mobile are turning their attention to direct importation from the West Indies, and with the most flattering prospects of success. A glance at the map must convince the most skeptical that the shortest, and consequently the cheapest route from the West Indies to the Western States of our Union, is through the Gulf ports. The magnitude of this trade can hardly be estimated, and must tend to a large increase of your earnings in the future.

It is a cheering fact that our people are meeting their altered condition with the determination to open new fields of enterprise and thus add to decreased cotton crops, other products of industry, which in the aggregate, will increase their wealth and happiness.

Your roadway has been placed in good order, and it is believed that less than the usual outlay will be required during the present year, while we

have rolling stock sufficient for all the requirements of the business, and which will be in order for the fall.

Your floating debt, has been reduced more than half a million of dollars during the past year—since which, it has been still further reduced and is still being diminished by daily payments. This incubus upon your earnings will it is believed be removed, by economy in expenses and strict application of receipts, at no distant day.

The funding of past due coupons has been going on steadily; the great portion of your creditors regarding it as much for their interest as for yours, while the interest on that portion due to the State of Tennessee has been promptly paid.

With all connecting roads our relations are of the most friendly character.

An arrangement has been made with the Mississippi Central Railroad Company, allowing them to run their trains on your road between Jackson, Tenn., and Humboldt, thereby enabling them to compete successfully for through traffic with New Orleans, which it is believed will prove advantageous to this company. The St. Louis and Iron Mountain road will be completed to Belmont, opposite Columbus, Ky., within the next 60 days. An arrangement will be made with that company to transfer freights without change of bulk, so that the same car that leaves St. Louis will come through to Mobile, and be returned laden with the products of the Gulf; when it is considered that this puts us not only in rail connection with the Western Empire, but forms a continuous rail line from the Gulf to the Pacific Ocean, its advantages must be appreciated.

The Vincennes and Cairo road is being prosecuted with energy, and may be regarded as a fixed fact; this road opens to us the rich valley of the Wabash, from which we have hitherto been excluded.

The City of Aberdeen has made an arrangement with the New Orleans, Jackson and Great Northern Railroad, by which the road is to be completed from that city to the line of your road at or near Loohatan, and this company has agreed to run it; the iron has been received, and this branch to your road will be completed in time for the fall business.

The Alabama and Chattanooga road, formed by a consolidation of what has been known as the North East and South West with the Wills Valley road, running from Meridian on the line of your road to Chattanooga, is now being built, and will be completed into the valley of the Black Warrior in time to secure the business of the ensuing fall. The advantages of this road will be appreciated, when it is remembered that its route is through the rich mineral regions of Alabama, thereby giving to your road a new and valuable traffic.

The New Orleans, Mobile and Chattanooga road is in course of completion, between Mobile and New Orleans; a large force is now engaged upon the work, and the assurance is given that before your next meeting, it will be completed to Mobile. This road when finished, in connection with yours to Meridian and the Alabama and Chattanooga road, will form the shortest route between New Orleans and the great cities of the East.

Your Directors believing that the greatest want of your country and company was to be remedied by the introduction of efficient laborers, and realizing the importance of having your lands sold to actual settlers, to which reference was made in the last report, have adopted vigorous measures to secure immigration, not only from Europe, but from the Western States of our own country. An arrangement has been made with an English gentleman, who has large facilities for placing lands in the hands of European immigrants, that promises success. An agent has been employed to visit the West for the same purpose. The advantages offered by our soil and climate, are being favorably regarded by intelligent farmers at the West. Some have already purchased and are now settling lands on the line of your road, and it is confidently expected that during the coming fall, there will be many more. These new settlers will form a nucleus through whom correct information will be disseminated, and must result in an increase of the producing power of our country and to the earnings of your road.

Notwithstanding the decreased earnings consequent upon the failure of crop, it is confidently believed that you can comply with the agreement made with the bondholders, by resuming interest payments on 1st May, next.

The almost entire failure of the cotton crop has demonstrated that your enterprise has large earning power from other sources, which are as yet but partially developed, and that with the increase of mechanical industry on or near the line, a remunerative business can be done, even in the absence of cotton; and should Mobile become as is now probable, the port of entry for the products of the West Indies destined for the West, your business must swell to large proportions. Forming as you do the great Trunk Line from the Gulf, you are prepared to meet and turn to advantage any of the important railroad enterprises of the day. Already you are in connection with the Union and Central Pacific to San Francisco, while the other and more southern routes by Cairo, Memphis, or Vicksburg, are but proposed extensions of your present connections; and the immense mineral regions of Alabama are soon to be added to the extended field, from which your varied earnings in the future are to be drawn.

The financial condition of the company December 31, 1868, is exhibited in the annexed—

CONDENSED BALANCE SHEET.

Construction to April 22, 1861	$12,354,249	76
Reconstruction and renewals, 1865–'67	3,855,188	13
Shop supplies on hand	80,497	80
Interest on 1st mortgage bonds	1,433,819	59
" 2d " "	86,842	69
" general account	250,213	79
Discount on 1st mortgage bonds	932,364	45
" 2d " "	8,365	00
Paducah Branch	102,894	08
Mississippi, Gainesville and Tuscaloosa Railroad bonds	30,000	00
Do., open account	25,308	85
Uncurrent funds	1,599	93
Cash balances	11,869	89
	$19,173,213	96
Capital stock—consolidated	$3,610,200	00
" unconsolidated	722,434	13
Income 8 per cent. bonds	145,600	00
First mortgage sterling 6 and 8 per cent. bonds	4,605,000	00
State of Tennessee bonds	1,281,000	00
State of Tennessee (interest funded)	388,800	00
Interest bonds, 8 per cent	800,500	00
Income bonds, 2d mort., 1867, 8 per cent	169,250	00
Income bonds, 2d mort., (ten years)	775,089	51
Bills payable	401,381	07
Change bills	1,484	60
Purchase of rolling stock—balance unpaid	92,972	67
Pay rolls and individual balances	370,295	03
Floating debt	59,563	11
Land sales—including $229,000 in company's 1st mort. sterling bonds cancelled	238,979	18
Profit and loss	2,423,531	60
Transportation receipts	3,087,133	06
	$19,173,213	96

President.—ABRAHAM MURDOCK.

Vice President.—CHARLES E. RUSHING.

Directors.—Abraham Murdock, Charles E. Rushing, A. S. Humphries, Mississippi; Thomas Brown, Kentucky; James A. McDearmon, W. K. Walsh, Tennessee; Robert W. Smith, James Crawford, Francis B. Clark, John J. Walker, Peter Hamilton, James M. Muldon, Alabama; Freeman Clark, New York.

Secretary & Treasurer.—A. L. WILLOUGHBY.

Engineer and Gen'l Sup't.—L. J. FLEMING.

Northern Pacific Railroad.

We learn from a gentleman connected with the management of the Northern Pacific Railroad Company some more direct facts in regard to the new prospects of the company. The appointment of Jay Cooke as the Fiscal Agent of the company involved his becoming part owner of the stock in the road. This contract is not fully complete, and depends for its ratification on the report of two exploring parties, one of which is now on the road to San Francisco, from whence they will proceed to Silka, and thence return across the proposed route of the road to Red River. The other party, which will reach the head of Lake Superior in a few days, will explore the route from the eastern terminus westward. If the report of these parties is favorable, Jay Cooke will complete the contract. The Eastern terminus of the road has been fixed, by a compromise between the conflicting interests, at Duluth, Superior and Bayfield. It will be at a point south and west from Duluth, where roads from Duluth, from Superior and from Bayfield will form a junction, with equal rights of connection, running of trains, rates of fare and freight, &c. Immediately upon the return of the exploring parties their report will be made. If it is such as to lead to the ratification of the Jay Cooke contract, $100,000,000 of the bonds of the company, secured by mortgage on the road bed, franchises and land grant will be placed upon the market. That is the anticipated cost of the construction and equipment of the road. As fast as the bonds are sold work will be proceeded with. —*St. Paul Pioneer, June* 29.

Commercial Relations Between the United States and Canada.

At a meeting of the New York Chamber of Commerce, held on the 3d ult., Gen. H. Walbridge submitted the following resolution:

Resolved,—That the Chamber of Commerce heartily endorses the resolution of the Committee of Ways and Means, which unanimously passed the House of Representatives on the 23d of March, recommending the President to renew negotiations with Great Britain, and press them, if possible, to a definite conclusion, for an arrangement of reciprocal trade with Canada, and securing to our citizens the freedom of the St. Lawrence and of the inshore fisheries of the coast of B. N. America.

Gen. Walbridge said—I offer no apology for requesting your attention to the brief remarks which the importance of the subject demands.

No question affecting the prosperity of any portion of the people of the United States can be viewed with indifference by the inhabitants of this great commercial centre. Containing the representatives of the merchants of this city, it is a duty incumbent upon us to speak in no uncertain tones upon questions which business, experience or the commanding position we occupy entitles us to be heard upon.

POLITICAL ASPECT OF THE CASE.

Before entering upon the commercial question, let it be distinctly understood that the whole subject is associated with the traditions of our history, which, from the earliest moment of our national existence, looked forward to the time when all the countries of North America should work out their destiny under one nationality. While I shall be able to demonstrate that freedom of commercial intercourse between the United States and Canada will be to our benefit; while I shall be able to show, too, that question is peculiarly American, and distinct from any question of "free trade" or "protection" applied to European countries; yet I think it will be conceded that the commercial advantages to us of liberalised trade with our neighbors lying on our fron-

tier fall short of the political results which will follow from such intimacy of interests.

The United States can lift up its head and declare that it does not owe an acre of its territory to conquest. By the wishes of its inhabitants and by purchase has it extended its limits from ocean to ocean, till the voice of the locomotive is heard continuously through its valleys and over its snow-capped mountains from "the rising of the sun to the going down thereof." So far as Canada is concerned, we do not intend to smirch our record in this respect. When the people of Canada are willing to link their political fortunes with us we will give them a hearty welcome; and till then do all in our power to show them that union will be to their interest. A union to the United States will give them a nationality which they do not possess; capital which they now lack; population which is essential to full prosperity. Their accession would give the gratification of extirpating the English colonial system and again uniting with a people who, speaking the same language, sprung from the same ancestry, and having the same colonial birth, at length acknowledged that our forefathers did wisely in establishing their independence; and that to be an American citizen is a political title, higher ambition and perfect development than to continue from usage alone—for commercial considerations have long since vanished—a mere ornamental appendage of a crown three thousand miles distant.

I do not believe it would be good policy, even if practicable, by commercial restriction to "coerce" Canada into a union with us. I never knew either a nation or an individual coerced into friendship. (I, of course, am not now speaking of the feasibility of physical conquest.) I have seen it stated gravely that although liberalisation of trade between the United States and Canada would be greatly beneficial from a purely American stand-point, yet that by refusing this trade we might injure the commerce of Canada, and that in order to prevent this the Canadians may be forced into annexation.

Much as I desire that Canada should become a portion of the Union, let me say that if the people are of such a calibre, if their ideas of the privilege which it is to be an American citizen go no further than the paltry feelings that thereby they may make a few more dollars—albeit they have to crawl to do so,—I want no such converts. The conversion must appeal more to their understanding as to the advantages of our form of government and less to the pocket before we could feel any pride in calling the four millions on our northern frontier fellow-citizens and could safely entrust them with the privilege of helping to frame our laws. American citizenship is a boon, a glorious franchise to be required by those who appreciate it—not a penalty to be inflicted.

Let us bring about intimate commercial relations if we can upon terms which will be mutually beneficial, and the political results will follow. With their business blended with ours, material prosperity associated with us, their prejudices dispelled by a friendly assimilation with our people, it needs no prophet to foresee the result. Their connection with Great Britain is a mere sentiment now that English policy has changed her former relations to her colonies; and it is only unwise talk about "coercion" on this side that gives tenacity to what would otherwise die out.

THE NEW TREATY—WHAT IT SHOULD EMBRACE.

The questions between the United States and the provinces are—

First. An interchange of the natural products of the soil upon such reciprocal terms as may be agreed upon.

Second. An assimilation of excise duties and of patent and copy-right laws.

Third. The free navigation of the St. Lawrence and the enlargement of its canals.

Fourth. The freedom of the inshore fisheries.

Fifth. The regulation of the transit trade.

These subjects embrace three propositions—the free navigation of the St. Lawrence and the enlargement of the canals to a capacity of floating vessels of 1,000 tons; secondly, the freedom of the inshore fisheries, from which, under the treaty of 1818, we are excluded; and, thirdly, an interchange of natural products.

For the first two concessions it cannot be contended we have any equivalent to offer, for we do not propose to throw open our canals to her vessels (as the individual states control them, with the exception of the Sault Ste. Marie Canal of one mile in length), nor do we propose, for similar reasons, to offer them the fisheries of our coast, such as the Chesapeake Bay, &c.

Upon the interchange of natural commodities we can afford the Canadians the benefit of our markets; and it is evident, therefore, that unless we consider the subject as a whole we can make no arrangement. Hence it is that the resolution of the House of Representatives not only wisely, but of necessity embraced the three propositions as together forming the question to which the attention of the President was called.

WHAT ADVANTAGES WE SECURE.

Canada has officially offered to enlarge our canals and give us their freedom. To be of substantial service to the west the navigation of the St. Lawrence must be greatly improved. The canals and locks would require to be enlarged equal to the transport of vessels of at least 1,000 tons. The Canadian canals are sufficiently large for their own trade to any probable development. The enlargement so as to float to tide water the grain-laden vessels of Lake Superior, Michigan, Erie, and Ontario would involve the expenditure of several millions of dollars. In 1866, the Provincial Commissioners, before a Committee of the House of Representatives, stated their willingness to embark in this outlay, provided that an arrangement could be effected covering the propositions contained in the resolution of the House of Representatives of the 23rd March last. Canada has thus offered to enlarge the Welland and the St. Lawrence without cost to the United States; but she asks in return that the convenience of our markets shall be extended to her. Canada offers to throw open the inshore fisheries; but in return that her fish and coal may be admitted within our borders.

It is for us to examine if the equivalent is a reasonable concession for the privileges she offers; or if, in admitting the surplus grain of Canada, her timber, her coal, and her fish, we are asked to pay too large a price.

CHEAP FREIGHTS—THE NECESSITY OF THE AGE.

What is the free navigation of the St. Lawrence and the enlargement of the Canadian canals worth?

There is no doubt but that cheap freights to tide-water is the most difficult problem which the states of the west have to solve. And whatever interests the "Great West," interests no portion of the country to a greater degree than this city of New York. A pebble cannot be dropped into the ocean but the disturbance it causes is felt on its utmost shore. If this is true, how much more forcible is the fact that you cannot turn a spadeful of earth in any portion of the United States but the effect is felt here in this great emporium.

I am not the advocate of any particular channel of communication by which the teeming lands of the west shall empty their treasures at our feet. What I want is, cheap freights and that route which will carry the produce of the agriculturist more cheaply to market is the one which, by affording greater remuneration to the producers, enhances the value of his land.

It is for this reason I consider the enlargement of that great natural water communication—the Lakes and the St. Lawrence—as one of the most important questions of the day. If, by throwing that outlet open, freights could be cheapened from Minnesota to tide-water but five cents a bushel, see what an increased value all the lands of the west would present. Five cents a bushel in wheat represents to the farmer an increase of $1 per acre, the interest at 10 per cent on $10; so that by the simple saving of five cents a bushel you raise the value of lands no less than $10 an acre. And it is indisputable that it is of no possible consequence to the city whether the grain floats to its European market part of the year by the Gulf of St. Lawrence or by the Hudson; whether you reach New York by the Erie Canal, by a canal from Oswego, or you float produce down the St. Lawrence, and then find it advantageous to turn southward by the Champlain Canal. All these routes possess advantages; but it is the cheapest that will command the commerce, and it is the reality of a cheap communication that really interests us, for the wealth of the country is our wealth, and we fatten upon commerce co-extensive with the continent itself.

THE PRICE OF BREADSTUFFS IN THE EUROPEAN MARKET.

The price of wheat in the English market is regulated by the demand and the supply there. Convinced that New York will be the centre of the monetary exchanges of the world, that does not change the fact that England will always be able, so far as we are concerned, to regulate the price she will pay for the breadstuffs she consumes, because of the competition she can command by the large market she affords. The surplus wheat of America is not all she has to depend upon. Our most formidable competitor in supplying Europe with grain is Russia; and it is the competition between the wheat of the Baltic and the wheat of America that fixes the price. The Russian Government is straining every nerve to place its surplus wheat in the markets of Europe at the lowest price and the greatest quantity. A vast system of railways is being carried out in Russia, and we must be prepared to enter into competition with the grain of that country upon less advantageous terms than at present. I have not time to enter upon a detailed consideration of this subject; I merely mention it to awaken the public to the fact than in the immediate future we must be prepared to encounter a greater amount of competition than ever before, and that unless we cheapen freights, unless we avail ourselves of all routes by which we can reach the European market with the least expense, we will find ourselves excluded from any participation in furnishing the food of Europe. When the Russian railways open up that cyclopean territory and enables the peasant labor of that region to lay its cereals on the banks of the Thames and the Seine, we will be brought face to face with a

sharp competition of which past experience affords no parallel.

The free navigation of the St. Lawrence is, therefore, a matter of necessity to the prosperity of the North-West. The various channels of communication for produce to tidewater are crowded beyond their capacity at certain periods of the year. No artificial communication will be sufficient for the future. I am in favor of having as many routes as possible. If the St. Lawrence, being a natural water communication, will be found cheapest, that route which is the most economical will obtain the preference. Let us have a dozen, nay, fifty new routes if possible.

THE CANADIAN INSHORE FISHERIES.

Upon the freedom of the inshore fisheries, apart from the advantage of our fishermen and the enlarged nursery of seamen which a prosperous trade will induce, the arrangement of this matter will remove an irritating subject between ourselves and our neighbors; and the settlement of the question is in every respect called for. It is desirable that there should be a definite adjustment. The periodical exhumation or the disputed interpretation of the treaty of 1818, which preceded the negotiation of the convention of 1854, is again threatened. Under the undisputed interpretation of our rights in the fishing grounds, aside from the contravened explication of the treaty of 1818, our fishermen are excluded from fishing inside of three miles of its coasts. The Canadian Government, with the concurrence of the Imperial authorities, permits a license system, which enables our fishermen "to fish for or take, dry, or cure any fish of any kind whatever in British waters within three marine miles of any of the coasts, bays, creeks, or harbors whatever of Canada." This system has, so far, prevented a culmination of that ill-feeling which, up to 1854, led almost to open hostilities between our citizens and those of the provinces. But the Canadian Government has given notice that it considers the license fee as unequal to the duties which we impose upon Canadian caught fish; that it is a mere nominal sum, as a recognition of their right to the fisheries; and that the license system is only temporary, and will be put an end to unless general trade arrangements are concluded.

RECIPROCAL TRADE.

We now come to the third matter, upon which alone the United States have really any thing to offer in return for the concessions just discussed; I allude to reciprocal trade, the interchange of natural products of the two countries.

The broad fact is that, as we export to the West Indies, South America, and to Europe large quantities of those grains which Canada has to sell, we would not under any circumstances purchase for our own consumption any of the products we so export, except so far as local convenience might render it desirable. If we purchase fish and coal of Nova Scotia for consumption in our Eastern States, we sell Western Canada both coal and fish in as great quantities. Those purchases are simply matters of local convenience, and save to the customers on either side of the line the expense of unnecessary transportation. But in a consideration of the great bulk of the trade these currents are of secondary importance.

The purchase of produce, if made to any extent, would simply be to add to the bulk of our exports; that is to say, we should purchase this produce and manipulate it, as the merchant for the European consumer. The price is regulated, I repeat, by the demand in England and the sharp competition with the grains of Northern Europe; if we refuse to forward the surplus grains of Canada to the European market, they will find their way there without our aid, moved by the identical money that would move them if we were the active agents. Although it is our enterprise and credit that move our surplus crops, yet it is the money of the ultimate consumer that really does it. The farmer of Illinois, for example, sells his grain in Chicago; the Chicago shipper obtains the money to forward it here by bills on New York. When it reaches here we send it to Europe by bills on London. Our credit and enterprise are rewarded by the profits which accrue, but the money is really furnished by the final purchaser. If we cannot send grain across the ocean to pay our debts, we must send the money; so the same conclusion is arrived at.

There is one important exception—the general statement that the products of Canada would be mostly purchased to add to the volume of our exports. In pine lumber the supply from Canada is not only absolutely essential to us, but the returns show that notwithstanding the imposition of a duty of 20 per cent., we have purchased for our own consumption larger quantities of Canadian lumber than ever, and paid the duties thereon.

A report last year by the Secretary of the Treasury says:—

"Now that the forests of Maine have been to a great extent denuded of pine timber, the eastern states must depend upon the pineries of the Ottawa Valley. It is a waste of time to enter into any calculation as to the relative cost of transporting lumber; because even were the cost the same, which in the nature of things it would not be, the western states will continue to consume all the lumber that can be produced in the north-west. The Atlantic states must use Canadian lumber or find some other material as a substitute. Upon the termination of the Reciprocity Treaty, a heavy duty was imposed upon Canadian lumber; official tables show that this duty has been wholly paid by the American purchaser, the prices for lumber on the Ottawa being higher now than in 1865—and nearly all of it being purchased for the American market."

The sales of lumber in Ottawa, on American account, in 1867, amounted to half a million dollars more than in 1866; and of a total export from Canada in 1867 of pine lumber of the value of $5,105,342 no less an amount than $5,043,367 was sold to parties who shipped it to this country.

The special commissioner of revenue also thus speaks of the lumber interest:—

"A wise foresight would indicate that the national interests are likely to be best subserved by restricting rather than stimulating the destruction of our forests, which are diminishing with alarming rapidity. So certain is the future advance in the price, owing to the increased demand and diminished supply, that if it were possible to draw for the next ten years the whole domestic supply from foreign sources, the result would be for the benefit rather than the detriment of the country; while in respect to private interest the increase in value of timber lands held in reserve during the same period would probably exceed any average interest that would be likely to accrue from a different employment of capital."

And a recent Detroit paper, in an article upon the magnificent pineries of Michigan, asserts that they will disappear within the next 15 years, at even the present rate of demolition. While a pine tree can be cut down in half an hour, you are destroying what it has taken a century to produce.

I do not propose, however, to enter into details either as to the articles to be admitted or the conditions under which they will be included. The details have been left by the resolution of the House of Representatives to the President, and I have confidence in his ability, and in that of the high officers of the Government who will be charged with the subject, that the interest of our citizens will be carefully guarded.

CONCLUSION.

In general terms, while the Canadians will be satisfied with selling in our markets, in return for the enlargement of the St. Lawrence and the fisheries, the convenience of our markets will really be no competition to our farmers and an absolute benefit to our merchants. Our capital and credit, with the fact that we have free access to the ocean, would be a great convenience to the Canadians; but their use necessarily implies that, in using our capital, credit, and ports, we derive the advantages that the possession of capital, credit, and ports give. In other words we become the merchants of four millions of people, whom we are now driving away.

Under the operations of the old Reciprocity Treaty, the commerce between the United States and Canada increased in a striking manner. In 1852 the total trade between the United States and the provinces amounted to but $16,013,848, while the total returns for 1866 amounted to $52,978,224. The returns from no other country with which we have commercial relations show anything like as rapid growth, imperfect as that convention was. As a revenue measure, the abrogation of that treaty has not been a success; for we do not now collect fifty per cent. of the sum averaged by imports from Canada during its continuance.

It has been the habit of unreflecting persons to talk as if this was a question in which we had little interest, that it was an eleemosynary grant to Canadians. I have demonstrated that this is a great mistake. Important as the convenience of our markets may be to Canada, investigation proves that the subject may be of greater consequence to us; and no clear-headed man who examines the subject can come to any other conclusion, while no honest man, once alive to the truth, but will hasten to acknowlege it.

Mr. Opdyke spoke in favor of the resolution.

Mr. Lowe was in favor of the resolution, but did not wish to be understood as endorsing all General Walbridge's arguments. The resolution was adopted and a copy ordered to be sent to the Secretary of State of the United States.

Railroads in Iowa.

It is stated that Iowa will soon have four railroads connecting the Mississippi and Missouri Rivers. The great centre line, extending from Davenport to Council Bluffs, is just completed and in successful operation. Two others, one beginning at Dubuque and already built to Fort Dodge, and the other at Burlington, will be completed in a few months. In addition to these there are now building the McGregor and Sioux City line, to be completed to Sioux City by January 1,) the St. Louis and Cedar Rapids and Minnesota road, the Fort Madison and Burington road, the Iowa River road, the Iowa Central, the Des Moines and Indianola, and the Decorah Branch.

☞ The Quincy (Ill.) *Whig*, of the 8th, says: "The Directors of the Quincy, Missouri and Pacific Railroad Company, after a two days' session of a full board, adjourned yesterday. Before doing so, however, they gave evidence of their determination to lose no time in the prosecution of the work, by appointing a capable and efficient chief engineer, who is empowered to organize two corps of engineers, and proceed with the preliminary survey of the route at once."

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,145,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	18,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. '69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J. A J&O	Jly'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,000		
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,380,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City.....10	1,000,000	F.M.A.N	May '69 3
Brooklyn City & Newt'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 1½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa.....50	1,160,000		
Catawissa, pref.....50	2,200,000	M. & N.	M'y '69 1½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	13,768,800	J. & J.	Jan'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 1½
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July'69 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,556,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5s
Cincinnati City Passenger...		J'n & J'ly	Jan.'68½2
" Street.....		J. & J.	Jan.'68½2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Aug.'69 2
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord.....100	1,500,000	M. & N.	May '69 5
Concord & Porte., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'k. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*.....50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July'69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'69—
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,900		
East Tenn. and Georgia...100	2,369,730		
East Tenn. and Virginia...100	667,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	M'y '69 2½
Do. do. pref. 50	800,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y. 50	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,186,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A J&O	Jul. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,330		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	26 592,000	F. & A.	Aug. '69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 336,000		
Leeds and Farmington*.....		J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	2,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J. A J&O	July'69 2½
Lehigh Luzerne.....50	344,550	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami.....50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*.....50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount'n* 50	1,676,916		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati.... 50	3,618,374		
" " 1st pref. 50	6,686,188	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,151,069	J. & J.	J'n'69 1½
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,100	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh...100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania.....50	3,150,150		Jan.'69 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jul. '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,009,000	J.A.J&O.	July '69 6
Paterson and Ramapo.....100	348,500	J. & J.	July'69 2½
Paterson and Hudson River100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,900,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 1 0	1,049,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Dar'by.. 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 7
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	July'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	870,000	D. & A.	Aug '66 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	May '69 3
Sand. Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susquch'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch.....50	250,000	J. & J.	Jul. '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref.100	1,200,000		
Tol., Wabash and West...100	5,700,000		
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000		
Union (Phila.) 50	291,478	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac.....		J. & J.	Jul. '69 3
Warren.....100	1,547,650		
Worcester and Nashua ... 75	1 522,800	J. & J.	Jul.'69 4½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	3,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10 009,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....		J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	18,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	583,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	325,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,018	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,389	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,628	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,004,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	1,258,284	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	350,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,286	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,539	685,401	681,041	7,817,632
1869	681,656	558,783	711,559	595,355	655,047	740,949	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	79,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,966	103,553	109,526	111,033	118,648	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,162
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,806	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,216	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,315	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,042	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,808
1868	368,487	350,884	333,281	435,620	565,718	458,094	428,247	522,645	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	578,800	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,650	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,066,360	895,887	1,138,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,863	1,076,773	1,227,286	1,093,731	934,536	1,101,803	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	200,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,230	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,386,583
1867	242,793	219,065	279,647	284,729	282,939	240,185	254,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,062	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,400	218,639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	344,423	258,674	283,996	254,385	338,735	414,707	448,994	463,873	466,537	454,826	4,088,827
1863	336,685	261,834	396,771	429,929	505,517	464,809	451,884	570,486	714,302	615,902	746,955	528,009	6,324,083
1864	496,742	532,786	617,021	669,384	757,178	936,188	911,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	586,979	967,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,083,026
1866	733,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	708,616	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	681,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,410	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	300,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	299,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	699,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	506,505	604,216	699,317	770,198	615,600	601,239	556,828	656,424	781,582	827,639	685,554	746,999	8,041,161
1869	625,721	585,927	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,598	133,892	140,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,753
1869	132,628	127,817	176,950	171,868	167,398	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,026	244,114	248,840	221,570	220,299	235,154	2,050,332
1865	144,084	139,171	155,758	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,788	351,759	333,480	3,809,243
1868	278,712	265,793	263,259	292,285	280,520	293,344	283,833	484,208	450,203	429,398	323,274	320,756	3,945,494
1869	284,192	265,137	242,705	311,883	312,529	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	38,972	43,862	52,147	63,189	59,862	75,677	92,715	61,770	37,850	699,383
1866	45,102	36,006	39,201	43,382	56,213	62,918	65,276	60,698	84,462	100,312	75,248	54,468	814,936
1867	39,078	27,667	36,392	40,710	47,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,987
1868	46,415	40,708	39,198	49,231	70,163	77,330	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, July 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	117
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133¼
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,500	6	" "	1881	120⅛
.. .. coupon		6	" "	1881	120⅛
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	121⅛
.. .. .. (5-20s).....coupon		6	" "	1882	123⅛
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	120
.. .. .. (5-20s).....coupon		6	" "	1884	121⅛
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	120⅛
.. .. .. (5-20s).....coupon		6	" "	1884	121⅛
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	121
.. .. .. (5-20s).....coupon		6	" "	1885	121⅛
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	120⅛
.. .. .. (5-20s).....coupon		6	" "	1886	120
.. .. 3d series (5-20s)...registered	379,582,850	6	" "	1887	120⅛
.. .. .. (5-20s).....coupon		6	" "	1887	120⅛
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	120
.. .. .. (5-20s).....coupon		6	" "	1888	120⅛
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109⅛
.. .. .. (10-40s) ....coupon		5	" "	1904	110⅛
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	107⅛
Certificates of Mar. 2, 1867, and July 2, 1868...	52,120,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	102,000	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	344,252	var	.....	Due.	....
Treasury Notes (7-30s).....	1,201,400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,871,410	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	388,118,860	nil.	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	94
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. — .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	110
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	83
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97⅛
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	"	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. .. —	339,000	6	May & Nov.	1879	....
.. .. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	65
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	5	Various.	'75-'78	....
.. —War Loan of 1861.....	300,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1880	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98⅝
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	90
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,282	5	" "	1890	....
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	101
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	106½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	123½
.. —	720,000	6	" "	'74-'75	122½
.. —	1,430,000	6	" "	1876	....
.. — .. .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'68...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	107½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. dol.	4,379,500	5	" "	1894	108½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,600	6	Mar. & Sept.	1886	101
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans payable in coin.....	13,734,000	6	" "	'82-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	81-'85	90
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
.. — .. Bonds.....	22,186,000	7	" "	1877	108
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	58
.. — .. (new).....	3,059,045	6	" "	'92-'08	48
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,300	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	109½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		6	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	108
.. —	7,909,600	6	" "	1877	105
.. —	9,273,050	6	" "	1882	106½
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	102½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1839	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	65½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	2e9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	66
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,902	6	Jan. & July.	long.	57½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	60½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,300	6	Jan. & July.	'77-'89	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	433,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1880	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1890	64½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	96½
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86½
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	96
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	5*	Jan. & July.	London.	1880	....
Loan for $500,000	2,195	6	April & Oct	New York.	1867	....
Loan for $800,000	323,220	6	" "	" "	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	89
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	96
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	98½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	98
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95
Funded Coupons	755,000	7	May & Nov.	" "	1883	90
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	100
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1905	94
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	74½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1892	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	85

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	102
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1906	84
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	83½
2d Mortgage	816 000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	91½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1893	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1889	96
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	89
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £411,0[illegible] 0	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	77
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	[illegible]rred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	123
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432 000	6	Apru & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1860	....
1st Mortgage	1,954,000	7	" "	" "	1860	101
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	25
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,960,000	7	April & Oct	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	67½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	132½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	...
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	88
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	105
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	95
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	42
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'86–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	216,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	" "	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	109
2d Mortgage	274,500	7	— & —	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187.	93
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	82½
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	93
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96
2d M. stg.	2,283,340	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	7	" "	"	1901	86
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	90
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	89
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amo u	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	95
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1895	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	81½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,844,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	86½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	80½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	—— & ——	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,310,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	96½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	91½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	—— & ——	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	96
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	Adirondac.....New York.	25.0	—	0.4	157.0	1	—	—	6	2,079,058	*	lands,&c.	—	4,185,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	088 177	—	100	....
Jun. 30, 1869	Alabama and Chattanooga....New York.	70.0	—	—	23.0	—	—	—	—	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	Albany and Susquehanna ¶...New York.	125.0	—	11.2	15.0	17	15	7	182	5,839,598	547,657	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	Allegheny Valley.....Pennsylvania.	132.0	—	12.0	48.0	12	13	6	102	8,042,793	*	—	—	2,241,250	4,000,000	1,801,543	—	132.0	.....	362,803	570,186	946,405	446,997	—	50	....
Jun. 30, 1868	Androscoggin.....Maine.	20.5	5.0	4.9	—	7	6	4	110	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	Ashuelot.....New Hampshire.	23.0	—	1.8	—	—	—	—	—	596,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	Atlanta and West Point.....Alabama.	86.7	—	8.2	—	17	6	7	86	1,200,250	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	—	—	351,071	111,667	8	100	95
Oct. 31, 1868	Atlantic and Great West. N.Y. Penn. & O.	387.3	38.2	90.0	—	156	92	37	3,370	55,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	.....	666,824	1,746,527	4,846,045	1,857,290	—	50	....
Dec. 31, 1868	Atlantic and Gulf ¶.....Georgia.	237.0	48.0	13.0	—	20	14	16	206	5,754,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	—	605,059	155,975	—	100	46
May 31, 1867	Atlantic and North Carolina ¶. N. Carolina.	94.9	—	7.7	—	9	6	2	62	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,020,488	95,979	4	100	....
Dec. 31, 1868	Atlantic and St. Lawrence. Me., N.H.& Vt.	149.0	1.5	25.0	—	45	17	7	541	7,654,197	*	—	—	2,394,900	3,483,992	—	—	150.5	.....	.....	.....	1,086,749	296,554	4	100	....
Sept. 30, 1868	Avon, Geneseo and Mount Morris ..N. Y.	15.5	—	0.5	—	2	3	1	4	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,591	12,598	4	100	....
Sept. 30, 1868	Baltimore and Ohio ¶.....Md. & W. Va.	379.6	8.0	329.0	—	260	137	27	3,846	22,591,011	4,609,645	12,904,200	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,220	3,223,639	8	100	120⅝
Sept. 30, 1868	Washington Branch ¶.....Maryland.	30.0	—	....	—	—	—	—	—	1,650,000	.....	404,340	—	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	Parkersburg Branch.....W. Virginia.	103.5	—	....	—	—	—	—	—	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	585,435	—	—	100	24
Dec. 31, 1868	*Bay de Noquet and Marquette*....Michigan.	40.0	—	5.0	195.0	9	2	1	541	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	Belvidere Delaware.....New Jersey.	67.0	—	8.0	—	21	20	6	720	3,914,895	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	Bennington and Rutland.....Vermont.	54.0	—	5.5	—	4	3	3	40	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,392	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	Berkshire.....Massachusetts.	21.2	—	1.9	—	—	—	—	80	600,000	*	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	70
Sept. 30, 1868	Blossburg and Corning.....New York.	15.6	—	5.4	—	—	—	—	—	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1868	Boston and Albany.... Mass. & N. York	200.6	41.1	265.4	—	144	108	34	2,334	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,659	6,074,605	1,918,432	—	100	146½
Nov. 30, 1868	Boston, Clinton and Fitchburg.....Mass.	28.6	1.3	....	—	5	8	4	120	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	Boston, Concord and Montreal.....N. H	93.5	—	6.7	—	10	12	8	223	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	Bos., Hart, and Erie ¶. M., R.I., Ct. & N.Y.	88.8	19.5	12.8	121.0	43	52	24	595	21,318,631	*	—	—	18,039,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	870,191	1,238,657	225,834	—	100	19
Nov. 30, 1868	Boston and Lowell.....Mass.	26.8	1.8	43.5	—	28	30	16	522	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,739	957,144	235,139	8	100	135
Nov. 30, 1868	Boston and Maine.....Mass.. N. H. & Me.	76.3	8.8	55.8	—	43	73	21	996	4,126,738	658,019	645,669	1 0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,146,988	344,136	1,565,462	453,780	10	100	141
Nov. 30, 1868	Boston and Providence.....Mass. & R. I.	47.0	7.0	46.5	—	30	49	12	410	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134
Sept. 30, 1868	Buff., Bradford and Pittsb..Penn. & N. Y.	26.0	—	2.0	....	—	—	—	—	2,866,000	—	—	—	2,266,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	Buff., Corry and Pittsb.... N. Y. & Penn.	42.3	—	1.0	—	6	5	2	22	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	Buffalo and Erie.....New York.	88.0	—	40.0	—	42	22	15	946	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	Buffalo and Lake Huron.....Canada.	161.2	2.1	8.7	—	—	—	—	—	5,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	Buffalo, New York and Erie..New York.	142.0	—	13.0	—	28	32	9	428	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	Buffalo and Washington ...Penn. & N. Y.	16.0	—	1.0	101.0	2	1	1	16	485,350	*	—	—	428,473	—	49,900	—	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	330.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	*Burlington and Missouri River*.....Iowa.	180.0	—	....	100.0	18	12	7	506	3,675,000	*	—	—	1,516,455	2,158,545	—	—	180.0	.....	.....	.....	841,653	411,226	—	100	90½
Dec. 31, 1868	Camden and Amboy.....New Jersey.	61.2	31.1	100.0	—	128	193	40	1,090	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,839,525	2,527,488	10	100	131
Dec. 31, 1868	Camden and Atlantic.....New Jersey.	60.2	—	4.1	—	9	36	4	88	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	14½
Dec. 31, 1868	Camden and Burlington Co...New Jersey.	23.0	7.1	2.3	—	—	—	—	—	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	Cape Cod.....Mass.	62.8	1.0	3.0	—	8	15	6	121	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	66⅔
Dec. 31, 1868	Cape May and Millville.....New Jersey.	41.2	—	....	—	3	12	—	—	701,034	*	—	—	447,000	200,000	—	—	—	(Leased to West Jersey.)			—	—	6	100	....
Oct. 31, 1868	Catasauqua and Fogelsville.....Penn.	20.0	4.0	6.0	—	6	3	2	418	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	Catawissa.....Penn.	65.0	2.5	5.0	—	21	9	4	485	3,774,600	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	Cayuga and Susquehanna.....New York.	34.6	—	....	—	—	—	—	—	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	Cedar Falls and Minnesota.....Iowa.	44.0	—	....	37.0	—	—	—	—	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)			—	—	—	100	....
Dec. 31, 1868	*Cedar Rapids and Missouri River*...Iowa.	271.6	—	....	—	—	—	—	—	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	Central of Georgia.....Georgia.	193.6	—	25.8	—	49	34	41	638	4,472,000	*	859,922	416,392	4,669,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	125
Dec. 31, 1868	Central of New Jersey.....New Jersey.	64.0	10.0	76.0	—	107	104	15	1,698	18,034,675	*	*	.....	15,000,000	3,034 675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	102
Jun. 30, 1868	Central Ohio.....Ohio.	137.1	—	23.2	—	44	20	25	1,253	5,511,269	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	26
Dec. 31, 1868	Central Pacific.....California.	695.0	....	52.0	108	11	10	1,694		60,000,000	—	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	Central Br., Union Pacific R.R....Kansas.	100.0	—	....	—	—	—	—	—	4,800,000	—	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	Charleston and Savannah...S. Car. & Ga.	103.5	—	....	—	10	9	4	80	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	—	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	Charlotte and S. Carolina....N. C. & S. C.	109.6	—	8.9	—	13	9	7	99	2,000,000	*	103,000	15,340	1,500,000	334,080	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	Chemung.....New York.	17.4	—	12.5	—	—	—	—	—	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	Cheraw and Darlington.....S. Carolina.	40.0	—	....	—	—	—	—	—	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	Cheshire.....New Hampshire.	53.6	—	13.0	—	23	17	7	334	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	261,913	715,528	138,776	4	100	70½
Oct. 31, 1868	Chester Valley.....Pennsylvania.	21.5	—	1.5	—	—	—	—	—	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	6½
Dec. 31 1868	Chicago and Alton.....Illinois.	243.0	—	29.8	—	97	42	20	1,938	11,435,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	160
Apr 30, 1868	Chicago, Burlington and Quincy..Illinois.	370.0	30.0	100.0	—	122	55	30	2,421	14,777,344	3,205,408	644,445	1,138,580	12,644,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	190
Dec. 31, 1868	Chicago, Cincinnati and Louisville ...Ind.	73.0	—	....	30.0	7	4	3	93	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	Chicago, Iowa and Nebraska.....Iowa.	81.3	—	....	—	—	—	—	—	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	....
May 31, 1868	Chicago and N. West'n. Ill., Wis. & Mich.	800.5	—	166.1	—	245	139	107	5,487	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	79½
Mar. 31, 1869	Chicago, Rock Island & Pacific. Ill. & Iowa.	498.0	50.0	62 7	—	107	49	23	2,508	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,505	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	114
May 31, 1869	Chillicothe and Brunswick.....Ohio.	—	—	—	26.0	—	—	—	—	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	Cincinnati, Dayton and Eastern.....Ohio		Less	ees	of 8	an.	&	Cl	n.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	Cincinnati, Hamilton and Dayton...Ohio.	60.1	—	61.4	—	34	30	16	437	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	Cincinnati and Indiana.....Ohio & Ind.	20.5	6.7	4.3	—	—	—	—	—	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	Cin., Lexington and E. Tennessee.....Ky.	13.0	—	0.5	—	—	—	—	—	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)			.....	.....	—	100	....
Jun. 30, 1868	Cin. and Indianapolis Junction..O. & Ind.	98.0	25.0	3.4	—	14	12	5	180	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	Cincinnati and Martinsville.....Indiana.	40.0	—	2.6	—	—	—	—	—	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	Cin., Richmond and Chicago. Ohio & Ind.	42.0	—	2.6	—	—	—	—	—	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	Cincinnati and Zanesville.....Ohio.	132.1	—	9.0	—	15	11	6	259	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,075	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500.000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	....
Jan. 1, 1868	27.0	—	.....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves.Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	(Open. J	an.1,'68)	—	100	....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & ope	r. by L. C	& N.Co.	—	50	....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	112½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44.000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,760	6	100	....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	1,704.058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110.055	29,979,623	.....	1,985,764	483,225	—	—	—
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	9.0	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore..New Jersey.	182.680	*	.....	.....	178,232	—	—	4,448	9.0	.....	.....	.....	57,382	8 036	—	100	....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	—	120.0	366,430	19,437,628	5,420,360	693.016	449,189	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	220	Louisville, Cincinnati and Lexington.Ky.	2,496,288	—	23.250	474.397	211.122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36.367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	66½
Jun. 30, 1868	185.0	163.2	33.7	....	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	13,062,925	*	1,466,271	757,765	7,869,186	4,083,500	1,337,458	1,996,818	561.5	772,867	21,420,247	29,321,009	2,228,609	919,095	8	100	67
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago.Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	....
Nov. 30, 1867	12.4	—	2.4	—	2	5	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200.000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600.000	—	.....	.....	600,000	—	—	—	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893.327	196,641	862.803	31,032	1,315,597	415,000	222,174	—	59.0	.....	.....	(11 mos.)	94.046	288	—	100	....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	256,832	.....	.....	568,346	164,089	8½	100	120
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	.....	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	—	—
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	30
Mar. 31, 1867	22.4	3.6	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	133
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600.000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	—	282.8	1,002,500	.....	.....	1,203,635	191,635	—	50	....
Dec. 31, 1867	32.0	—	22.0	....	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	23.2	—	55	40	7	526	Memphis and Charles.Tenn., Miss. & Ala.	6,527,050	1,134,558	858,329	578,030	5,312,725	3,888,530	330,285	—	379.0	751,942	.....	.....	1,174,914	344,806	3	100	50
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	.....	—	100	....
Dec. 31, 1867	130.6	—	....	....	....	....	....	....	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	.....	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashville	e.)	.....	—	100	....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477.366	6,968,989	948	582.244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	129½
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind.O., M., I. & I.	16,358,549	2,865,517	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	108½
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	113,014	—	.....	.....	102.365	—	10,649	—	6.6	.....	.....	.....	15,128	5,090	—	100	....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	—	.....	—	—	(Leased	to West J	ersey.)	59.329	36,482	12	100	....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361.523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	76½
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	107
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	236.0	—	....	—	36	19	3	213	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429.653	.....	.....	1,002.774	439,705	—	100	9
Sept. 30, 1867	99.2	—	....	—	12	10	—	98	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	—	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	72.0	—	....	—	7	5	—	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762.400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44.459	384,738	129.000	236,828	15,301	22.0	.....	.....	(9 mos.)	17.921	15,302	—	100	....
Feb. 28, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172.918	.....	.....	411.714	143,722	—	100	25
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	88
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	—	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752.429	5,415.670	440.241	74,769	10	100	135
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶...Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶...Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678.154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and North western¶.Tenn. & Ky.	4,600,.55	*	92,000	406,087	1,157,736	3,464.050	317,626	159,529	98.0	239,947	879,802	2,987,871	283.454	81,345	—	100	....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,635	194,176	10	100	114
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597.284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2.744.092	79,781	26,269	—	100	....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	....
Oct. 31, 1867	6.0	....	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680.824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil.,W.	and B.)	13,294	—	50	....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp.Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650.000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077.493	858,314	2,393,297	631,137	6,000.000	1,362.614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	133
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	—	100.0	326,126	5,355,549	5,084,846	382 944	93.894	8	100	....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	64
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999.132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,667,197	6,030,913	692.2	6,212,439	201,629,501	366,199,697	14,381,303	5,143,140	7	100	210½
Sept. 30, 1867	—	5.0	—	34.8	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	216,660	—	.....	—	193,360	—	29,224	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	146
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	65,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	127
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	79½
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	—	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232.316	—	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47 231	—	100	80
May 31, 1865	225.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269 167	6s	100	....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	*	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	286,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,198,701	13,691,447	892,057	377,206	5s	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,810,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	100
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	107½
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	108½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	.....	(Owned by	Provincial	Government.)	.....	.....	145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	64
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,386	23,500,000	3,888,000	398,683	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	31½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	80
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	94½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	....	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	283
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	.....	—	.....	109.0	.....	.....	.....	.....	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	112½
Oct. 31, 1867	47.0	—	64.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	61½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135	.....	.....	8,791,937	3,150,837	10	50	93½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	83.3	.....	.....	.....	863,705	254,288	10	100	129½
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore.Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835.000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	104½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	16	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*	.....	.....	1,983,141	6,739.000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500.000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	154
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)			.....	.....	—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,560,000	—	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	160	111½
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350 000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170.000	200,000	.....	.....	—	(Leased to Eastern.)			76,426	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	434,942	49,787	6,500	.....	437.917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	—	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	....	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73 8	8.8	....	—	—	—	—	....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,630,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	89	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,796	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,505	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,992,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,602	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12"	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,208	353,222	.....	75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319.000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	....	Richmond and York River ¶....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	.....	.....	.....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	.....	.....	.....	....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400.000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	143.3	612,563	.....	.....	840,855	.....	—	100	33
May 31, 1867	.....	—	.....	133.0	.....	.....	.....	.....	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	40	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1, '67. I. & St.L.)			2,218,402	608,112	—	100	38
Dec. 31, 1866	80.2	—	....	—	—	—	—	....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)			.....	.....	—	100	100
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)							54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,000	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,590	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)			125,000	.....	—	50	44½
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,896	*	.....	.....	1,269 150	97,000	149,218	.....	54.0	143.124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576.050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,999	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164.118	1,922,936	5,093,900	363,684	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville.... Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457.000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	.....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,662	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	19	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165.280	.....	.....	264,678	59,804	6	100	....
Dec. 31, 1867	71.0	—	.....	2.9	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1867	157.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,450	243.0	609.871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	154
Dec. 31, 1867	21.0	—	.....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,500,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	12.0	7.0	.....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,000	683.047	22.766	132.5	200,058	1,861,845	5,329,232	330,000	67,921	—	100	....
Dec 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1867	106 1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	.....	.....	(6½ mos.)	118,970	6,751	—	100	....
Dec. 31, 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶..South Carolina.										.....	.....	.....	1,006,953	408,959	9	100	90
Dec. 31, 1867	20.0	—	....	—					Springfield and Columbus.....Ohio.									68.0							100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	346,000				196,000	150,000										130	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	354,132	*	600,000	.....	660,000	200,000	95,000	.....	13.0	56,004	2,626,176	.....	268,894	112,915	10	100	....
Nov. 30, 1867	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	8,722,141	*		.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,382	—	100	....
Nov. 30, 1867	13.2	—	....	—	—	—	—	—	Stony Brook.....Massachusetts.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased to Housatonic.)							
Dec. 31, 1867	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	267,385	—	—	.....	267,300	—	—	.....	13.2	(Leased to Nashua & Lowell.			17,700	31,409	7	100	....
Sept. 30, 1867	81.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York..N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754						14,118	5	100	....
Dec. 31, 1867	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.									81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	50	....
Nov. 30, 1867	78.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	.....	.....	.....	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	.....	.....	576,400	250,000	35,000	.....	30.6	124,206	.....	.....	262,569	111,618	8	50	90
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	.....	574,463	187,006	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western..O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	.....	.....	3,809,353	1,022,471	—	100	80
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,095	362,249	.....	.....	607,111	1,550,000	443,171	.....	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased to Hudson River.)				19,208	7	100	46
Nov. 30, 1867	27.0	—	....	15.7	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	2,086,640	.....	.....	.....	.....	680,000	.....	.....	—	(Operated by Vt & Mass., & T. & B.)				32,000	—	100	....
Sept. 30 1867	2.1	—	2.1	—	—	—	—	—	Troy Union (and Depot) .....New York.	762,238	.....	.....	.....	30,000	310,000	.....	.....	—	(Owned by railroads centring in Troy.)							
Oct. 31, 1867	20.4	—	....	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	525,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Pennsylvania.)							
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	—	—	—	5,000,000	17,600,000	—	—	—	.....	—	—	—	—	—	—	—
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	—	—	—	1,000,000	3,200,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	.....	.....	5,000,000	11,392,000	.....	.....	—	—	—	—	—	—	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	.....	.....	831,300	.....	.....	.....	—	—	—	—	1,625,156	.....	—	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	.....	.....	693,712	.....	.....	.....	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
May 31, 1867	47.0	18.5	....	—					Vermont and Canada .....Vermont.	2,500,000	*	78,945	79,918	2,500,000	—	—	—	12.0	—	—	—	—	—	—	100	....
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	.....	.....	2,860,000	550,000	3,172	212,120	—	(Leased to Vermont Central.)							
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	.....	.....	5,000,000	5,500,000	.....	.....	77.3	199,126	3,837,794	3,281,428	461,424	62,595	8	100	100
May 31, 1867	28.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	1½	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,498	1,997,693	882 533	392,872	—	(Leased to Rutland.)						100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147.308	3,353.679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	.....	174,231	3,497,791	2,393,382	.....	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1867	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,000,000	*	59,050	.....	1,547,650	511,400	.....	.....	213.5	379,147	6,439,617	6,145,144	764.148	286.018	—	100	....
Sept. 30, 1867	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	—	—	—	98,650	85,000	600	.....	18.3	.....	.....	.....	458,606	155,926	7	100	87½
Dec. 31, 1867	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.			(In hands of receiver.)						10.3	(Operated by Erie.)			51,630	20,596	8	100	....
Dec. 31, 1867	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.									7.0							100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,093	10,000	.....	684,036	962,600	133,966	.....	23 0	(Opened Nov. 20, 1867.)						100	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	.....	8,725,100	5,764,520	561,323	2,902,363	35.4	167,562	.....	.....	375,680	165,260	—	50	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by State.)			4,972,000	.....	.....	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	700,504	.....	.....	1,273,191	588,729	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,854	6,820	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	.....	.....	.....	.....	Western North Carolina..North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	45.0	.....	.....	.....	116,782	35,985	—	100	....
Dec. 31, 1867	63.7	—	....	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	2,876,329	.....	49,660	.....	822,450	2,318,000	.....	.....	84.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56.412	2,707,693	1,283,600	630,919	.....	—	(Leased to Pennsylvania.)						50	80
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420.000	97,357	804,150	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	.....	775.075	128.659	—	100	....
Dec. 31, 1867	—	—	—	90.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Under construction.)		1,018,000	.....	.....	.....	37.5	.....	.....	.....	278,639	119,287	—	100	63½
Mar. 31, 1868	20.8	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—	—	—	—	—	—	—	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39,269	1,195,600	2,480,982	266,315	223,154	134.0	.....	.....	.....	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	.....	.....	.....	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	.....	181.0	.....	.....	.....	583,837	118,053	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	—	213,000	—	—	—	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	38.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	32.0	—	....	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	*	.....	.....	.....	203,333	.....	.....	—	(Leased to Balt. and Ohio.)				27,000	—	100	....
Nov 30, 1867	45 7	—	10.1	—	11	10	5	246	Worcester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	.....	1,522.500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	124½
Dec. 31, 1867	13.0	—	....	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	293,230	—	.....	.....	317,050	52,000	24,180	—	—	(Leased to Northern Central.)						50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	—	—	—	—	—
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10.506.309	*	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	346,196	246,271	3	100	41
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6,820,198	*	2,154,474	.....	10.000.000	531,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	4	50	100
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	.....	.....	2,521,300	(See Cam. & Amb.R.R.)			108.0	.....	.....	.....	.....	.....	16	100	121
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	.....	.....	64.000	—	1,300,985	.....	65.5	.....	.....	.....	871.672	543,157	10	100	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12.504,297	1,733,960	1,463,943	161.0	.....	.....	.....	120,583	14,758	—	50	....
Feb. 29, 1868	101.0	—	—	—	—	—	—	540	Morris Canal.....New Jersey.	3 362.221	*	.....	68,683	2,200.000	1,049,260	120,553	61,091	108.0	.....	.....	.....	.....	247,603	8	50	72
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	—	—	.....	2,751,765	—	—	—	101 0	.....	.....	.....	449,652	162,972	—	100	29
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	.....	.....	4,797,185	7,775,720	489,316	136,275	178.0	.....	.....	.....	262,654	46,450	—	50	40
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619.461	*	.....	.....	2,002,746	2,611,310	159,506	.....	109.2	.....	.....	.....	1,099,013	.....	6	50	20
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	45.0	.....	.....	.....	155,872	42,170	—	50	24
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	.....	1,100.000	750,000	.....	.....	87.6	.....	.....	.....	75,279	loss.	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	.....	.....	800,000	600,000	.....	.....	123.0	.....	.....	.....	211.829	61.218	—	50	....
																		64.0				132,037	33,921	4	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.							—	100	100	20½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,021	9,021	—	100	100	....
Sept. 30,'68	15.21	197	55	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	99½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000					—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	31
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,521	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.							—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000					—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.							—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken..N.J.							—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.							—			....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			24,971	2,170	3¼	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,500	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246		52,600		24,472		—			....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700					—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—		2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	67½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	203,640	16,659	—	100	100	69
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Winburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,560	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000					—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	35	47
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	292,548	285,307	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.).....Pa.	47,464	50,000					—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,636	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11⅞	50	30	48
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,541	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12,047	209,134	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000					—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N.Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.							—			18½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000					—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,365	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000				—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,885	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20,867	15,600	5,000	1,127	3,566	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester.....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....	1,600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn& Rockaway Beh:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.& D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry (N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1878	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1872	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.& O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston):					
1st Mortgage sinking fund	98,500	6	J.& D.	18—	—
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	....
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....	1,000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.& O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	187	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	74½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	79
Chicago and Alton, pref.	2,425,400	7	10	159½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10c	94½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	128
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	3,050,892	7	...	87
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	42
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	32
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	.38 — @ 42 —
Pig, American, No. 1 (good to best)	.42 — @ — —
Pig, American, No. 2	.38 — @ 39 —
Pig, American, Forge	.36 — @ — —
Bar, Refined, English and American	.85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	.82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	90 — @ 92 50
Bar, English and American, Common	85 — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9¾
Sheet, Russia, assorted No.'s (gold)	— 10¾@ — 12¾
Sheet, Single D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton.	— — @ 56 50
Rails, American	74 — @ 76 —
Anvils, Eagle per lb.	— 9¾@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New per lb.	— — @ — 32
Bolts	— — @ — 33
Braziers'	— 33 @ — 35
Nails	— 38 @ — 40
Sheathing, &c., Old	— 22½@ — 23½
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22 @ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 33½@ — —
Straits (gold).	— 29½@ — 30
English (gold).	— 29½@ — 30

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal per box.	8 — @ 8 50	11 25	@ 12 —	
I. C. Coke	6 75 @ 7 50	9 50	@ 10 75	
Coke Terne	5 75 @ 6 —	8 25	@ 8 50	
Charcoal Terne	7 75 @ 8 25	11 —	@ 11 75	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall.	— 16½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 31
Refined, Standard White (in ship'g order)	— — @ — 32½
Refined, prime White (in shipping order)	— — @ — 32½
Refined, S. W. (in merchantable order)	— — @ — 32
Naptha, Refined, (60 @ 63 gravity)	— — @ — 10
Residuum per bbl.	4 25 @ 4 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co. 62½	....	....	....	....	....	....
Central of N. Jersey 101½	102	100½	....	101	101½	
Chicago & Alton	....	....	160	....	....	
" pref.	....	....	....	....	169½	
" 1 M.	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q. 188	....	....	190	....	....	
" 8s, 1883	....	....	....	....	108	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	
Chic. & Northwestern 80½	80½	80½	79½	78½	79¾	
" pref. 94½	94½	94½	94	94½	94½	
" 1st M. 93	....	....	....	....	94	
" Interest	....	....	....	....	90	
" S. F.	....	....	....	....	....	
" Consol.	....	....	....	....	....	
Chic., Rock Isl. & Pac. 118	117½	116	115	113½	114½	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896	....	93½	....	94	....	
Clev., Col., C. and Ind. 76	....	....	....	....	....	
Clev. and Pittsburg 109½	108	107	106	107½	108	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	....	....	....	74½	
" Con.	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s.	....	....	....	....	....	
Col., Chi., & Ind. C. 37	....	....	....	....	36	
" 1 M. 84	84	84½	....	84½	84	
" 2 M.	....	....	....	....	....	
Cumberland Coal pref.	....	....	....	....	32	
Del. & Hudson Canal	....	....	....	....	....	
Del., Lack. & Western 112	....	....	112½	110		
" 1 M. 7s	....	....	....	....	....	
" 2 M. 7s	....	....	....	....	....	
Erie Railway	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1867	....	....	....	....	....	
" 2 M. 7s, 1879	....	....	....	....	94½	
" 3 M. 7s, 1883 88½	....	....	....	....	....	
" 4 M. 7s, 1880 82½	....	....	....	....	....	
" 5 M. 7s, 1888 77	....	....	....	....	....	
Great Western 2d mort.	....	78	78	78	78	
Hannibal & St. Joseph 132	126	127	125	125½	128	
" pref. 128	....	....	125	....	127	
Hudson River 181½	180½	182½	182½	183	182	
" 1 M. 7s, 1869	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central 144½	....	144	....	....	141	
" bonds 120	....	....	....	....	....	
Lake Shore & Mich. S'th. 107½	106½	106½	105	104½	105⅝	
" Div. bonds	....	91	91	....	90½	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central 134	132	....	132	131	....	
" S. F. 8s, 1882 133	....	....	....	131	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I.	....	....	....	....	....	
" 1 M. S. F.	....	....	....	....	....	
" 2 M. 93½	....	....	....	93	93½	
Mariposa Mining Co. 8½	....	....	....	....	....	
" pref.	....	15½	15½	16	16	
" Tr. 10s ctfs.	....	....	....	....	....	
Milw. and St. Paul 78	77½	77½	76	76	76¾	
" pref. 87½	87	86½	86½	86½	87½	
" 1st mort.	90½	....	....	....	....	
" 2d mort.	....	85	....	....	....	
" 8s	105	....	....	....	....	
" 7 3-10s con.	95	....	....	....	....	
Missouri 6s 88	88	88	87½	88	87½	
" H. & St. J. 1st. 90	90	....	....	....	....	
Morris and Essex 89	88½	88½	88	88½	88½	
" 1st mort.	....	99	99	....	....	
" 2d mort. 96	....	....	....	....	....	
New York Central 210	209½	210½	210½	210½	211	
" 7s, S.F. 1876	....	....	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883	....	....	....	....	92½	
" 6s, S.F. 1887	....	89½	....	....	....	
N. York and Harlem 146	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. Carolina 6s 58½	56¾	56	....	....	56	
" new 48	46½	46	45½	45	46½	
Ohio and Miss. 32½	32½	32	....	....	....	
" pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co. 86½	83⅜	81⅜	82½	82⅜	84½	
Panama 283	....	....	....	....	....	
Phila. and Reading 94½	93⅜	....	93½	92½	93½	
Pitts., Ft. W. & Chicago	....	....	....	155½	153	
" 1 M. 101½	....	101½	....	101½	....	
" 2 M. 98	98	....	....	....	97½	
" 3 M.	....	....	....	....	95	
" Equip. 8s	....	....	....	....	....	
Quicksilver Mining Co. 15½	16	....	16	....	....	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	83½	
" Income bds.	....	....	....	....	....	
Tennessee 6s 62½	62⅜	....	62½	62½	62½	
" new 56½	56	56	56	55½	56	
Tol., Wab. & Western 76½	75	74	73½	72	76	
" pref.	....	....	76	....	....	
" 1 M. ex.	....	....	....	92	....	
" 2 M.	....	....	....	....	....	
" Equipment	....	....	....	....	....	
Virginia 6s, ex-coupon	58	....	....	56½	57	
" new	61½	....	....	61	61	

New York Stock Exchange.

Actual Sale Prices for the week ending July 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS :—						
U. S. 5s, 1871, reg.	....	....	....	....	....	....
U. S. 5s, 1871, coup.	....	....	....	....	....	....
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	110½	....	110⅝	110⅝	110⅝	....
U. S. 5s, 10-40s, reg.	110	109⅝	....	110⅛	....	....
U. S. 6s, 1881, reg.	120½	120½	....	....	....	....
U. S. 6s, 1881, coup.	120⅝	120½	....	120½	120½	120½
U. S. 6s, '81, O.W.L.y.	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	122	121½	....	121⅝	121½	121⅝
U. S. 6s, 5-20s, c. 1862.	124	123¾	123⅝	123⅝	123⅝	123⅝
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	121¾	121⅝	121⅝	121⅝	121⅝	121⅝
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	121⅝	121⅝	121⅛	121⅛	121⅛	121⅝
U. S. 6s, 5-20s, r. n. '65.	120⅛	....	120⅛	....	....	....
U. S. 6s, 5-20s, c. n. '65.	120⅝	120⅝	120⅝	120⅝	120	....
U. S. 6s, 5-20s, reg. '67.	120⅛	....	120⅛	....	....	....
U. S. 6s, 5-20s, c. 1867.	120⅛	120⅛	120⅛	120⅛	120⅛	120⅛
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..	120⅝	....	....	120⅛	120⅝	119⅝
U. S. 6s, Pac.R.R.issue	107⅛	107⅛	107⅛	....	107⅛	107⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
.. preferred	....	....	37	....	37	....
Camden and Amboy...131	....	....	....	....	....	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	89½	89¼	....	89⅛
.. 6s, 1889	....	85½	85⅛	....	....	85⅛
.. mort. 6s, '89.	....	93⅛	93⅛	....	....	....
Elmira & Williamsport. 31	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.	....	....	....	....	....	89
Lehigh Navigation.	....	36½	36⅜	35⅞	36½	36
.. 6s, 1884	....	83½	....	84	84	84
.. Gold L.	96	96	96	96	96	96
.. R. R. L.	....	87⅞	88½	....	88½	88½	....
Lehigh Valley R. R.	....	56½	56	56½	56⅝	56½
.. 6s new coup.	....	....	....	....	....	94¼
.. 6s new reg.	94	....	....	94	94½	....
Little Schuylkill R.R.	....	....	42	....	42	41⅛
.. 7s.	....	....	....	....	....	....
Minehill	....	53½	....	53½	....	53½	53½
Morris Canal.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	87	....	....
.. 7s.	....	....	....	....	88	88
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	50	....	....	....
Pennsylvania R. R.	57	56⅞	56⅞	56⅞	56⅞	56⅜
.. 1st M.	....	....	....	97¼	....	97¼
.. 2d M.	....	....	....	....	....	....
Penn. State, 6s, 1st series	105	....	....	....	....	....
.. 6s, 2d series.	....	105	....	....	....	....
.. 6s, 3d series.	....	106½	....	....	....	....
.. 6s, W. L.	....	....	....	....	....	....
Philadelphia City, 6s.	94¾	94¾	....	....	....	....
.. new	100¾	100⅝	100⅝	100⅝	100⅝	100⅞
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	47	47½	47	46¾	46⅝	46½
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie.	31½	....	....	....	....	31
.. 6s.	....	....	....	....	....	....
.. 7s.	86½	....	86½	....	86	....
Schuylkill Navigation.	....	....	....	....	....	....
.. pref.	21	21	....	....	....	....
.. 6s, 1882	....	....	....	65	....	65
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	81	....	....	....	....	....
Susq. Canal.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878.	....	....	10	....	....	....
Hestonville, (Horse).	....	....	12½	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	34½	....	....	38	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 20.

	W.14.	Th.15.	F. 16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875.	....	....	....	....	93¼	....
.. 1886	....	....	....	....	....	....
.. 1890	....	92¾	92¾	92¾	92¾	92¾
.. 1893 90	....	....	....	....	....	....
Balt and Ohio.	....	120⅝	120⅝	....	....	....
.. bonds, 1875.	....	....	91½	....	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885. 93	....	....	....	....	....	....
Marietta & Cin. 1st M..	89	88½	....	....	....	89½
.. 2d M.	....	....	....	69	69½	....
Northern Central.	....	....	50	50	....	50
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900.	....	....	....	....	....	....
N. W. Va. 1st mort.	93	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	20	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	147⅛	....	....	146½	....	146⅝
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.	141	141	....	....	....	141
Boston and Providence.	....	134⅜	....	....	....	134
Boston, Hartford & Erie	20⅞	21⅛	21⅛	21	20	19
.. 7s, new.	....	....	65	....	64½	....
Cheshire, pref.	....	79	....	....	....	....
Concord.	....	....	....	....	....	....
Connecticut River.	131	....	....	....	....	....
Eastern	....	114½	114½	114½	....	114¾
Fitchburg.	....	....	130½	....	....	....
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central.	....	....	132½	....	....	131⅛
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	64	....	....
.. pref.	....	....	....	....	....	....
Old Colony & Newport.	97⅛	97⅛	97	97	96¾	94¾
Ph., Wil. & Baltimore.	52⅜	52½	52⅜	52⅜	....	52⅜
Portl'd, Saco & Ports.	111	....	....	....	....	111½
Vermont & Canada.	100	100	....	100	100	100
Vermont & Mass.	58¾	59⅛	....	60	....	....
Broadway (Horse).	....	....	....	....	....	....
Cambridge ..	99½	....	....	....	....	....
Metropolitan ..	....	....	67⅛	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	7⅛	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	6¾	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. June 25.	July 3.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880.	60 — 65	60 — 65
Do. do., 2d mort., 1881.	55 — 60	55 — 60
Do. Penn., 1st mort., 1877.	60 — 65	60 — 65
Do. do., 2d mort., 1882.	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890.	25 — 26	25 — 26
Detroit and Milwaukee 1st mort. 7s.	60 — 63	60 — 63
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid.	19½ — 20	19½ — 20
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875.	— —	— —
Do. Redemption mort. bonds 6 p. c.	98 —100	98 —100
Do. 7 per cent., 1875.	75 — 80	75 — 80
Do. 100 dol. shares, all paid.	94 — 95	94½ — 95½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares.	95 —100	95 —100
Panama General mort. 7s, 1897.	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	92 — 94
Do. General mort. 6 p. c. 1910.	86 — 88	83 — 85
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal

Saturday, July 24, 1869.

Stock Exchange and Money Market.

The movements in the Money line, since our last, have been favorable to the borrowing interests. The demand from speculative sources for immediate aid has been on a less extensive scale, and has been quite promptly met at the reduced figures of 6@7 per cent. on call, as the governing rates in the open market. A livelier business has been noted in the discount line, choice to good grades of commercial paper having been in more request at from 7@10 per cent. per annum, as the extremes. The city banks have been further strengthened in their reserves, the deposits having been enlarged about 5¼ millions; the legal tender average, about 3⅛ millions, and the specie hoard over three-quarters of a million. They have consequently been more liberal in granting accommodation, and have increased their loans, about 1½ millions, or to the full extent of the requirements of their customers. The banks now hold deposits to the amount of 188½ millions against less than 180 millions two weeks ago. Their legal tender reserve is now nearly 51⅞ millions, against less than 46¾ millions on 17th instant. Their specie average is up to 31 millions, against 28½ millions a fortnight since, and less than 7⅞ millions on the 17th of April last. Their loan and discount aggregate is 257 millions, against 276 millions on the 5th of June, 1869, and nearly 283 millions a year ago. The U. S. Sub-Treasury reduced its cash balances nearly 6½ millions, last week. They were again augmented on Monday of the current week, by order of the Secretary of the Treasury who has directed the transfer of about $8,000,000 Currency from Washington, and the Sub-Treasuries at Boston, Philadelphia, Cincinnati, &c., to the New York Office, to pay for further purchases of United States 5-20s for the Sinking Fund. These purchases for the last half of July alone will amount to $7,000,000, and with the premium to $8,400,000, and the same process, it is believed, will be continued through the month of August—the concentration of the Currency balances of the Treasury being made at New York for this object. In addition to the present and accruing Currency balances from the Internal Revenues, which are in excess of pending disbursements for the ordinary support of the Government, the Treasury will be in the receipt of $16,000,000 or $18,000,000 in Gold Coin through the month of August, at least two-thirds of which may be sold and the proceeds turned into United States 5-20s, as not being needed to pay Gold Interest. Of the eight millions of Currency ordered to New York from the other Treasury Offices, about 4 millions were received on Monday of this week, and the general balances in Gold. Currency and other funds that afternoon were $95,139,404 as against $90,736,343 on Saturday night. The receipts of the office on Tuesday reached nearly 7 millions, which were nearly half a million in excess of the day's disbursements, so that the cash (coin and currency) balances on Tuesday evening were over 95½ millions. On Wednesday at noon, the Treasury purchased $3,000,000 in United States 5-20s, and on Tuesday at noon, sales of Gold were made to the extent of $1,000,000.

The specie reserve of the city banks according to the latest return is $31,055,450, against $20,399,031 same time last year. The city bank deposits are now $188,431,701, against $228,130,749 week ending July 17, 1868. The legal tender reserve amounts to $51,859,706, against $71,547,545 same time last year. The circulation now stands at $34,178,437, against $24,004,111 same time last year. The loans are now $257,008,289, against $282,915,490 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $118,554,690 a day, against a daily average of $135,308,058 the preceding week, and $141,028,457 the week ending with June 30, 1869. The current week's exchanges average about $108,008,500 a day. The city banks, last week, reported a further gain of $788,538 of specie, $5,234,462 of deposits, and $3,156,978 of legal tender notes. They increased their loans, $1,583,347; and reduced their circulation, $99,508.

The city bank exchanges on Wednesday were $87,356,694, and the resulting balances, $3,681,003.

National Bank notes to the amount of $128,460 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $316,525,590, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be de-

ducted the currency returned, including worn out notes, amounting to $16,716,295, leaving, with the existing 1,626 banks, (having an aggregate capital of $418,858,931,) an actual circulation at this date, of $299,809,295. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 873,100; and for the public deposits, $22,709,500—making a total of $365,582,600. The Treasury Department last week redeemed and destroyed $293,886 of worn and mutilated fractional currency, and issued $108,146 of new. The outstanding amount of fractional currency on the 1st of July, was $32,062,528 against $33,452 523 on June 1; $35,330,323, on May 1, $36,719,912 on the 1st of April, $36,781,548 on March 1, $35,511,127 on February 1, and $34,215,716 on the 1st of January.

The U. S. Treasurer has issued fifty thousand dollars worth of new ten cent., and eighteen hundred dollars worth of new fifteen cent. fractional currency. The new twenty-five and fifty cent. notes will not probably be issued before the first of August.

The U. S. Sub-Treasury receipts, week ending with July 17, were $14,895,433, including $2,325,618 from customs duties; payments, $21,368,790, including $3,968,618 of coin interest; balance at the close of the week, $90,736,343, against $97,209,700 at the close of the preceding week, showing a decrease of $6,473,356. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $5,266,174, including $357,849 from customs, and payments, $857,113, including $467,824 of coin interest. On Tuesday, receipts, $6,946,316, including $377,000 from customs, and payments $6,526,619, including $402,169 of coin interest. The balance at the close of business on Tuesday stood at $95,559,102, against $94,320,598 a week previous; and $98,230,998 on July 7, 1869. The aggregate receipts of the office in June were $55,052,216, including $8,847,210 from customs, aggregate payments, $47,347,878, including $3,131,675 of coin interest.

The outstanding amount of coin certificates on the 1st of July was $30,489,640 against $23,540,720 on June 1st; $16,307,200,on May 1st; $21,672,500, April 1, $28,775,560, March 1; $32,659,520 on Feb. 1, and $27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,137,000, and retired $2,212,618 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during June, reached $13,593,420.

Government revenues have been yielding quite satisfactorily for the midsummer season, since our last. The excises have been particularly prolific The customs have been up to a fair average. The excises, last week, yielded about 7½ millions; customs at the port of New York, $2 325,618, and at the outports about $765,000 (in coin) more, making the grand total income for the week equal to about $11,672,334 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were $191,180,664. The receipts from the same source, during the fiscal year, ending with June 30, 1869, were $158,287,177. The customs yielded, same time, about 182 millions in gold. The miscellaneous revenues of the fiscal year yielded about thirty millions, making a grand total income for the year ending with June 30, 1869 of about 370 millions. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 21½ millions.

The dealings in Gold have been on a less confident basis, most of the week, though there has been a firm and rather buoyant market for foreign exchange, and the specie export movement has been more extensive. The range of the price has been from 134⅞@137⅛; and the closing quotation on Wednesday was 135⅛. The specie shipments from the port, last week, were nearly 1¾ millions. Thus far in the current week, they have been $530,000 by the *Allemania* on Tuesday, and $517,276 by the steamers of Wednesday. The customs call has been on a fair scale, averaging quite as well as usual at this time of the year. Government was not a seller of gold until Thursday of this week, when a million dollars were disposed of to the highest bidders through the U. S. Sub Treasury at this port. The coin interest disbursements at the New York office reached nearly four millions last week, but have been on a reduced scale, thus far in the current week.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 17th day of July, 1869:

Average am't of loans and discounts....	$1,929,571
Average amount of specie....	992,380
Average amount of deposits....	2,092,166

The customs of the port on Wednesday yielded $329,000. The U. S. Sub-Treasury disbursed $651,392 of coin interest, on that day.

The customs demand for Gold last week, averaged $337,603 a day; thus far, this week, it has averaged $367 500 a day, or equal to a weekly aggregate of $2,205,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $73,468, and since Jan. 1, $9,671,486, against $3,971,151 same time in 1868. The receipts from California, since our last, have been none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to June 30, 1869 was $124,688,174, against $113,529,891 in the preceding fiscal year. The customs revenue of the port since Jan. 1 1869, has been $70,367,790, again $61,707,362 same time in 1868. At San Francisco, from Jan. 1, to June 30th, 1869, $3,720,749, against $4,028,521 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to July 17, were about 9⅞ millions.

The exports of specie, from this port, last week, were $1,762,546, against $2,094,138 same week last year; total, since Jan. 1,1869, $18,212,726, against $57,509,316 same time last year; and the total for the fiscal year ending July 1, 1869, $37,279,653, against $76,309,866 during the year 1867–'68. Government disbursed last week through the U.S. Sub Treasury here, on account of the coin interest on the public debt $3,968,618, and since Jan. 1, 1869, $59,739,127, against $56,975,367 same time in 1868; year ending July 1, 1869, $88,325,756, against $73,485,386 during the preceding fiscal year of 1867–'68. The specie exports from San Francisco, from Jan. 1, to June 30, 1869, were $21,046,229, against $20,861,187 same time in 1868.

The total receipts of California gold at this port, during the fiscal year ending with June 30, 1869, were $19,419,278, against $36,726,790 in fiscal year 1867–'68, showing a decrease in the last fiscal year, of $17,307,512.

Foreign Exchange has been in moderate request and held with increasing firmness, since our last, notwithstanding the freer offerings of commercial bills. Bankers' prime sixty day bills on London closed tamely on Wednesday at 109¼ @110⅛, and on Paris to 5.18¾@5.12½; sight bills on London to 110¼@110⅝, and on Paris to 5.12½c.@5.10¾. The offering of produce bills has been unusually liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $4,668,910, against $2,638,195 same week last year; total, since Jan. 1, 1869, $100,411 558, against $93,597,001 same time in 1868; and for the fiscal year ending with June 30, 1869, $172,815,331, against $179,085,149 in preceding fiscal year of 1867–'68.

A generally strong and buoyant market has been noted for Government securities, which have been offered quite moderately in the open market, while the demand has been to a fair average. The bulk of the home investment business has been in the later issues, particularly in the Ten Forty five per cent. bonds, and in the U. S. currency six per cent. bonds, issued in aid of the several Pacific Railroad enterprises. Many holders of the Five Twenties have been exchanging them for Ten Forties and currency sixes; as also for the Central Pacific six per cent. gold bearing First Mortgage Bonds, which have been placed on the regular sale list of the Stock Exchange and which have been dealt in daily at the Board, through the week, at 97¾@98⅜ per cent. The Government bought three millions of U. S. Five Twenties on Wednesday at from 119.85@120.03. The Board and street dealings on that day showed a dull market, and a rather lower range of prices.

U. S. sixes of 1881 closed here on Wednesday at 120⅜@120½; U. S. Five-twenties of 1862, ex-coupon, 123⅜@124½; U.S. Five twenties of 1864 at 121⅜@121⅝; U. S. Five-twenties of 1865 at 121⅜@121⅝; U. S. Five-twenties of 1865, consolidated, 189⅞@120⅛; U. S. Five-twenties of 1867, 119⅞@120⅛; U. S. Five-twenties of 1868, 119⅞@120⅛; U. S. Ten-forties at 110¼@110½; U. S. Six per cent. currency bonds, 107@107¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 7.	July 14.	July 21.
Consols	93⅛	93¼	93⅛
U.S. 5-20's of 1862...	81⅝	81⅞	83⅛
Erie	19½	18¾	19
Ill. Central	95½	95¾	94½

Railway and miscellaneous share property has been generally less active since our last. The speculative favorites have shown frequent and notable fluctuations in prices. On Tuesday the market exhibited more vigor and buoyancy during the late afternoon. On Wednesday the business was moderately active, but rates were without remarkable changes.

In domestic produce there has been less animation, since our last, and prices have been variable. Breadstuffs and Provisions closed irregularly. The export demand has fallen off considerably. Cotton wound up in favor of buyers, who were not disposed to purchase freely. Middling up-

land cotton closed very tamely and heavily on Wednesday at 34 cts. per lb. The stock of cotton now here is estimated at about 19,500 bales. The receipts at the port this week, have averaged about 1,100 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,294,000 bales, against 2,321,000 bales same time in 1867-8; exports, same time 1,428,500 bales, against 1,691,000 bales same time in 1867-'8; stock on hand at latest dates, 41,000 bales, against 80,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 15,270 pkgs., against 13,715 pkgs., same time last year. From Boston, 5,872 pkgs., against 6,287 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in moderate demand, at from 11½@16c., per lb.; week's receipts, 6,732. Milch cows, dull at from $40@$110 each, receipts, 61. Veal calves in less request at from 6@11c. per lb.; receipts, 3,340. Sheep and lambs at from 4@7c., and 8@11c. per lb.,; receipts, 23,068. Swine in moderate demand at from 9½@10c. per lb.; receipts, 14,178.

In foreign goods, there has been a fair business noted, particularly in Groceries which have been purchased freely at stronger prices. Dry Goods have been depressed. The total imports of foreign dry goods, last week, were $1,989,212, and the total amount marketed $814,973. The value of foreign general merchandise imported last week, was $4,936,743—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $6,925,955, against $4,680,442 same week last year; total, since Jan. 1, 1869, $173,463,145, against $133,640,285 same time in 1868; and fiscal year ending July 1, 1869, $285,447,842, against $237,712,435 during the preceding year of 1867-'8.

There has been much less activity in Bread stuff freights, while Petroleum engagements for European ports have been on an extensive scale. For Liverpool we quote flour at 1s.10½d.@2s 1½d. by sail, and 2s. 4½d.@2s. 7½d. by steamer, per bbl.; grain at 7¾d.@8d. by sail, and 9d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. by sail, and ¼@$\frac{5}{16}$d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 443.

The New York exports, exclusive of specie, for the week ending July 10, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$2,638,195	$4,668,910
Prev. reported.....	90,958,806	95,742,648
Since January 1.....	$93,597,001	$100,411,558

The imports for the week ending July 17, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	$1,480,619	$1,989,212
Gen. merchandise.....	3,199,823	4,936,743
Total for the week.....	$4,680,442	$6,925,955
Previously reported....	128,959,843	166,537,190
Since January 1.....	$133,640,285	$173,463,145

The balance in the Sub-Treasury on Wednesday was $91,777,656 98.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 70; do., 6s, Levee bonds, 65; Alabama 8s, 94; California 7s, 130; Georgia 7s, 92; do., 6s, 83; South Carolina 6s, new, 65⅜; St. Louis, Jacksonville and Chicago 1st mort., 95; Central Pacific R. R. 6s, 98; Chicago and Milwaukee 1st mort., 88; Toledo, Wabash and Western consol. bonds, 81¾; Toledo, Peoria and Warsaw 1st mort., E. D., 84½; New Jersey Central new bonds, 100; Dubuque and Sioux City, 104; N. Y. and N. Haven R. R., 127; do., scrip, 124; Long Island R. R., 120; Western Union Telegraph, 36⅝; do., 7s, 88; Adams' Exp. Co., 60¾; Am. Mer. Union Exp., 42; Wells-Fargo Exp., 22⅞; U.S. Exp. 74; Brunswick City Land, 11; Pennsylvania Coal, 225; Lehigh and Susq. Coal, 0.77; American Flag, gold, 0.20; Benton gold, 0.17; Buchanan Farm oil, 0.50; Blood Farm, 1.50; Bennehoff Run, 0.25, Consolidated Gregory gold, 1.50; Grass Valley gold, 0.35; Home petroleum, 6.75; La Crosse gold, 0.15; Montana Gold, 0.13; Phillips pet., 0.15; Pit Hole Creek pet., 1.75; Quartz Hill Gold, 1.00; Smith and Parmalee gold, 2.10; United Farm pet., 0.20.

Philadelphia.—Oil Creek and Allegheny River R. R., 40; Phila., Wil. and Balt., R. R., 52¼; West Jersey 6s, 90¾; Belvidere Delaware 3d mort., 80; Lehigh Nav. conv. Loan, 80; Schuylkill Nav. 7s, Boat Loan, 71; Delaware Divison Canal, 50; New York and Middle Coal Fields, 4⅞; St. Nicholas Coal, 2⅜; Fulton Coal, 5¼: Niagara oil, 2¼; McClintock, oil, ½; Allegheny Co., 5s, 64½; Penna. State 5s, 1870, 99; Pittsburgh 5s, 70. The latest quotations are: City 6s, 94½@95; do., free of tax, 100⅝@100¾; State 5s, coupon, 94½@95½; do., reg., 98¾@99¼; do., 6s, W. L., 102½@103; do., 1st series, 104@104⅛; do., 2d series, 105¼@105¼; do., 3d series, 106½@107; Reading, 46⅝@46⅝; do., 7s, 1893, 104@106; do., 6s, 1880, 88@89; Camden and Amboy, 124¾@125; do., mort. 6s, 1889, 93½@94; do., 1883, 89@89½; Penn. R. R., 56@56¼; do., 1st mort., 97¾@98; do., 2d mort., 96½@97½; Little Schuylkill R. R., 42@42⅛; Morris Canal, 28@32; do., pref., 60@61; do., bonds, 79@81; Susquehanna Canal, 10½@12½; do., 6s, 53@54; Sch. Nav., 10@10½; do., pref., 20⅞@21; do., 6s, 1882, 65@65; Delaware Div. Canal, 50@50½; do., bonds, 81@83; Elmira and Williamsport, 32@—; do., pref., 40@42; do., 7s, 1873, 88½@89; do., 5s, 59@60; Lehigh Coal and Navigation, 36@36½; do., 6s, 1884, 83½@84; do., R. R., Loan, 88½@89; do., Gold Loan, 95⅞@96⅛; North Pennsylvania, 35¾@37¼; do., 6s, 86½@87½; do., Chattle 10s, 109@111; Philadelphia and Erie, 30½@30¾; do., 6s, 88@89; Minehill, 53⅜@53½; Catawissa, 13@15; do., pref., 36¾@37⅞; Lehigh Valley, 56@56¼; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 45@46½; West Philadelphia, 61@61¼; Spruce and Pine, 26@28; Green and Coates, 38@39; Chestnut and Walnut, 48@48; Thirteenth and Fifteenth, 17@18½; Girard College, 27@30; Tenth and Eleventh, 70@71⅛; Union, 44@—; Hestonville, 12@12½.

Boston.—Union Pacific R. R. 6s, 86¼; Central Pacific 6s, 98½; do., 7s, 1883, 108⅛; Vermont Central 1st mort., 80½; do., 2d mort., 88½; Eastern R. R. 6s, 1885, 94¾; do., 1889, 96; Burlington and Missouri River R. R. 7s, 1893, 88½; do., 8s, 1878, 98; Vermont Central and Vermont and Canada 8s, 1889, 100⅛; Old Colony and Newport 6s, 1875, 94¾; Vermont and Massachusetts 6s, 90¼; Cedar Rapids and Missouri R. R. 7s, 1916, 92⅝; Phila., Wil. and Balt. 6s, 1876, 90; Summit Branch, 23¾; Boston and Lowell, new, 116¾; Norwich and Worcester R. R., 108½; Housatonic pref., 66¼; Boston Water Power Co., 15½; Cary Imp. Co., 7⅝; Gilberton Coal, 25; Connecticut 6s, 1883, 99¼; Maine 6s, 1889, 99½; Massachusetts 5s, 1894, gold, 106¾; do., 5s, 1883, gold, 107½; do., 6s, 1872, gold, 123¼; Chicago 7s, 97½; Cambridge 6s, W. L., 97; Bath 6s, 1898, 89; Charlestown 6s, 1889, 99¼; Cincinnati 7 3-10s, 1885, 87¾; St. Louis 6s, 1888, 84; Boston 5s, 1886, gold, 106½; do., 6s, 1876, currency, 100¾; Bangor 6s, 1894, R. R. Loan, 87¾; Albany 6s, 1879, 90¾; Allouez Mining Co., 4.

Baltimore.—Maryland Defense Loan, 101; Virginia 6s, old, reg., 49¾; Baltimore City 5s, 75; Memphis City 6s, 50; Richmond and Danville bonds, 73⅛; Orange and Alexandria 1st mort., 80; do., 2d mort., 73; Pittsburg and Connellsville R. R. bonds, 89. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89@89¼; Balt. and Ohio, 120⅛@121; do., 6s, 1875, 91@91; do., 1880, 91@91; do., 1885, 93@94; Northern Central, 49¾@50; do., 6s, 1885, 86½@86¾; do., 1900, 85@86; do., 6s, 1900, gold, 99½@—; Parkersburg Branch, 23@24; N. W. Va. 1st mort, 92@94; do., 2d mort., 92@93; do., 3d mort., 1885, 85½@88½; Marietta and Cincinnati 7s, 1892, 89¾@91⅞; do., 2d mort., 69½@70; Central Ohio, 25@29¾; do., 1st mort., 82¼@83¼; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 90½@93; do., 2d mort., guar., 88@—; do., 6s, pref., 40@60; do., 6s, guar., by Washington Co., 78@83; Richmond and Danville bonds, 73@73¼; Baltimore 6s, 1875, 93@93½; do., 1886, 90¾@91; do., 1890, 92¾@93; do., 1893, 90¼@91; do., 5s, 1838-'70, 75@80; Memphis City 6s, 49@49½; City Passenger R. R., 19¾@20; George's Creek Coal, 68@73; Santa Clara, 1.50@2 00; Atlantic Coal, 2.90@3.00.

Rubber Car Springs.

Since the expiration of the Goodyear Patent, the manufacture of Rubber Springs has become general, and the result has been a considerable reduction in price, and in some cases a corresponding reduction in quality.

The Star Rubber Co., (Successors to Mead Rubber Co.,) were the first in the field after the expiration of the Rubber Patent, and contributed greatly in breaking down the high prices charged during the existence of the monopoly. The Springs manufactured by them, we understand, compares favorably both in quality and price with any in the market, and we have much pleasure in calling the attention of our readers to their card in another column.

☞ The *Railroad Record* says that the contractors for laying of the iron on the Fort Wayne, Muncie and Cincinnati Railroad will commence laying on this road in a few days, and expect to have the road in running order between Fort Wayne and Bluffton, twenty-six miles, by the 1st of September. The contract for grading and preparing the road bed for the middle division has been given to C. Bowser & Co. The company expect to have the entire road completed by January 1, 1870.

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY OF PERSON CROSSING TRACK TO LOOK OUT FOR DANGER—OTHERWISE GUILTY OF NEGLIGENCE.

The facts of the recent case of Tracy *vs.* The Troy and Boston Railroad Company (38 N. Y. 433), are fully and clearly stated in the following opinion by

MASON, J.—The decision of this case involves the construction to be given to section 44 of the general railroad act of 1850, as amended by section 8 of the act of April 15, 1854 (Laws 1850 Ch. 140 § 44, Laws 1854 ch. 282, §8). This eighth section declares, "that every railroad corporation, whose line of road is open for use, shall, within three months after the passage of this act, and every railroad company formed, or to be formed, but whose lines are not now open for use, shall, before the lines of such railroad are opened, erect, and thereafter maintain, fences on the sides of their roads of the height and strength of a division fence as required by law, with openings or gates, or bars therein, at the farm crossings of railroads, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not been done, and hereafter maintain, cattle-guards, at all road-crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs, from getting on to such railroad;" and the section then declares "that, so long as such fences and cattle-guards shall not be made, and when not in good repair, such railroad corporation and its agents shall be liable for damages which shall be done, by the agents or engines of such corporation, to any cattle, horses, sheep or hogs thereon; and when such fences and guards shall have been duly made, and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or wilfully done. (Laws 1854, p. p. 611, 612, § 8.) It was held in the case of Brace *vs.* The New York Central R.R. Co. (27 N.Y. 269), that this statute, requiring railroad corporations to maintain cattle-guards at road crossings, applies as well to streets which are crossed by railroads in villages as to country highways.

The fact, that a railroad crossing is at or near a depot, and that to make such cattle-guards there would inconvenience the company, will not excuse them from complying with the positive requirement of the statute. (Bradly *vs.* The Buffalo, New York and Erie R. R. Co., 34 N. Y. 427).

These statutes impose the duty upon railroad companies to fence both sides of their track, and are liable for damages done to cattle, so long as such fences are not made and kept in good order. (Shepherd *vs.* The Buffalo, New York and Erie R. R. Co., 35 N. Y. 641.)

The passage of this act being induced by public considerations, and its purpose being to protect the traveling public and the owners of domestic animals along the line of their road, it should receive a liberal construction to effectuate the benign purpose of its framers. A rigid and literal reading would, in many cases, defeat the very object of the statute, and would exemplify the maxim, that "the letter killeth, while the spirit keepeth alive." Every statute ought to be expounded, not according to the letter, but according to the meaning; "*qui hæret in litera haret in cortico.* (" Dwar. on stat. 690.) And the intention is to govern, although such construction may not, in all respects, agree with the letter of the statute. (Ploud, 205.) The reason and object of a statute are a clue to its meaning (Dwar. on stat. 695), and the spirit of the law, and the intentions of its makers are diligently to be sought after, and the letter must bend to these. (6 Bac. Abr. 384 6th ed Lond. 1807; 1 Kent's Com. 465; Smith's Com. on stat. § § 709, 710.) The defendant in this case seeks to escape liability for the injury it has inflicted through the letter of the statute. The statute declares "that every railroad corporation shall erect and maintain fences on the sides of their road," etc., and it is claimed in the case before us, that the road at the place where the cow in question was killed is not their road but the road of the Troy Union Railroad Company, and consequently the defendant is not liable.

The case shows, that the defendant is a railroad corporation, and helped to construct this Union Troy Railroad, and have secured to them, in law, the right to use this railroad, and run their cars over it. The Troy Union Railroad Company is a corporation of a peculiar character. It was never organized to become a common carrier, or for the purpose of constructing a railroad for its own use. It was organized solely and exclusively for the purpose of constructing a railroad through the City of Troy, for the use and benefit of the railroad companies running their trains to and from the said city. This really is the whole extent of its powers.

It neither owns nor runs any engines or cars. In fact, it has no right to operate this railroad. It is not organized for profit, and pays no dividends. It is supported by assessments on those railroad companies for whose benefit the road was constructed. Its passenger house and other property, and all its rights of property, if not its franchise, belong to these different railroad companies which are entitled to run and use the road. Its management is confided to a board of directors, chosen exclusively by these different railroad companies with the Mayor of Troy. Having constructed the road, the principal object of creation was accomplished. By the organic act, the defendant is forever entitled to use the road, and have the right and privilege of running its engines and cars thereon, to the exclusion of the Troy Union Railroad Company. The case shows that the track of this railroad at the place of collision is a mere continuation of the defendant's line of road, and that it alone uses the road at that point.

Upon these facts, I cannot doubt but the defendant is within the spirit and intent of this statute in regard to fences liable for the injury complained of in this case. The defendant is essentially owner and operator of this road. The statute was designed to guard against the very mischief complained of against the defendant in this case; the operating of a railroad without the statute safeguard of having it fenced. Those four operative railroad corporations, for whose use this road was constructed, must all be held liable to respond to the obligations imposed by the general railroad act in regard to fencing. The Supreme Court of Vermont, in the case of Clement *vs.* Canfield (28 Verm. 302), held, under a statute substantially like ours, that the lessee of a railroad, who was operating it, was liable if the fences were not maintained.

The judgment of the justice should be affirmed.

Judgment affirmed.

Railroad Car Seats.

We publish in another column the card of the WHIPPLE MANUFACTURING COMPANY, of Detroit, Michigan, advertising their Patent Car Seat, with a cut representing it.

Their agent informs us that it was first used by the Michigan Central Railroad Company, in May, 1868, and that since then it has been adopted by nearly all the prominent Railroad Companies in the West. Early last Spring he brought it east of the Alleghanies, where its merits were at once appreciated by the managers of the principal railroads in the States of Pennsylvania, New Jersey, New York, and somewhat (thus far) in New England, where it is also being very generally introduced.

From a personal examination of the Seat, (one of which we have in our office,) we are free to say that it appears to be the most perfect thing of the kind yet produced. The arrangement of the Springs is such that they cannot lose their elasticity. It is as soft and pliable as the best of curled hair seats, and to all appearances nearly indestructible; while its cost must be considerably less than other first class seats. We bespeak for it, among our railroad friends, who have not used it, a fair trial.

We also publish a card from the same company, notifying the public that "one Carr has been manufacturing this seat and offering it for sale," without their authority; and that they will promptly prosecute all infringements of their rights under their patent.

It is gratifying to feel that all persons who bring out and perfect really useful inventions, are protected in their rights by the laws of the land; were it otherwise there would of course be no inducement for the talented and skilled among us, to give us the benefit of their labors.

☞ The Central Railroad Company of Georgia contemplates the immediate extension of the Southwestern Railroad between Smithville and Albany, from Albany down to Newton, Baker County. When the surveyors shall have completed this work they will immediately proceed to Fort Gaines and survey for an extension of the Cuthbert and Fort Gaines branch road, from the latter point to Abbeville, Henry County, Alabama. Both of these extensions are very nearly of the same length, about twenty-three miles, and both pass through very productive cotton regions. They are to be built at the earliest possible day.

☞ The road connecting Swedesboro', N. J., with the West Jersey Railroad, at Woodbury, is rapidly approaching completion. The road bed—about ten miles in length—is already graded, and the iron for the entire distance has been contracted for—a portion being already laid down. It is expected that trains will be running by the 20th of September.

☞ The Wheeling *Intelligencer* says that at a late meeting of the Directors of the Pan Handle road it was resolved to put the road under contract to Wellsburg forthwith. The survey of the road to the Ohio County line has been ordered, and the survey will be immediately made.

☞ The earnings of the Pacific Railroad of Missouri for June, 1869, were $258,835, against $252,873 in June, 1868—an increase of $5,962.

SEVEN PER CENT. GOLD

FIRST MORTGAGE CONVERTIBLE BONDS

OF THE

Danville, Urbana, Bloomington and Pekin Railroad Company

OF ILLINOIS,

Principal and Interest payable in Gold at the Farmers' Loan and Trust Coupany, New York. Coupons payable April and October.

FREE OF GOVERNMENT TAX.



The Danville, Urbana, Bloomington and Pekin Railroad, upon which property these bonds are issued, is now in process of construction, its termini being the cities of Danville and Pekin, both in Illinois. The length of the road is 117 5-100 miles; its capital stock $3,060,000. The grading, bridging, and all the work necessary to perfect a complete roadway has been already done, and the whole line is ready for the rails. These are rapidly being put down, and a portion of the road is now in successful operation. It is expected that the whole road will be completed early the coming autumn.

These bonds are convertible into stock at par, at the option of the holder, and may be registered in the name of the owner, at any time if desired. The total amount of bonds is limited to $2,000,000. The security offered is, as we shall show, the very best. Already sums, nearly equal to the total amount of bonds to be issued, have been expended on the road. The bonds, averaging less than $18,000 per mile, are secured by a first mortgage on the whole road, and entire property of the company. The road runs East and West on the line of the principal and oldest emigrant-road in the State, passing through several populous towns and cities, and the richest agricultural district in Illinois—in a word, through the garden of the Garden State. Its local business alone will suffice to make it a first-class paying road; while, with its connections with many principal lines, its through trade must be such as to make it one of the most profitable in the country.

The road will be consolidated with the line from Danville to Indianapolis, making a line of 210 miles. At Indianapolis, connection will be made with all the through lines to New York and Baltimore; at Danville with the Toledo, Wabash and Western. In fact the road will form a main link in the direct communication of the principal Atlantic cities with southern Illinois, with Keokuk and Burlington, Iowa, and thence with Omaha and the Pacific.

It will complete a direct line from Boston to Peoria, Keokuk, Burlington, Omaha and the far West, via Albany, Buffalo, Cleveland, and the Bellefontaine Railroad to Indianapolis and Danville, or via Toledo and Wabash and Western Road.

It will form the most direct line from New York to the same points West via the New York Central, Lake Shore and Bellefontaine Roads, to Indianapolis and Danville; or via the Erie, Atlantic and Great Western, to Dayton, Ohio; and via Indiana Central, to Indianapolis, Danville, Bloomington, &c.; as well as from Philadelphia, via the Penn. Central to Harrisburg, Pittsburg, Columbus, Dayton and Indianapolis.

It will form an important link in the communication of Baltimore and the South with the Great West, the North West and the Pacific, via Baltimore and Ohio Railroad, to Parkersburgh, Cincinnati, Indianapolis, Danville and Peoria.

Thus with the combined advantages of a certainty of a remunerative local business and a through business, which, as a connecting link to so many diverging and principal lines, it must necessarily have, it is reasonable to presume that the earnings of this road must exceed, in proportion to its length, those of any other railroad in Illinois. The following table shows the earnings of some of the principal railroads in Illinois:

Railroads.	Gross Earnings.	Miles road.	Earnings per mile.
Chicago, Alton and St. Louis	$3,892,861	280	$13,900
Chicago and Northwestern	11,712,248	1,152	11,670
Chicago, Rock Island and Pacific	4,105,103	410	10,012
Toledo, Wabash and Western	3,783,820	521	7,261
Illinois Central	7,160,991	708	10,115

It is safe to estimate the receips of the Danville, Urbana, Bloomington and Pekin R. R. for the first year, at $12,000 per mile, or on 117.05 miles, $1,404,600.

FIRST YEAR.

Receipts, as estimated		$1,404,600
Estimated expenses as follows:		
Operating expenses, 50 per cent	$702,300	
Interest on $2,000,000 gold bonds, 7 per ct.	140,000	
Premium, 40 per cent. on $140,000 gold	56,000	
Set aside as Sinking Fund	10,000	
		908,300
Leaving a net profit over interest and expenses		$496,300

or over 6 per cent. for dividends on the capital stock the first year of its operation. Without doubt, a progressive increase thereafter, each year, would be the result. The geographical location of the road is alone sufficient to convince all of its great value and usefulness.

The stock of the Rock Island and the Illinois Central, the Chicago and Alton, Burlington and Quincy Roads, are all selling at from above par to nearly 200, while none of them are more favorably located, and the competition of them all is much greater than this can have. There is no reason why the stock of this road shall not sell as high as either of the above. Hence the privilege of converting these bonds into stock of this Company at par at any time desired greatly increases their value.

After having personally and thoroughly examined this road, we accepted the agency for negotiating its bonds. We now offer them at 95 and accrued interest in currency. With the utmost confidence we recommend them as a reliable and safe security and profitable investment.

At the present price they pay 10 per cent. currency,—over 45 per cent. more than the same amount invested in Five-twenty Bonds,—besides the advantage of being free from tax, and the prospect of a speedy advance in the stock of the road on completion, into which they may be converted.

Government Bonds and Gold received at their market value in exchange without commission. Bonds forwarded by Express free of charge.

Full particulars furnished by the undersigned, Financial Agents of the Company.

TURNER BROTHERS, Bankers,
14 Nassau Street, New York.

New York, July 22, 1869.

☞ The gold coupons due August first on the first mortgage bonds of the Rockford, Rock Island and St. Louis Railroad, will be paid on and after that date at the office of the company, No. 12 Wall street.

Pacific Railroad Bonds.

A special dispatch to the *N. Y. Journal of Commerce*, dated Washington, July 16, says that United States bonds for $1,582,933 84, being the balance due the Central Pacific Railroad Company for the portion of their road beginning at the 570th mile post and terminating at the end of 690.3 miles east of Sacramento, were issued to day by order of the Secretary of the Treasury. This completes the full allowance of the Central Pacific Company to Promontory Summit.

For the distance between Promontory Summit and Ogden the title to the subsidy bonds is in dispute. This portion of the line is covered by that part of the Union Pacific Railroad which extends from the 1,000th mile post to the end of 1,085.88 miles west of Omaha, and the claim of the Union Pacific Company is now pending for the bonds. The controversy arises from a difficulty about the construction of the joint resolution of April 10, which says that "the Union Pacific Railroad Company shall build, and the Central Pacific Railroad Company pay for and own, the railroad from the terminus (at or near Ogden) to Promontory Summit." The subject will probably be referred to the Attorney General for his opinion as to which company shall receive the subsidy and land grant between Ogden and Promontory Summit.

Athol and Enfield Railroad.

This company was organized at North Dana, Worcester Co., Mass., on the 6th inst., by the choice of the following as a board of directors: W. Phelps, of Springfield, John C. Hill and T. H Goodspeed, of Athol, Edward Smith and Horace Hunt, of Enfield, John G. Mudge, of Petersham, E. A. Thomas, of Prescott, Constant C. Southworth, of Hardwick, S. P. Bailey, of Greenwich, J. R. Goodman, of North Dana, and Samuel Adams, of New Salem. Immediately after adjournment of the meeting the board of directors met and organized by the choice of Willis Phelps, of Springfield, as President, and T. H. Goodspeed, of Athol, as Clerk. A committee was also chosen to meet the officers of the Northern New London Railroad, to confer with them in relation to their aid and assistance in the construction of this road, which, if built, must be a great benefit to that road, and their liberal co-operation in this enterprise is confidently expected.

New York and Boston Railroad.

A company has been organized in New York, under the name of the New York and Boston Railroad, the object of which is to construct a railroad from the Harlem River, near its mouth, through Westchester County, about midway between the Harlem and Hudson River Railroads, to Croton Lake, thence to Lake Mahopac, Carmel and Brewster's in Putnam County. At or near the last named place it will connect with the Boston, Hartford and Erie Railroad, and thus open a new route between New York and Boston. The capital stock of the company is fixed at $1,000,000.—*Providence Journal.*

☞ The Cincinnati, Salem and Youngstown Railway project is being vigorously pushed by Zadoc Street and others. The road is to connect with the Pan Handle road, south of New Philadelphia.

☞ C. O. Davis has been appointed engineer of the Portland and Rochester Railroad, and will at once proceed to lay out the extension from Alfred to Rochester.

Wilmington and Western R. R.

The stockholders of this company have organized, and strenuous efforts are being made to carry out the provisions of the charter granted by the Legislature of Delaware, and the special act of the Pennsylvania Legislature. It is proposed at present to build the first section, from Wilmington, Delaware, to Chandlersville, in Chester County, at which point it will intersect the proposed road from Parkesburg to Delaware City. The other sections of the road will connect with Oxford, Peachbottom, Hanover Junction and Gettysburg, through the southern counties of the State.

☞ A correspondent of the Hagerstown *Mail* says that the Cumberland Valley Railroad Company will commence operations on the extension of their road from Hagerstown to Williamsport about the 1st of August, and expect to have it in running order by the 1st of December.

☞ The Allentown Iron Company, of which H. Cabot is Secretary, have declared a dividend of five per cent., payable at the office of the company, 105 Walnut st., Philadelphia, on the 26th inst.

G. WELD THOMAS,
BROKER & DEALER IN
MISCELLANEOUS STOCKS,
BONDS,
REAL ESTATE, &c.
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Highest Market rates paid for all Southern and Western Securities.
Money Advanced on Stocks, Bonds, and Real Estate.

$500,000
Albany and Susquehanna R. R. Co.'s
7 PER CENT.
SINKING FUND BONDS.
Twelve Years to Run and Free from Government Tax. Interest Semi-Annually in Albany and New York.
Secured by a mortgage on the right of way, necessary real estate, superstructures, franchises and appurtenances belonging to, or which may hereafter belong to the company. They are also further secured by a sinking fund created and reserved for the payment of said bonds, from the annual net income of said company, which fund is pledged for the redemption thereof. Ten per cent. of the whole loan is to be retired annually, to be designated by lot by said trustees on and after the 1st day of May, 1871, at par. As this loan will go off rapidly, parties who wish to invest should apply at once.
Prompt attention paid to orders by mail or otherwise.
For the present the price is 85 per cent. flat.
Further particulars at office of
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OFFICE OF THE
Rockford, Rock Island and St. Louis Railroad Company.

The Coupons of the First Mortgage Bonds of this Company, matured August 1, proximo, will be paid on and after that date at the office of the Company, 12 WALL STREET, in
U. S. Gold Coin, Free of Government Tax.
H. H. BOODY, Treasurer.

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$6,500,000.
The Kansas Pacific Railway now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of
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This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.
EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.
The loan has thirty years to run, principal and interest payable in gold, semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest.
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Proposals for Bridging!
SEALED PROPOSALS WILL BE RECEIVED AT this Office until 12 M., Saturday, August 7, 1869, for the bridging and timber work on the line of the Tebo and Neosho Railroad between Sedalia and Clinton.
Bids on bridging will be per lineal foot. Bids on timber work, such as open culverts, road crossings, and cattle guards, will be per 1,000 feet B. M., in place.
Plans and specifications can be seen at this office. Bidders at a distance can obtain the same by correspondence.
Proposals for the entire line will also be considered. The right to reject any and all bids is hereby reserved. Bids should be endorsed "Chief Engineer, Tebo and Neosho Railroad. Proposals for bridging."
A. C. MARVIN, Pres't T. & N. R. R.
Office Chief Engineer, Sedalia, Mo., July 15, 1869.

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We keep constantly on hand a large and varied stock of general Railroad Supplies for Machine Shops, Track Work, Bridges, Car Building, etc. Orders solicited.

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place.
NEW YORK, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Contractors.

SEALED PROPOSALS, addressed to the undersigned, will be received until August 6th, 1869, for the GRADUATION, MASONRY and BALLASTING of the BUTLER BRANCH of the WESTERN PENNSYLVANIA RAILROAD, from Freeport, Armstrong County, 21 miles, to Butler, Butler County, Pennsylvania. Profile and specifications can be seen at the Engineer's Office, Freeport, Armstrong County, Pennsylvania, on and after July 26.

G. B. ROBERTS, Chief Engineer.

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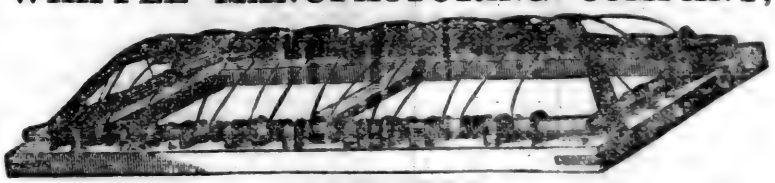
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 3, 1869.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Illinois Central Railroad Company, payable on the 2d day of August next to the holders of full paid shares registered at the close of the 17th day of July instant, after which date and until the 6th day of August the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

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MANUFACTURERS OF
VULCANIZED RUBBER FABRICS,
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Patent Smooth Belting, (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

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Directions, Prices, etc., can be obtained by mail or otherwise.

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Warehouse, 37 & 38 Park Row, N. Y.

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notifies managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

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SHOWING THEIR MILEAGE, STOCKS, BONDS, Cost, Traffic, Earnings, Expenses, and Organizations; with a sketch of their Rise, Progress, Influence, etc.—Together with an APPENDIX, containing a full analysis of the Debts of the United States, and the several States.

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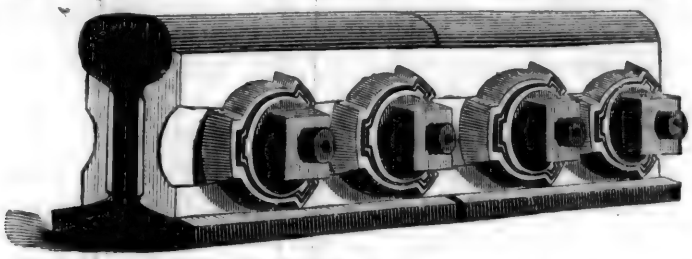
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United States and Canada.
SIZE, 3½ BY 4½ FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers.** These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

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$275	**$225**	**$150**	**$75.**

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

July 31, ARIZONA, CAPT. MAURY, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer leaving Aug. 11, connects closely with steamer JAPAN, leaving San Francisco Sept. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA, received until 4 P. M. on FRIDAY, July 30. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXV., No. 31.] SATURDAY, JULY 31, 1869. [WHOLE No. 1,737, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 31, 1869.

Savannah and Charleston R. R.

The following is a copy of the Act passed at the last session of the South Carolina Legislature, entitled "An Act to enable the Savannah and Charleston Railroad Company to complete their Road:"

SECTION 1. *Be it enacted*, by the Senate and House of Representatives of the State of South Carolina, now met and sitting in General Assembly, and by the authority of the same, That the Savannah and Charleston Railroad Company is authorized and empowered to borrow and raise the sum of not more than five hundred thousand dollars, to be used in extending and rebuilding their road under the provisions of their charter.

SEC. 2. That for this purpose the said company is hereby authorized and empowered to issue bonds to the amount of not more than five hundred thousand dollars, payable twenty years after the date thereof, with coupons attached for interest at the rate of seven per cent. per annum payable semi-annually.

SEC. 3. That the said company is hereby further authorized and required to fund and redeem the coupons for interest of the bonds of the Charleston and Savannah Railroad Company guaranteed by the State, now past due, and that may fall due on or before the first day of September, 1869, by issuing therefor an equal amount of their bonds, with coupons attached for interest, payable semi-annually at the rate of seven per cent. per annum, and the principal to become due in twenty years after the date thereof. And the payment of said bonds, so to be issued in substitution for interest coupons shall be guaranteed by the State in the same manner and as fully as the original bonds of the Charleston and Savannah Railroad Company are now guaranteed, subject, however, to the provisions of section 6 of this act.

SEC. 4. The bonds hereinbefore authorized for rebuilding said road shall be used exclusively for the building thereof and the outfit of the same; no salary shall be paid to any officer of the said road out of the funds so raised by this act.

SEC. 5. The said railroad company shall deposit the interest on all their aforesaid bonds, as it becomes due, with the financial agent of the State of South Carolina, in the city of New York, and shall notify the creditors of the same by public advertisement in one newspaper in New York, one in Charleston, and one in Savannah, and if said company shall fail to pay the interest on its debt, within six months after it shall have become due, or fail to pay or provide for the payment of the principal of its debt, within six months after it shall have become due, it shall be the duty of the Comptroller-General of the State, and he shall have the power to take immediate possession of said road, with all its appurtenances, and lease the same to responsible parties, who shall have control thereof, until the General Assembly shall, by law, provide for the settlement of the affairs of said company to the interest of all its creditors. The Governor of the State is hereby authorized and empowered to appoint two directors to represent the State in the direction of said company.

SEC. 6. That the present lien of the State of South Carolina on said road shall, upon the issue of the bonds provided for in and by the first section of this act, be postponed and become a second lien, which said second lien shall extend over and cover the whole road, its outfit and real estate, as fully as is already provided for by law. The said road shall be completed by the first day of January, 1870.

SEC. 7. This act shall not be of force until said Savannah and Charleston Railroad Company shall consent to the amendment of their charter, so that the property of said corporation shall be subject to taxation in conformity with section 2 of article 12 of the constitution, and said consent be certified, under the seal of said company, to the Comptroller-General and Secretary of State. Upon the filing of said consent, the said charter shall be deemed and held to be modified, in conformity with said section of the constitution: Provided, that no tax shall be assessed or levied upon said road until the same shall have been completed.

In the Senate House, the second day of March, in the year of our Lord one thousand eight hundred and sixty-nine.

CH. W. MONTGOMERY,
President of the Senate *pro tempore*.
FRANKLIN J. MOSES, Jr.,
Speaker House of Representatives.

—

I certify that this act originated in the Senate, was presented to the Governor for his approval, Wednesday, March 3, 11:30 A. M., and has become law by failure of its return to the Senate within the time prescribed by the Constitution of the State.

(Attest) J. WOODRUFF, Clerk of Senate.

—

SECRETARY OF STATE'S OFFICE,
COLUMBIA, S. C., March 8, 1869.

I, F. L. Cardozo, Secretary of State of South Carolina, do hereby certify that this is a correct copy of an act entitled "An act to enable the Savannah and Charleston Railroad Company to complete their road," filed in this office.

Given under my hand and the seal of the State, in Columbia, this 8th day of March, A. D. 1869, and in the ninety-third year of the independence of the United States of America.

F. L. CARDOZO,
Secretary of State South Carolina.

—

At a meeting of the stockholders of the Savannah and Charleston Railroad Company, duly called and held in conformity to the provisions of their charter and by-laws, on the seventeenth day of March, 1869, the following resolutions were duly proposed, considered and adopted, and were ordered to be entered on the minutes of the company, which has been done accordingly:

1. *Resolved*, That this company do hereby accept and consent to the amendment of their charter, made by an act of the General Assembly, duly ratified on the 2d day of March, 2869, and entitled "An act to enable the Savannah and Charleston Railroad Company to complete their road," and especially the seventh section of said act, which is in the following words: "Section 7. This act shall not be of force until said Savannah and Charleston Railroad Company consent to the amendment of their charter, so that the property of said corporation shall be subject to taxation in conformity with Section 2 of Article 12 of the constitution, and said consent be certified under the seal of said company to the Comptroller-General and Secretary of State. Upon the filing of said consent the said charter shall be deemed and held to be modified in conformity with said

section of the constitution, provided that no tax shall be assessed or levied upon said road until the same shall have been completed."

2. *Resolved*, That the President of this Company is hereby authorized and directed to certify under the seal of the company, the foregoing acceptance in proper form to the Comptroller-General and Secretary of State, pursuant to the requirements of said act.

The Suez Canal.

Mr. J. B. Moore, late chairman of the Liverpool Dock and Harbor Board, who has recently made a personal inspection of the Suez Canal, made an interesting statement concerning that great work before the Liverpool Chamber of Commerce on the 28th of June. The following is a sketch of his remarks:

The points of importance that had chiefly struck him were, in the first place, the continuance of a fresh water supply throughout the whole course of the works, for without it neither men nor beasts could live. The want was supplied between Suez and Ismailia by the Sweet Water Canal, and between Ismailia and Port Said by two lines of water pipes made at Glasgow. These two lines of pipes supplied the men with fresh water all along the banks of the canal from Ismailia to Port Said, and if they were smashed with a hammer at any point, the whole of these people would not have a gallon of fresh water. It was a matter for serious consideration hereafter how they could prevent such a calamity in times of political difficulty.

At Ismailia, which is the centre of the Suez Canal works, he found everything in a perfectly organized and beautiful condition. He had inspected the whole of the works from Ismailia to Port Said. The piers at the latter place were formed by large blocks of pressed sand, thrown together promiscuously; and, from his experience with dock works at Liverpool, he feared the sand would silt through them, and that great expense would, in consequence, have to be constantly incurred in dredging the harbor. One of these piers is nearly 1½ mile long. The full width of the canal, 100 metres, had not yet been carried out the whole distance between Port Said and Ismailia. In some places the width was not more than 60 metres, and it would be a difficult matter for vessels meeting to pass. In fact they could not do so unless sidings or embayments are made at intervals. He returned to Ismailia in a steam launch. He thought there was a uniform depth all the way of about 26 feet, except near Kantara, where there was a large sand bank in the middle, which the workmen were then (about three weeks ago) dredging.

Continuing the trip from Ismailia towards Suez, he crossed Lake Timsah, and again entered the canal, down which he proceeded to Toussoum, where the water shallowed very much. It was still worse at Serapeum, where three or four dredging machines, if not high and dry, were fast in the sand. This continued for a distance of 12 or 14 miles. Here his party had to leave the boat and take to donkeys, which mode of progress they continued to the Bitter Lakes, a distance of 8 to 10 miles, so that there were about 20 miles of shallow, which was no doubt partly caused by the water draining off into the Bitter Lakes. If these lakes could be filled it would be a very fine thing, but he thought the process would be a very long one. From the Bitter Lakes to Chulouf they had to take the railway.

At Chulouf, when he visited it, they had still about nine miles of rock to get through, and that had to be cut through the full width and depth of the canal. Seven thousand men were at work, and they could, no doubt, do an immense amount of work, but he did not think it was possible that the canal could be made navigable for ships by November. He did not wish to throw any doubt on the ultimate success of the great work. There was no doubt time and money would do it, but he believed it was impossible to accomplish it in the time which had been stated; that he calculated that at least four millions of money would be required to complete it. The accumulation of drift sand in the canal was a serious difficulty. At one place within twelve months 40,000 cubic yards of drift sand had accumulated, and at another place, in the same time, 270,000 cubic yards. The dredges would, no doubt, take it up, but there was the fact.

Old Colony and Newport Railroad.

The income of this road for the years ending May 31, 1868 and 1869, was as follows:

	1868.	1869.
From passengers	$766,060 75	$835,064 97
" freight	436,295 58	476,292 47
" expresses	35,776 45	54 937 24
" rents	19,250 64	22,612 10
" mails	23,913 26	13,647 98
" A. Holmes	36,093 51	.....
" miscellaneous	4,919 58	113 99
" extra baggage	2,139 67	1,626 62
	$1,324,449 53	$1,404,295 37
Expenditures, viz:		
Passenger department.	$96,341 58	$134,631 08
Merchandise "	105,977 82	114,518 22
Locomotive "	228 335 20	284,868 69
Maintenance of way	180,291 18	192,045 89
General expenses	39,792 12	85,107 27
Miscellaneous	126,422 28	39,672 79
	$777,160 18	$800,843 94
Earnings less exp.	$547,289 37	$603,451 43
From which deduct—		
Town, City and State taxes	$53,209 05	
U. S. tax on gross receipts	19,163 79	
Interest and coupons paid	184,526 91	
		256,899 75
Net income		$346,551 68
Balance of income per last report, (less debts charged off as worthless $2,027 70)		193,556 25
Total		$540,107 93
Deduct dividends January and July, 1869, 3 per cent. each, and U. S. tax		312,252 64
Balance May 31, 1869		$227,855 29

There have been paid during the past year the balance of bonds which matured December 1 1867, $2,000; April 1, 1868, $1,000; April 1, 1869, $50,000; and the notes payable have been reduced $10,000—making the aggregate reduction of indebtedness, $63,000.

Compared with the previous year the gross receipts show an increase of $79,845 84; with an increase in working expenses of $23,683 76—making the increase in net earnings, $56,162 08. The amount paid for interest and taxes is $23,753 44 in excess of the previous year. The increase of net income, after payment of interest and taxes, is therefore $32,408 64.

The increase in the number of passengers carried was 393,745, in the mileage of do., 6,643,720, and in the amount received therefrom, $69,004 22. The increase of tons carried was 49,931, in the mileage of do., 1,581,483, and in the receipts therefrom, $39,996 89. Of the increase from passenger receipts, $41,040 55 was from the local business, and $23,656 14 from the New York business. The local freight receipts have increased $40,778 92; and the receipts from freight in connection with New York have fallen off $8,298 76. The increase in number of miles run by trains was 44,061. The report says:

One new locomotive, 5 new passenger-cars, 2 new baggage and 24 new freight cars have been added to the equipment of the road during the past year, and charged to the current expenses, except the cost of the locomotive,

Seven locomotives, 9 passenger and 11 freight cars have been substantially rebuilt.

About 650 tons of new rails and 39,339 new sleepers have been used in repairing the track.

During the past three years, new and additional side tracks have been built at different points on the line of the road to the extent of 9½ miles.

The increased expenses of operating the road the past year have been about $23,000. The miles run have been 44,000 more than the previous year.

New passenger and freight depots have been built at Crescent Avenue, Quincy, South Weymouth, and North Stoughton, and new car-sheds at North Bridgewater, Middleboro', and North Easton, and new turning tables at Boston, South Braintree, and Bridgewater. Large repairs have been made on depots, car or engine houses at South Braintree, North and South Abington, Bridgewater and Middleboro."

When the passenger depot and other improvements, now in progress at Plymouth, shall be completed, our depot accommodations will be in good condition; while the train accommodations and rates of fare and freight, it is believed are generally satisfactory.

During the past year, although considerable business has been done between Boston and New York, over our road, yet, by reasons of low fares and low rates of freight, it has yielded but little profit to the corporation. Arrangements have recently been made, leading to the withdrawal of the boats of the Boston, Newport, and New York Steamboat Co., the discontinuance of the Bristol line, and the establishment of a new line over our road, in connection with the boats of the Narragansett Steamship Co. at Newport and Fall River.

The ruinous competition which for the past two years has so injuriously affected all engaged in the business of transportation between Boston and New York will thus hereafter be avoided; and the directors believe that the business is now established upon a sound basis, and confidently expect that the future will show a considerable increase in our New York business at remunerative rates.

The directors, deeming it for the interest of our road to obtain a closer connection with the South Shore Railroad Company, have made arrangements to that effect.

The business of the Dighton and Somerset Branch continues gradually to increase. The gain the past year has been $25,165 40.

That portion of the land at South Boston referred to in the last report, which now remains unsold, yields an annual rent of about 5,000. It has a prospective increase in value, and furnishes sufficient present income to more than cover taxes and expenses.

The value of the entire land was then estimated by the directors at . .	$300,000 00
There has been received for sales since the last report	108,762 00
Awarded by the City of Boston for Broadway extension	23,387 65—132,149 65
Leaving unsold at the then valuation	$167,850 35

The directors see no reason to lessen that valuation.

A second track between Somerset Junction and Fall River would greatly facilitate the movement of trains, and it may be deemed expedient to construct it at an early day. The distance is a little less than four miles. The grading would cost about $20,000, and materials and laying of the track about $35,000; or about $55,000 in all.

The advantages of providing for a new and di-

rect line of communication between Boston and Provincetown over our road, by way of Plymouth, has been brought to the attention of the directors by prominent citizens of those towns; and it has been urged that such an arrangement would be advantageous to our road. They propose to build a wharf at Provincetown, and provide steamboats to run in connection with our road, and wish us to build a suitable wharf at Plymouth, which is estimated to cost about $15,000. The directors have the subject under consideration.

The equipment of the road is as follows: 24 passenger and 11 freight locomotives; 64 passenger, 18 baggage, 159 long box, 194 long platform, 9 cattle, 7 short box, 37 short platform and 90 coal and gravel cars. Number of miles run by passenger trains, 608,848; by freight trains, 232,552; by gravel trains, etc., 38,467—total, 879,867. Number of passengers carried, 2,382,348; do., carried one mile, 40,214,034. Tons of merchandize carried, 321,717; do., carried one mile, 11,028,842.

TRIAL BALANCE, May 31, 1869.

Construction	$7,728,473 29
Rails, shop stock, etc	150,179 57
Cash	143,319 23
Bills receivable	231,602 41
Dorchester and Milton Branch R.R. Co.	36,937 88
Easton Branch R. R. Co	54,800 00
Contract accounts	23,976 02
	$8,369,288 40
Capital stock	$4,943,420 00
Bonds due September 1, 1870	9,000 00
" September 1, 1874	1,000 00
" April 1, 1875	458,000 00
" September 1, 1876	1,000,000 00
" August 1, 1877	1,388,000 00
" September 1, 1884	32,000 00
Bills payable	144,000 00
Unpaid dividends	4,212 49
Dividend payable July 1, 1869	156,126 32
Agent's department	5,674 30
Income account	227,855 29
	$8,369,288 40

President.—HON. ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Francis B. Hayes, Oliver Ames, Samuel L. Crocker, John S. Brayton and Minot Tirrell.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

Baltimore and Potomac Railroad.

The engineers under the direction of Captain Moore have been for some days past reviewing the line on the southeast side of this village. The question of location not having yet been decided, much anxiety is felt by our citizens. In the meantime we are sorry to say that the frequent interruptions growing out of the right of way, from injunctions, &c., have seriously embarrassed the officers of the company; and while the work on that part of the road between Baltimore and this town may not be very greatly retarded, we learn from good authority that no contracts will be entered upon for work south of Marlboro' until all questions of right of way and damages shall have been fully adjusted, so that contractors may not, as has been the case, be compelled to abandon work on some of the sections to await the decision of the Courts. This determination of the company, while it does not weaken our faith in the ultimate completion of the entire line to the Potomac, is likely to lead to a delay of many months. The company was led to believe, before the work was commenced, that little or no difficulty would be experienced in this particular. Indeed, the public sentiment seemed to be that a large majority of landholders would freely give the right of way. In this they have been sadly disappointed. We shall not undertake to argue with those who thus attempt to jeopardize so great and important an undertaking. It is a policy we do not understand.—*Marlboro' Gazette of July* 14.

Hudson and Harlem Rivers Canal.

Some five years ago a company was formed and a charter obtained to connect the Hudson River with Long Island Sound, and to form a channel navigable by the largest ship between Spuyten Duyvil Creek and Harlem kills. Nothing was actually done, however. Within the past few weeks a number of persons have undertaken to revive the enterprise. A channel navigable to the Hudson from Long Island Sound is to be excavated, the most difficult portion of the undertaking being the removal of the Harlem kills and the work on the channel between Randall's Island and Westchester County. This channel will have 12 feet of water in at low tide, and will be proportionately wide so as to admit of a free and uninterrupted passage by grain and other vessels from the East to the North River. The capital of the newly formed company is to be $1,000,000. The expense to be met before a ship can pass through the channel is expected to be over $1,000,000. The office of the company is at 14 Park Place, N. Y., the directors are: J. A. Henderson, S. C. Walker, John W. Allen, Henry Smith, Milton Courtright, Geo. M. Van Nort, Henry W. Genet, C. Godfrey Gunther, Leonard W. Jerome, Smith M. Weed, Wm. M. Tweed, Hugh Smith, Jas. M. Sweeny, Gilbert Palmer, Cornelius Corson, Chas. E. Wilbour, W. H. King, Isaac Bell. The officers are: M. Courtright, President; E. H. Fairchild, Secretary; J. N. Allen, Treasurer; Executive Committee—W. M. Tweed, Wm. H. King, C. G. Gunther, Hugh Smith, Jas. A. Henderson; Engineer—Isaac D. Colmans.

Rutland Railroad.

The decision of the Court at Vergennes, Vt., on the petition of the Rutland Railroad Company for possession of the road, which was opposed by some of the first mortgage bondholders of the old Rutland and Burlington, leaves the matter as before the petition was made, the property being still in the hands of the Trustees of the second mortgage bonds. Nearly all the second mortgage bonds have been converted into common stock of the Rutland Company, and over $1,000,000 of the $1,800,000 first mortgage bonds have been converted into preferred stock. The Rutland road ask for possession, as they hold that they can manage more profitable than the Trustees, by increasing the rolling stock and doing more business. This has been denied them and the case remains in the lawyers' hands, and may be there for years to come. In most cases of contention for rights claimed equitable compromise is judicious, and we do not believe this an exceptional one. Even if the first mortgage bondholders could eventually, years hence perhaps, obtain every dollar of principal and all back interest, a fair settlement now would undoubtedly result more to their benefit than a long legal controversy, with its attendant costs and troubles. The experience of other roads would certainly confirm this view of the matter.—*Boston Journal.*

☞ The Union Pacific Railroad Company have received $640,000 worth of Government bonds for the twenty miles ending at 1020 miles from Omaha. About fifteen miles brings the subsidy up to Ogden. It seems that both Secretary Cox and Secretary Boutwell are convinced that this company is doing the fair thing, and means to put the road in first-class order throughout.

West Virginia Central Railroad.

In the general interest manifested in all portions of our State for the speedy construction of that great thoroughfare, the Chesapeake and Ohio railroad, the West Virginia Central railroad, scarcely second in importance for the benefits to be derived by the State in general and the Kanawha Valley in particular, seems to have been almost entirely overlooked and forgotten by the people. Not so, however, with the stockholders and directory of the company. They have eagerly "watched and waited" for the Chesapeake and Ohio Company to complete arrangements for constructing the unfinished portion of their road to Charleston. We now learn that these arrangements have been, or will be within a few weeks, consummated with one of the Pacific railroad companies. This fact has stirred the West Virginia Central to action, and we now have the gratifying intelligence, from a source that may be considered reliable, that the company has about completed arrangements for building the road from the Pennsylvania line through the heart of West Virginia to Charleston, the future capital, thence to the Kentucky line at the mouth of Big Sandy.

The bonds of the company are secured by a mortgage of all the rights, franchises, &c., belonging to said road under its charter, and are to be further secured by the endorsement of the Pennsylvania Railroad Company. The Hon. John M. Phelps, one of the directors of the West Virginia Central Company, left this place on Monday evening for the purpose of visiting the different counties through which the road will pass, and having the mortgage referred to recorded in those counties. These facts taken in connection with that, that the stock of the Pennsylvania Central is at a high premium, will be a sufficient inducement to capitalists to take the bonds of the company as a safe investment, and will, without doubt, insure a speedy sale for them at little or no discount.—*Mason County* (West Va.) *Journal.*

Pacific (Mo.) Railroad.

The entire track of this road, extending from St. Louis, Mo., to Leavenworth, Kansas, a distance of 318 miles, was changed from the broad to the narrow gauge on the 18th inst., in the brief space of 16 hours. The track was 5 feet 6 inches in width, and it became desirable to alter it to 4 feet 8½ inches, so that it would conform with the tracks of other railroads, a number of which connect at Kansas City. Extensive preparations were made for the change; new engines and cars were purchased and many cars altered. Two hundred and seventy-eight men were engaged in addition to the large force in the employ of the company, and the whole were detailed to do the work on different sections of the road at the same time. The work began at four o'clock in the morning, and by eight in the evening all of it was completed. The change was made without losing a single train.

St. Joseph and St. Louis Railroad.

A St. Joseph paper says the work on this road is being pushed forward with vigor. On the first ten miles of the road, from Lexington to Richmond, the cars are already running. The route has been located twenty miles from Richmond in the direction of Plattsburg, and the contract for the grading let to Messrs. Axtell and Scoville, who have a large force at work, and are prosecuting the enterprise with the utmost energy. The passenger cars and other rolling stock are already on the other end of the route, while the iron is now arriving at Hannibal, from New Orleans, by boat. The chairs and spikes for the road are already on the ground. Track laying will be commenced on this end of the road in a few days, and on the southern end at a very early date.

Michigan Railroads.

The citizens of Lansing, Dansville and St. Johns, Michigan, are consulting with the people of Toledo, Ohio, as to the construction of a road from Manchester, on the Michigan Southern, north, crossing the Michigan Central at Chelsea, 22 miles east of Jackson, and thence to Lansing and through St. Johns, on the Detroit and Milwaukee, to St. Louis and Mt. Pleasant, to the north line of Isabella County. The portion of the line north of Lansing has an organization with the requisite five per cent. of stock paid in. Like steps will at once be taken on the portion south of Lansing. The distance from Toledo to Lansing by the proposed line will be 100 miles, with about 50 miles to be built; and that from Lansing north 80 miles; making the total distance from Toledo to the north line of Isabella County 180 miles.—*Railroad Record.*

Mexican Railway.

The eighth ordinary general meeting of the shareholders of this company was held in London on the 30th of June. The following report was taken as read:

REPORT OF THE DIRECTORS.

Referring to their report presented to the Shareholders at the general meeting of the Company held on the 30th December, 1868, the Directors have now the satisfaction of stating, that the arrangements then mentioned as being in progress were in due course concluded, and that a sufficient provision of money was made, by the issue of class A mortgage bonds, to complete the line to Puebla, and to free the Company from all its pressing liabilities in this country and in Mexico. Owing to the severe illness of the engineer to the contractor, and the pressure thus caused upon the time of Mr. Buchanan, the chief engineer to the Company, the Directors are without the usual report of their consulting engineer, Mr. Samuel; but they are advised in general terms by the agency in Mexico, that with the funds thus raised, the works upon the line between Puebla and the junction at Apixaco are in active progress; and no doubt whatever was entertained in Mexico, at the date of the latest advices, that the line in question would be in a state of forwardness sufficient to admit of its being opened for public traffic on the 16th September next, the anniversary of the declaration of Mexican Independence. The repairs and general reinstatement of the lower line between Vera Cruz and Paso del Macho were also well in hand, whilst measures were being taken to proceed with all practicable speed with the construction of the works through the Chiquihuite pass towards Fortin. The relations between the Company and the Government of Mexico continue to be of a cordial and satisfactory character, and the sums due to the Company under the assignment upon the Customs duties, and the 'Mejoras Materiales' subvention, are in course of regular collection by the process described on former occasions. From January 1st to March 31st, 1869, there was received on the former account a sum of £29,250 8s. 3d.; and on the latter, from February 1st to the same date, a sum of £7,295 16s., in conformity with Article 19 of the Decree of the 10th of November, 1868. The following statements show the traffic receipts and charges upon both of the opened lines, month by month, during the year 1868. The result does not indicate the satisfactory progress that was hoped for, from a pecuniary point of view, owing to the continued stagnation in the general trade of the country, the very defective condition of the lower line, and, as regards the upper line, almost entirely to the reduction which was made in the tariff of charges in the month of March, 1868. The board have no reason, however, to doubt that much better results will follow the opening of the line to Puebla, and that the traffic on that line will be considerably increased, first, by the reinstatement and equipment of the lower line to Paso del Macho, and secondly in a much greater degree, by its completion to Fortin. Under existing circumstances but little of the traffic passing over the lower line, *en route* for Mexico, is carried on the Apixaco section.

Statement of the traffic receipts, expenses, &c., on the railway from Mexico to the Puebla Junction at Apixaco, (86 miles), from 1st January to 31st December, 1868:—

1868.	Gross Receipts. £	Rate per mile per week. £ s. d.	Working expenses. £	Net profit. £
January	9,901	25 19 11	4,909	4,992
February	7,668	21 10 4	4,177	3,490
March	8,875	23 5 11	5,504	3,371
April	6,881	18 13 4	4,147	2,734
May	7,876	20 13 7	4,042	3,834
June	6,774	18 7 6	4,384	2,389
July	6,543	17 3 7	4,705	1,838
August	7,259	19 1 2	4,630	2,629
September	7,223	19 12 0	4,624	2,599
October	6,943	18 4 7	5,115	1,827
November	7,187	19 10 0	4,764	2,424
December	7,387	19 7 11	4,766	2,621
Total	90,518	Avge. 20 4 10	55,767	34,751

Statement of the traffic receipts, expenses, &c., on the railway from Vera Cruz to Paso del Macho (47 miles), from 1st January to 31st December, 1868:—

					Net profit or loss
January	6,342	30 9 5	4,302	P	2,041
February	5,993	30 15 6	4,091	P	1,903
March	5,426	26 1 4	3,955	P	1,471
April	5,270	26 2 11	3,496	P	1,773
May	3,684	17 13 11	4,503	L	818
June	3,238	16 1 5	2,763	P	476
July	1,487	7 2 9	2,462	L	975
August	1,875	9 0 2	3,041	L	1,166
September	2,719	13 10 0	2,868	L	149
October	2,507	12 0 10	2,634	L	128
November	2,661	13 4 2	2,569	P	92
December	2,719	13 1 3	2,737	L	19
Total	43,921	Avge. 17 19 5	39,421		4,501 profit.

The accounts for the year ended 31st December, 1868, are appended to this report, after due examination and audit. The money raised by the issue of the class A mortgage bonds and the appropriation thereof, as before mentioned, will be brought to account upon the books of the present year; but there still remain to be noticed the large sums, amounting to £934,689 8s. 9., as stated in the liabilities, (exclusive of £369,712 4s. 1d. accrued interest,) expended upon the works and for the general purposes of the Company, through the assistance of those friends of the Company, whose claims were voluntarily postponed upon the occasion of the issue of class A bonds. All the receipts of the Company (except those pledged to secure the £560,000 class A mortgage bonds, and the loan of £220,000 made upon the security of the same) are, of course, liable for these debts; but with the consent of the creditors, these sums are being employed at present in the active prosecution of the works; and in order to secure these fresh advances, and for the general purposes of the Company, the Directors will avail themselves of the authorization granted to them in October last, by issuing class B mortgage bonds, to be charged upon the profits of the lower line from Vera Cruz to Fortin, similar in their principle to the class A series charged upon the profits of the upper line. Mr. George Woolcott, who had previously signified to the Shareholders his intention to offer himself for the auditorship vacated by Mr. H. H. Stansfeld, has upon request kindly inspected the accounts for the past year on behalf of the Shareholders, in conjunction with Mr. B. H. Adams, at present the sole auditor of the Company. Mr. Adams offers himself for re-election.

The receipts on the Apixaco section amounted for the half-year ending 31st December, to £42,543, the expenses to £28,606, and the net profit to £13,937.

The CHAIRMAN said—Gentlemen, the information we have to submit to you on the present occasion is contained in the report, and with the advices we received yesterday from Mexico, will, I hope, not be unsatisfactory to you. When you were here six months ago, we had then to report to you that our endeavors to obtain, under the powers which you had previously granted to us, the means necessary to discharge the minor debts of the Company and to provide funds for the purpose of carrying on the works upon the line from Apixaco to Puebla had not been successful. But we informed you that negotiations were in progress which we hoped would result satisfactorily. That has been the case. By the issue of class A mortgage bonds, which you empowered us to create, we were enabled to make arrangements with the great body of the creditors of the Company, except with the larger creditors, who acted together in the interests of the Company, and to provide a sum of money sufficient to complete the line from Apixaco to Puebla, and which we hope will also go some way to restore the condition (including the erection of a suitable bridge) of the lower part of the line. I have said that we have had more recent advices from Mexico. Those advices reached us yesterday, and by them we are informed that the line from Apixaco to Santa Ana is now open for traffic. That is a portion amounting, I believe, to about eight miles of the line from Apixaco in the direction of Puebla. We are further informed that the greatest activity prevails on the Puebla branch generally. We have not the least reason to doubt that the line will be opened for public traffic to Puebla on the 16th of September next, a day which has been selected by the Mexican people themselves, because it is a great anniversary of theirs. We have also before us extract from a Mexican newspaper, which it will be interesting to you to hear read:—Extract from the *Revue de Quinzaine*, of the "Trait d'Union," dated May 28, 1869. "A new section of the Vera Cruz railway was inauguated the day before yesterday. It is the section from Apixaco to Santa Ana Chiantempam. A great number of guests attended the ceremony, which was brilliant, and excited great enthusiasm. The railway Company deserves great praise for the efforts which for some time it has been making. The line is excellent, and constructed with a solidity which allows of no disadvantageous comparisons with the best European lines. We admired an iron bridge thrown over a torrent, which is truly remarkable as a work of art. It is 80 metres (262 feet) long, and 20 metres (65 feet) high, and is the work of Mr. Buchanan, the engineer of the Company. The inauguration of the section from Santa Ana to Puebla will take place on the 16th September next with great solemnity." That is, of course, a satisfactory announcement to us, because it shows we shall very soon be placed in the possession of the advantages we have always been led to expect would arise from the connection of the city of Puebla with the city of Mexico by rail. I have so often referred to the nature of the traffic which comes upon that line, that it is hardly necessary for me to go over the subject again now. But I may state in one or two words that the city of Puebla, as is the city of Mexico, is one of the principal cities of the Mexi-

can Republic. It is a populous and a rich city, and its population depend for a considerable portion of their daily supplies upon the country that lies in the neighborhood of our line. The traffic which we have heretofore carried on that line has been almost entirely a local traffic, that is, a traffic consisting of the conveyance to Mexico of the products of the country. We are told that we may ultimately expect a very considerable traffic of the same kind arising upon the completion of the line to Puebla, in the direction of that city. Besides that, there will be a traffic between those two cities themselves, which I believe will not be at all inconsiderable. That is not the only advantage we shall derive from the opening of the line to Puebla. It stands upon the highroad of communication between Vera Cruz and Mexico. At the present time so much of the traffic as goes up from Mexico to Vera Cruz by that high road, passes through Puebla, and of that traffic no very great portion finds its way to our railway at Apixaco. The muleteers, and others who have the conduct of the traffic upon the road, find it as well to carry their goods on to the city of Mexico instead of taking them to Apixaco; but having the railway at Puebla at their disposal they will have the inducement to immediately discharge their loads and place them upon the railway. The traffic for the months of January, February, March and April is a fair average of what we have been accustomed to receive, considering it as a purely local traffic. The amount received is not so large as it would have been, because of the reduction in the rates which was made about the month of March last year. The quantity of goods carried remains pretty much the same, and I apprehend we shall find there, as most railways have done, that the true interests of the line consist in obtaining from the trade of the country such rates as the trade can afford to pay. The more we can serve the commerce of the country, the more will the railway in its turn benefit by any concessions it makes to the public. With regard to the line from Vera Cruz to Paso del Macho, that is the line which has been so long in a defective condition. The principal difficulty in carrying the traffic upon that line arose from the imperfect state of the bridge over a considerable river near Soledad. That is now being replaced by an iron bridge, and I hope we shall gradually place the line itself in a condition of perfect security, and be able to carry again, as we did before, a considerable part of the external commerce of Mexico in its course towards the interior. Still a very considerable portion of the goods brought into the country finds its way into the interior by another direction, without coming at present upon our line. It is therefore a very great object with us to complete as speedily as we can that portion of the line from Paso del Macho up to Fortin. As soon as we have effected that arrangement, and can carry goods up to that point, we shall at once bring upon our line the greater part of the external commerce of Mexico. Having done that we shall also benefit in a very great degree the traffic on the line from Puebla to Mexico. We have told you in the report the whole of the traffic which has been received during the past year, and when we consider the state in which Mexico was in the early part of the year, and the extent to which the trade of the country has been affected by the condition of the country, we have really no reason to complain of the amount of traffic which we have received. There is another subject of considerable interest to us, and I am glad to say, of some congratulation to us, which has been brought prominently before us by the letter which we received yesterday. We have stated in our report that we had received under our arrangement with the Mexican Government on account of the 15 per cent. customs duties assigned to us the sum of £29,250. We are now informed that the receipts in the month of April amounted to the large sum of £12,461, making a total of £41,712 paid to us by the Mexican Government during those four months as their subscription towards the capital of the Company for which they receive shares. We have also, as you are aware, a sum of $560,000 a year, charged in another form upon the customs duties. We tell you in the report that between the 1st of February and the 31st of March we received £7,295. We received in the month of April on that account £7,036, making a total of £14,331 under that head; so that from the 1st of January until the 31st of April we received a sum of not less than £56,043. We state to you in our report that our relations with the Mexican Government are of a cordial and satisfactory character. That is certainly so far as regards the fulfilment by the Mexican Government of the engagements entered into, and they are of the same character also in reference to our general understanding with the Mexican Government. You are aware of the mode in which those sums are collected by us at the ports; and it is not necessary to enter into detail upon it. The next subject to which I have to call the attention of the meeting is perhaps the least satisfactory, and that is the state of the capital account. Taking the accounts from the commencement, you will find we give you revenue accounts, showing the whole of the receipts, and also the expenses of working and maintenance. The balance of profit earned, £29,438, is carried to the credit of profit and loss account; and with that also, the proportion which belongs to the Company of the sum received from the Mexican Government, on behalf of the Mejoras Materiales. It amounts to £19,312. On the other side, the profit and loss accounts are charged with the ordinary expenses of the Company, and interest which has accrued upon the loans of the Company, during the year, leaving a balance to the debit of profit and loss account of £202,587. That again is brought into the balance sheet, which shows the whole of the sums received by the Company to the date at which the accounts are made up, and the sums also which are due to creditors. On the other side you will see the value that the Company has received for the money. Large as the amount of debt on the part of the Company may be, we know that you will have value for the whole of it. Not only have we now two lines open to a certain extent, and other portions about to be opened, but we have also a considerable amount of work done on those portions of the line which are not yet approaching completion. The works I refer to were necessarily suspended at the time of the Mexican difficulties. The extent to which they had been carried on was shown in great detail in the report which was presented to you some time ago under the signature of Colonel Bressonnet, a French engineer. This was a survey made for the Government by an independent authority, which I am told may be perfectly relied upon, and it shows that we have a considerable amount of work done in the nature of earth works. So that in one way and another, we may say that for the money we have received from the Shareholders, and others to whose assistance we are so much indebted, there is ample value in work in the country. I have had a statement prepared showing exactly how we stand with regard to the share capital. A considerable portion of the amount not paid is in course of arrangement now between the Company and the gentleman who has a large claim upon us for land which has been delivered to the contractors under the original agreement. When he pays his calls we shall pay for the land, and that will form part of the sum due on call account. There are other shares which were settled at a very early period of the Company's history, as was fully explained in the accounts submitted to the Shareholders at the time, amounting to £71,376. Those shares we shall have formally to ask you at some future meeting to cancel, so that the whole amount of calls remaining unsettled may be considered to be about £28,000. When we bear in mind the time when the share capital was allotted, and what the mercantile world has gone through since, I think we ought not to be much surprised to find that the sum we have still to recover from our Shareholders is £28,000, out of a sum of £950,000. Many of those by whom that money is owing to us are now in a position of inability to pay; some are dead, some are bankrupt, some insolvent, and others have entered into deeds of arrangement. But we are constantly endeavoring to recover, as we can, the whole sum due to us, and I think the Shareholders may well be satisfied with the position of the share account. The remaining subject I have to bring to your attention is referred to in the last paragraph in the report, in which we inform you that under the powers granted to us, we propose to create, whenever the time shall arrive for the purpose, bonds upon the lower part of the line, of the same character in principle as those upon the upper line, and in respect of them we shall, of course, see that we have value for all we may do in that respect.

Mississippi, Ouachita and Red River R. R.

We hear that work was commenced on the M. O., & R. R. Railroad, on the 1st of July, at Eunice. We consider that there is not the shadow of a doubt about this road being speedily built, and that it will be pushed forward with the greatest diligence we verily believe. Even if Messrs. Sickles & Co. should decide not to comply with their contract, we understand that another company, is now standing ready to take up the work the moment that indication is given of a desire to give it up by the present contractors. In October work will commence here and progress westward. In common with all our people, we look forward with much anxiety to the day when our hills and valleys shall reverberate with the sound of the whistle of the locomotive.—*Camden (Ark.) Journal.*

☞ Nameless county, Nebraska, has voted to donate $250,000 to the St. Louis Trunk and the Brownsville, Fort Kearney and Pacific Railroads. Both roads will be built through the county next year. The latter is an extension of the Quincy and Brownsville Railroad. The work is progressing on both lines.

☞ The section of the Boston, Hartford and Erie Railroad, between Putnam and Willimantic, will be in running order before the close of the present year. The great bridge over the Quinnebaug at Putnam, containing two spans of 150 feet each, and to cost $100,000, is nearly finished.

☞ The stockholders of the Derby Railroad have authorized the issue of $225,000 in mortgage bonds of their road, which will be endorsed by the city of New Haven, and the proceeds are expected to be sufficient to complete the road.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ...50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Jn'y'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,900		
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,300,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A N	May '69 3
Brooklyn City & Newt'n..100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	689,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y '69 5½
Central of Georgia.....100	4,666,900	J. & J	July.'69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,525	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'69 5
" " pref..100	2,425,400	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy ..50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,566,676	J. & D.	Jun.'69 5
" " pref.100	16,856,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5½
Cincinnati City Passenger...		J'n &J'ly	Jan.'68 2
" Street.....		J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Aug.'69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '69 3½
Concord 50	1,500,000	M. & N.	May'69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	800,000		
Conn. & Passum'k Rivers.100	139,000		
Do. do. pref 100	1,822,100	J. & J.	Jul. '69 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norw'k 100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July'69 6
Des Moines Valley..... 100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	Aug.'69
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly'69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia...100	2,389,730		
East Tenn. and Virginia...100	667,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	M'y'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,165,300	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Jan. '69 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,446		
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100			Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jul. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	26,892,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....		J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	July'69 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211.122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,969,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl.'69 3
Macon and Western.....100	2,000,000	June.	Jun'69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central..... 100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,586,136	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep.'66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehi l*. 50	323.375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... 100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,644		
Naugatuck 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	27,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue.....100	797,400		
North Carolina 100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jul. '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July'69 5
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,936,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 50	1,099,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	July'69 2½
Pittsfield and N. Adams...100	400,000	J. @ J.	July'69 3
Portland and Kennebec....100	579,500	D. & A.	Aug'68 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred. 100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati..100	2,089,000		
" " pref.100	445,596	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,166		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,460	F. & A.	Feb.'69 3
Shore Line.....100	638,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	8,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	J. & J.	Jul. '69 5
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000		
" " (K. D.) pref.100	1,700,000		
" " (W. D. pref.100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 6
Vicksburg and Meridian...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	5,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,468,775		
Winchester and Potomac....		J. & J.	Jul. '69 3
Warren 100	1,547,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb.'69 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 100	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50			
" preferred 50	2,907,850		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	M.J.S&D.	Jun.'69 3
Union Navigation..... 100	4,000,000	M.J.S&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....		J & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	F.M.A&N	Feb '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	F.M.A&N	Apr.'68 5
American Express 500	9,000,000	F.M.A&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	F.M.A&N	A'g.'69 2½
Wells, Fargo & Co, Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	160,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	325,050	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	297,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	356,617	321,037	3,095,470
1865	305,554	246,331	299,403	196,580	244,612	321,818	244,121	306,231	389,489	307,573	270,073	201,779	3,313,814
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,269	297,625	276,681	297,513	444,024	566,403	598,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,760	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,200	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865	541,005	482,164	499,296	488,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,256	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,304	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,978	1,269,934	1,258,284	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1 416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,443,745	1,498,716	1,421,891	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,991	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359.463	3.445 827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511.305	478,576	496.433	437.679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423.578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616.665	516,608	460,573	617,682	578.403	747.469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,268	505,465	411,605	569,250	567.679	480,626	578,253	571,348	661.971	588,219	504,066	6.546,741
1867	647,120	624,871	417,071	440 271	477,027	516,493	525,242	709,327	738,530	823.901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7.817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,126	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,587	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,665	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	113,648	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	220,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302 543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407.107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215.449	308,108	375,488	339,794	308,186	3.108,005
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,094	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	204,095	283,661	375.210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412.934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,820	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369.356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565.718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1.117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,136,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093.731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302.596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,665	279,647	284,729	282,939	240,135	234,033	322,521	365,371	379,367	336,086	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	762,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249.419	277.380	397,525	401.299	364.334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,928	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	548,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	580,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,090	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168,000	1,935,753
1869	132,023	127,817	175,950	171,868	157,398	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364.724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,203	429,898	325,274	320,756	3,945,094
1869	284,192	265,137	242,705	311,833	312,529	.....	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86.913	62,918	85,276	60,698	84,462	100,512	75.248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60.558	58,262	73,525	126.495	120.268	79,431	54,719	774,957
1868	46,415	40.703	39,198	49,231	70,163	77,339	59,762	84.607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, July 1, 1869					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	117
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,500	6	" "	1881	122½
.. .. coupon		6	" "	1881	122½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	122½
(5-20s)....coupon		6	" "	1882	124½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	120½
(5-20s)....coupon		6	" "	1884	122½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	122½
(5-20s)....coupon		6	" "	1884	122½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	122½
(5-20s)....coupon		6	" "	1885	122½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	121
(5-20s)....coupon		6	" "	1886	121
.. .. 3d series (5-20s)...registered	379,582,850	6	" "	1887	120½
(5-20s)....coupon		6	" "	1887	121½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	120½
(5-20s)....coupon		6	" "	1888	121½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	112
(10-40s)....coupon		5	" "	1904	112½
Union Pacific R. R. Bonds .....(currency)	58,638,320	6	Jan. & July.	'95-'99	108½
Certificates of Mar. 2, 1867, and July 2, 1868...	52,120,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	102,000	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	104,511	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	344,252	var	.....	Due.	....
Treasury Notes (7-30s).....	1,201,400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,871,410	6	.....	Due.	....
Temporary Loan of June 30, 1864	186,310	var	.....	Due.	....
U. S. Notes (greenbacks).....	388,118,860	*nil.*	.....	Dem.	....
Fractional Currency		"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'80	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	93½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. * — .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	129
.. .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. .. .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
— .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	85
.. — .. .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	986,649	6	" "	1877	100½
.. —Liquidation Bonds.....	196,400	6	" "	1865	....
.. —Refunded Stock	986,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	64½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	6	J. A. J. & O.	1865	....
.. — .. .. converted.....	2,252,112	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	1,214,580	5	" "	'89-'90	....
.. — .. .. 1827.....	269,000	3	" "	1890	96
.. — .. .. 1834-'35.....	24,000	6	" "	1880	....
.. — .. .. 1838-'39.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. —	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101
.. —South Relief Loan of 1867.....	100,000	6	" "	1878	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	106½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	280,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	" "	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	122½
.. —	720,000	6	" "	'74-'75	122½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	107½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	455,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans payable in coin....	13,734,000	6	" "	'82-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account).....	.....	...	.....	.....	.....
Nevada—(No Account).....	.....	...	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108½
.. — .. Bonds.....	22,186,000	7	" "	1877	108
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	57½
.. — .. (new).....	3,059,045	6	" "	'92-'98	51
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,309	6	" "	1881	102
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	105
.. —	9,273,050	6	" "	1882	107
.. —	910,200	5	" "	'72&'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	103½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	65½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	63½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	57
.. —Funding Bonds	4,677,950	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	261,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	58
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	60½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	.....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	4,000,000	7.3	" "	"	1896	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	84
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	91½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	65½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	90½
Boston and Providence:						....
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	88½
General Mortgage	1,288,000	7	" "	" "	1870	87
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	98
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	5*	Jan. & July.	London.	1880	....
Loan for $500,000	2,195	6	April & Oct	New York.	1867	....
Loan for $800,000	322,220	6	" "	" "	1870	99
Loan for $875,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1916	92½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99½
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	21,003,000	6*	Jan. & July.	New York.	1896	97½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	21,003,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	91
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	8½	July.	Frankfort.	1890	....
Company bonds	690,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	85½
1st Mortgage (convertible)		7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	88
3d Mortgage (" ")	37,900	7	Feb. & Aug.	" "	1870	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	95½
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,505,500	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	96
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	94
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1882	74½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	— & —	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	105,000	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	125,000	7	May & Nov.	" "	1890	85

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	98
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1908	84
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	83½
2d Mortgage	816,000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	93,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70–'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1889	96
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	88½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st *Mortgage*, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	"	1888	103
Convertible bonds of 1863	800,000	7	Jan. & July.	"	1888	123
Six year bonds of 1865	1,000,000	10	" "	"	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Aprn & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94¾
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	90
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	132½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	99
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	132,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	105
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	95
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	92
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	49
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	10
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88–'93	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	000,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	97
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	89½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1876	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	109
2d Mortgage	274,500	7	— & —	"	18—	88
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18–	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	93
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	92½
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. }	2,283,340	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	208,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	7	" "	"	1901	85
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	83
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	90
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	80
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	75½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,390	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'80–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,000	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	95
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	617,167	6	various.	"	'68–'74	....
Domestic Bonds	595,500	7	"	"	'68–'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88–'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	314,900	6	" "	"	'70–'72	....
5th Mortgage	119,000	8	" "	"	'63–'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269 000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	81¼
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897–8	88
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897–8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	81
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,260	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70–'78	....
Virginia and Tennessee:						
1st Mortgage	494.000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400.000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68–'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200.000	6	" "	"	1890	91½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	"	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200.000	7	May & Nov.	" "	1873	....
Income Bonds	160.000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92–'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576.888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197.777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88–'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254.000	7	Jan. & July.	Philadelphia.	1882	90
Chesapeake and Ohio:						
State (Md.) Loan	2,000.000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375.000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500.967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State bds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5.006.122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90½
Convertible Loan	1,291,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1878	....
Schuylkill Navigation:						
1st Mortgage	1.764.550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3.980.670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1.000.000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250.000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	93½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	80,500	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,163,000	915,000	418,711	—	25.0	16,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	3,042,793	*	—	—	2,241,250	4,000,000	1,801,543	—	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased | to Cheshire.)	—	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	.....	603,059	155,975	—	100	46
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	—	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	525,435	—	—	—	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*...Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,193	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	145½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,094	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	10	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.L,Ct. & N.Y.	21,318,631	—	—	—	18,039,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	523,834	—	100	75½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	22½
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	1 0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	344 136	1,565,462	453,780	10	100	135
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,02*	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	140½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	134
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94.196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,716,800	*	.....	.....	6,000,000	3,760,000	—	—	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,053	411,226	—	100	90½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	120½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	14½
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,457	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod .....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	66⅔
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447.000	200,000	—	—	—	(Leased	to West Jersey.)	—	—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356.554	540.543	141,001	5	50	28
Sept. 30, 1868	34.0	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	.....	1,701,000	1,701 000	.....	.....	—	(Leased	to Illinois Central.)	—	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. and N. W.)	—	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859.922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	125
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034 675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	102½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,911,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	26
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,787	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,060	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	....	—	—	—	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	—	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)	—	—	—	—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	29	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	437.0	2,137,681	.....	.....	4,508,643	1,987,896	10	100	162
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,244	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,048,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	189½
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	—	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	79½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	113½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Less	ees	of	8	an.	&	Oi	n. Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500.000	2,000,000	—	—	—	(Leased	to Ind., Cin.and Laf.	.....	—	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)	—	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	—	—	—	—	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin.and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,964	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland Col., Cin. & Ind...Ohio & Ind.	11,936,140	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	72½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland,and Mahoning .....Ohio.	3,320,327		296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)					8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,190	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	107½
Dec. 31, 1868	112.7	43.9	25.3	—	49	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517			6,250,000	3,149,000	—	—	—	(Leased to Pittsburg		Leased to Lake Shore.)			7	100	97½
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*			11,620,000	17,764,000			—	(Leased to	Pittsburg	Cincinnati	and St. Louis.)		—	100	37
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by	Little Miami.)				8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*			1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	56	Concord and Claremont..New Hampshire.	698,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1869	58.0	—	3.1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	350,000	*			350,000	—	—	—	—	(Leased to	Concord.)				7	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,386	288,125	137,010	17,084	1,961,700	553,800	538,067	55,939	110.3	185,392	112,817	74,757	481,809	171,914	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,380,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	50	....
Mar. 31, 1868	14.6	—	1.1	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*			1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	435,538	*	26,000	44,586	400,000	160,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*			3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,241	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	112½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased to Boston & Maine.)		29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to	Illinois Central.)		973,186	.....	4s	100	104½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	365,000	—	—	—	280,000	—	—	—	—	(In progress.)					—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	(In progress.)					—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb'...Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased to Pennsylvania.)					—	50	....
Nov. 30, 1868	44.1	58.4	39.5	—	42	73	24	666	Eastern ¶.....Massachusetts.	5,865,049	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	115
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased to Phila., Wil. & Balt.)					—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased to Phila. & Reading.)					6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶..Tenn. & G.	3,530,492	*	40,410	265,124	1,319,996	2,385,770	141,339	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	—	—	—	—	—	—	—	—	—	(Operated by Evansville, Henderson & Nashv.)			82,923	8,095	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	—	—	—	—	—	—	—	—	—	(Leased to Northern Central.)				25,000	5	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)				165,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)					5	100	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,485,606	*	2,276,118	18,506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	....
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,694,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,569	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶..Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶..N. Brunsw.	4,044,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	100.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	—	14,384	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	....
Dec. 31, 1868	65.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Nov. 30, 1868	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	180,000	—	—	—	107,400	—	—	—	—	(Leased to Pittsburg and Connellsville.)					7.6	50	....
Nov. 30, 1868	50.9	42.5	76.8	—	31	37	10	507	Fitchburg .....Massachusetts.	3,189,860	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	131
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	276,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,945	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	575,000	—	—	—	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)					—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	—	—	—	—	1,098,860	1,520,560	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	—	—	3,000,000	—	—	—	164.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	....	90.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)					—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,366	*	—	—	230,845	—	97,000	—	17.0	36,930	67,686	44,056	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1.7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,807	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	—	1,003,724	491,889	6½	100	80
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	....	300.0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	—	—	14,567,950	78,430,550	—	—	1,581.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	228.0	10.5	....	—	59	125	30	1,413	Great Western ¶.....Canada.	25,602,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶...S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	104.2	122,712	39,149	—	320,138	128,055	—	100	....
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	127
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster...Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	763,755	3,300,000	927,000	391,292	361,591	75.5	876,048	931,821	380,123	1,697,334	529,117	12	100	210
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	366	Hartford, Prov. and Fishkill.Conn. & R.I.	4,395,285	456,449	391,696	—	2,937,939	2,055,000	—	—	122.4	273,155	851,826	182,894	760,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,695	123,322	2,000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	185.0	—	—	—	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria.....Texas.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,669,200	2,225,607	19,484	.....	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,308	716,263	5,674,215	1,780,896	8	100	180
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*.....Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,464,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	141
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	—	—	—	—	(Is now operating Terre	Haute,	Alton &	St. Louis R. R.)	302.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	166,746	6,185,897	8,232,807	—	—	75.0	237,250	—	—	—	—	—	100	34
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line...Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	518,465	1,895,000	143,196	181,393	116.0	—	—	—	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	976,101	282,491	2,000,000	3,120,000	782,190	1,432,644	226.0	695,819	—	—	1,063,524	264,955	—	100	65
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)				162,927	7	100	96
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,786	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	—	—	—	—	—	1,149 000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶....Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec 31, 1868	31.0	—	113	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	60.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	600.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	105½
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	105.0	48.0	16.0	—	53	18	8	3,138	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	156.0	918,774	.....	.....	1,027,418	325 468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	1.3½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	—	—
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	17,262	9,140	514,646	44.000	114,049	8,267	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	45,700	6	100	....
Jun. 30, 1868	34.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,776,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	46	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,514	157,324	—	—	—
Oct. 31, 1868	28.3	8.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	82½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55 463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592.514	9 557,800	683,330	11,706	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	18	5	149	Louisville, Cincinnati and Lexington..Ky.	2,496,288	*	109,605	389,952	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5,519	1,108,594	282,519	5,540	185,179	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	103,839	6	100	66½
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	9,738,597	3,269,140	407,711	1,996,818	561.3	923,471	21.410,247	29,321,009	2,228,609	919,094	6	100	67
Nov. 30, 18 8	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150 219	11	100	120
Dec. 31, 1868	—	—	—	30.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	—	.....	(In h	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.3	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	133
Mar. 31, 1868	19.0	—	....	—	....	....	....	....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Owned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636, 0	578,030	5,312,725	3,888,530	330,286	344,836	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	....	....	....	....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	....	....	....	....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514.376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	130	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	132½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126 031,971	5,024,108	2,046,036	8	100	108½
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109 918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	198.0	34.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,640	2,484,605	—	100	76½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796.319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	0
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	16,209,438	*	213,392	13,469	4,332,634	8,165,239	.....	.....	486.5	1,070,496	.....	.....	1,859,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,999	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	25
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	6,576 875	*	.....	.....	4,823,500	8,500,500	1,076 375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,334	5,289,878	430,649	118,730	10	100	185
Jun. 30, 1868	151.6	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,823,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,6 3,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,555	*	.....	.....	1,157,736	3,464 050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,967	36 7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	325,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744.520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126.871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Includ d in		United Co	mpanies)	.....	10	100	133
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206 0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 186	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,637	*	8,402,473	2,926,844	28,780,200	11,458,904	1,037,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14 381,303	5,143,140	8	100	211½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130 7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11.395,195	1,702,855	.....	.....	7,000.000	5,086,325	34,500	.....	132.9	746,220	29,632.027	15,852,537	2,756,232	983,545	8	100	165
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	499,181	65,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	135
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,484	361.017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centra	l.)	60.000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399.180	*	.....	.....	1,798,800	599,091	217.863	.....	81.0	159,745	1,070,085	4,906,461	240.628	61,130	—	100	80
May 31, 1868	225.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,000	*	204,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	...

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.														(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶..... ..South Carolina.	2,148,131	*		28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.																														
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*		732,102	80,383	3,150,000	3,447,549	80,586	196,668	97.3	343,023	12,138,701	13,691,447	892,057	377,206	5a	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern.....Canada.										97.3				561,370		—	100	....										
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875,000	1,310,066	788,406	330.0	2,212,388	25,849,805	131,812,913	4,151,352	897,857	8	50	99½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	108½
Sept. 30, 1867	21.3	—	3.5	—	5	13	6	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		35.3	128,294			252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,988,209	680,438	204,086	8	100	108½
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial Government.)				146.0			(9 mos.)	898,981	301,742	3	100	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	64
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,386	23,500,000	3,888,000	398,6-3	122,225	340.0				4,459,319	1,063,529	—	100	32½
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		100.0	358,378			1,509,246	599,882	—	50	76
Nov. 30, 1867	130.5	19.5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	473,987	6	100	98½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Dec. 31, 1867	9.1	—	....	—	—	—	—	—	Orange and Newark .....New Jersey.									9.0				136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	925,790				222,987	710,000	3,387		—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281		283.0	1,405,.86			3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	5,000,000	*			7,000,000	2,674,000			47.6						24	100	283½
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.																	100	....
Dec. 31, 1867	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000			—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.					400,000												100	....
Dec. 31, 1868	390.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750		62.9						20	50	225
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,990	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0								100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			214,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	62
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135			8,791,937	3,150,837	10	50	99½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,099,120	200,000			33.5				863,705	254,288	10	100	129½
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore..Penn.	10,219,072	*	1,788,938	459,087	9,088,300	1,835,000	485,231	1,088,568	102.1	892,376			2,432,531	890,730	9	50	105½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	709	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,240		1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,120	1,500,000			71.1	339,804			498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	153
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000			—	(Leased to Pbg., Col. and Cincinnati)					—	50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782	23.0	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.													48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,476	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,581	317,370	51.3	227,394			529,325	230,825	6	160	118
Mar 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000				350,000				—	(Leased to Concord.)				24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	370,000				170,000	200,000			—	(Leased to Eastern.)			76,425	26,473	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol. R. I. & M.	434,942	49,787	6,500	.....	437,917	150,000			14.5	42,600			92,930	34,259	—	100	....
Nov 30, 1867	434	1.6	29.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,00		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,940	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.																	100	....
Dec. 31, 1867	78.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,530,700	1,524,800			82.3				431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9-2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	12"	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	89,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.					650,000	400,000			—	(Not operated since the war.)					—	100	....
Sept. 30, 1867	22.0	—	....	31.0	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....
Dec. 31, 1867	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria.....Illinois.									12.0						—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg. N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600		353,643	221.0				1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	33
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.																	100	
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	36
Dec. 31, 1866	80.9	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000			—	(Completed Jan. 1, 1868.)					—	100	100
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.																	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	8	—	—	St. Louis, Jacksonville and Chicago...Ill.						1,500,000											100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000			—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,900	487		—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	40.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873			—	(Leased to Cin., Dayton and Eastern.)				125,000	—	50	44½
Dec. 31, 1867	116.8	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			419,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,289,160	97,000	149,218		54.0	143,124			146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050				576,050				—	(Leased to Phila. and Reading.)					5	50	
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke. Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037			396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1867	136.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*..Ala. & Georgia.					2,481,062	1,079,100			135.0	164,118	1,822,936	5,093,900	363,684		—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000			—	(Leased to Northern Central.)					5	50	
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.0	—	—	—	—	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				230,000	560,000			—	(Leased to Portland and Kennebec.)				36,000	6	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300				—	(Leased to Central of New Jersey.)					—	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	30	—	843	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,368	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436			1,189,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	84.0	—	....	21.0	8	17	3	18	South Side (L. I.) .....New York.	1,300,000	*			450,000	750,000			34.0						—	100	....
Sept. 30, 1867	123.0	6.6	....	—	18	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,768	132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.									30.5						—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0		....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1868	107 5	100.0	6.5	—	28	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	90
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.									68.0								
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	593,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	483,.94	47,.08	29,709	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			31,409	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.			19,773	15 9 0	5	100	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	19	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse, Binghamton and N. York..N.Y.	2,.6,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout, and Oswego Line.)													100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Tennessee and Pacific ¶.....Tennessee.																100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,6.5	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	15	6	623	Tioga .....Pennsylvania.	832,902	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	:37,06	165,960	—	50	....
Dec. 31, 1868	489 0	5.0	48.9	105.0	105	47	28	2 1.0	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,025	199,917	—	100	80
Sept. 30, 1868	24.9	—	7.2	—	13	13	6	222	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	4.0,997	516.0	1,133,321	.....	.....	4,013,207	1 1.3,58	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased to Hudson River.)					7	100	....
Oct. 31, 1868	57.5	8.5	8.5	—	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			.....	.....		100	....
Dec. 31, 1868	900.0	—	....	—	17.	58	25	2,810	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			32,000	—	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	5,066,6.0	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	5 3 6 6	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170.273	49.5.8	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont Central.....Vermont	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)					8	100	100
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513.306	—	var.	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	182	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	59
Sept. 30, 1867	188.6	—	....	—	26	13	11	194	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,387	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,500,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107.648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554 017	883,212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. Lac. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.			(In hands of receiver.)						10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	Washington County.....Maryland.									7.0							100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186.075	30,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	....	63	Western Maryland ¶.....Maryland.	1,850,000	—	—	—	1,942,000	—	—	—	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,993	4,000,000	1,596,447	.....	63.7	Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	1,209,170	1,221,500	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		ruction.)				116.9	.....	12,497,271	2,626,929	265,643	164,032	—	100	63½
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	Whitehall and Plattsburg ¶...New York.			(Under construction.)						—		(Not in operation.)				—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—		(Not in operation.)				—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilm. and Manchester..N. Car. & S. Car.	3,411.758	*	754,996	123,653	1,147,018	1,550,740	403.385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	—	213,000	—	—	—	—				596,169	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65.608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128.901	8	100	124½
									Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	41
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)								
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	8	50	100
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	—	—	14	100	127
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	—	11,426	57,235	2,200,000	1,049,280	120,553	61,090	102 0	—	—	—	603,067	397,785	—	50	75½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	450,136	162,972	—	100	29
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842.179	—	221,600	.....	4,797,185	7,762,720	536.411	.....	108.3	—	—	—	258,300	30,107	—	50	40
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4.685.267	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	1,026,580	.....	—	50	20
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907.850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	60,830	5.307	—	50	....
Oct. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	267.884	29.513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years' ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.							—	100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645.925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34.815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455.161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152.917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2.468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41.995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180.000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.										....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.										....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,850	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177.624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361.500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	67½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	69
Sept. 30,'68	12.20	189	52	Ninth Avenue (N. Y. City)N.Y.	468.322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100.000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110.907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446.265	225,000	200,000	21,265	250,557	45.270	20.	50	15	47
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250.419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293.548	285,307	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	19,600	30,082	70,706	8.481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160.300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74.000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628.843	573,387	109,300	—	524,611	177,857	11½	50	30	46
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116.918	130,000	—	37,408	79,754	11.569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401.030	400,000	—	12,047	209,164	20.976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2.199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.										19
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	....
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305.828	121,400	200,000	1,200	80,268	14.148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3.201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297.145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571.055	375,000	100,000	15,000	521.374	43,748	10	50	50	....
Oct. 31, '68	4.58	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	18,883	5.582	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20 867	15,000	5,000	1,127	3.585	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62.152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester.....Mass.	86,578	75 000	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	—
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Brond street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	....
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	...
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	...
Union (Boston): Real estate mortgages	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	—
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	75
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	79
Chicago and Alton, pref.	2,425,400	7	10	159½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,356,287	7	10†	93⅝
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	129
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	23
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	86½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,598	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	889,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	41½
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	23½
Mariposa Mining, pref.	1,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	37 50 @ 42	—
Pig, American, No. 1 (good to best)		42 — @ —	—
Pig, American, No. 2		38 — @ 39	—
Pig, American, Forge		36 — @ —	—
Bar, Refined, English and American		85 — @ 90	—
Bar, Swedes, assorted sizes	(gold)	82 50 @ 87	50
		Store Prices.	
Bar, Swedes, ordinary sizes		— — @140	—
Bar, English and American, Refined		90 — @ 92	50
Bar, English and American, Common		85 — @ 87	50
Scroll		120 — @150	—
Ovals and Half-round		117 50 @142	50
Band		117 50 @ —	—
Horse Shoe		117 50 @ —	—
Rods, ⅜@3-16 inch		97 50 @155	—
Hoop		125 — @180	—
Nail Rod	per lb.	— 8½@ —	9¾
Sheet, Russia, assorted No.'s	(gold)	— 10⅝@ —	12¾
Sheet, Single D. and T. Common		— 5 @ —	7
Rails, English	(gold) per ton.	— — @ 56	50
Rail, American		74 — @ 76	—
Anvils, Eagle	per lb.	— 9½@ —	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ —	22
English Spring (2d and 1st quality)		— 9 @ —	11½
English Blister (2d and 1st quality)		— 11½@ —	19
English Machinery		— 12½@ —	15
English German (2d and 1st quality)		— 14 @ —	16
American Blister "Black Diamond"		— 10½@ —	16
American, Cast, Tool, do.		— 19 @ —	—
American, Spring, do.		— 10 @ —	13
American Machinery do.		— — @ —	13
American German do.		— 10 @ —	13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— — @ —	32
Bolts		— — @ —	33
Braziers'		— 33 @ —	35
Nails		— 38 @ —	40
Sheathing, &c., Old		— 22½@ —	23½
Sheathing, Yellow Metal		— — @ —	27
Bolts, Yellow Metal		— — @ —	27
American Ingot		— 22 @ —	22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33½@ —	—
Straits	(gold).	— 29 @ —	29½
English	(gold).	— 29½@ —	30

Plates—Fair to good brands.	Gold.			Currency.		
I. C. Charcoal	per box.	8 — @ 8	37½	11 25 @ 12	—	
I. C. Coke		6 75 @ 7	50	9 50 @ 10	75	
Coke Terne		5 75 @ 6	—	8 25 @ 8	50	
Charcoal Terne		7 75 @ 8	25	10 87½@ 11	75	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½@ —	17¾
Crude, 40 @ 47 gravity (in shipping order)		— — @ —	23
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ —	31
Refined, Standard White (in ship'g order)		— 32¾@ —	33
Refined, prime White (in shipping order)		— — @ —	33
Refined, S. W. (in merchantable order)		— — @ —	32½
Naptha, Refined, (60 @ 63 gravity)		— — @ —	10
Residuum	per bbl.	4 25 @ 4	50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending July 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co.	60	....	....	....	....	....
Central of N. Jersey	102	101½	102	102½	101½	102½
Chicago & Alton		161	161	162	....	....
" pref.		....	....	....	....	....
" 1 M.		....	....	....	....	....
" S. F.		....	....	....	....	....
" Inc. bds.		....	....	....	....	....
Chicago, Burl. & Q.		....	190	....	....	....
" 8s, 1883	108	....	108	....	....	108
Chi. & Gt. Eastern 1st m.		....	....	....	....	....
Chic. & Northwestern	79½	80	79⅝	79⅞	80	79⅞
" pref.	93⅞	....	93⅞	94½	93⅞	93⅝
" 1st M.		95	....	....	95	....
" Interest		....	....	90½	....	....
" S. F.		....	....	....	....	95½
" Consol.		95½	....	....	96	....
Chic., Rock Isl. & Pac.	114	114½	114½	114⅝	114½	114
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	93⅝	94	94	....	....	94
Clev., Col., C. and Ind.		72	....	....	72⅝	....
Clev. and Pittsburg	107	108	108	108⅝	107⅞	107½
" 2 M.		....	....	....	....	....
" 3 M.		....	....	....	....	....
" 4 M.		74½	....	....	....	....
" Con.		....	....	....	....	....
Clev. and Toledo		....	....	....	....	....
" S. F. 7s.		....	....	98	....	....
Col., Chi., & Ind. C.		37	37½	37	37	....
" 1 M.	84	84	84	83½	....	83⅝
" 2 M.		....	....	....	....	....
Cumberland Coal pref.		....	....	30	....	33½
Del. & Hudson Canal		....	127	....	....	....
Del., Lack. & Western	112½	112	....	....	112½	112½
" 1 M. 7s		....	....	....	....	....
" 2 M. 7s		....	....	....	....	....
Erie Railway		....	....	....	....	....
" pref.		....	....	....	....	....
" 1 M. 7s, 1867		....	....	....	....	....
" 2 M. 7s, 1879		....	....	....	....	94½
" 3 M. 7s, 1883		....	88½	....	....	89
" 4 M. 7s, 1880		....	....	....	....	....
" 5 M. 7s, 1888		76	....	....	....	....
Great Western 2d mort.		78	....	....	78½	....
Hannibal & St. Joseph	129	129	130	129	128½	127
" pref.	130	127½	....	....	127½	126
Hudson River	183	185	188½	193½	191	186
" 1 M. 7s, 1869		....	....	....	....	....
" 2 M. S. F.		....	....	....	....	....
" 3 M. 7s, 1875		....	....	....	....	....
Illinois Central		141½	142	142	141½	....
" bonds		....	....	....	120	....
Lake Shore & Mich. S'th.	105	105½	105½	106½	105¼	105½
" Div. bonds		....	....	91½	91½	....
Marietta & Cin. 1st pref.		....	....	....	....	....
" 2d pref.		....	....	....	....	....
Michigan Central	133	133½	132½	132⅝	....	132
" S. F. 8s, 1882	132½	132	132⅝	....	....	....
" conv. 8s, '69		....	....	....	....	....
M. S. and N. I.		....	....	....	....	....
" 1 M. S. F.		....	....	....	....	99
" 2 M.		93⅜	....	....	....	93½
Mariposa Mining Co.		....	....	....	....	9
" pref.		....	....	....	....	16
" Tr. 10s ctfs.		....	....	....	....	....
Milw. and St. Paul		77½	76¾	77⅝	76½	76½
" pref.	87	87½	87⅞	87⅝	86⅝	87
" 1st mort.		....	....	....	90½	90½
" 2d mort.		....	....	....	....	....
" 8s.	105	....	....	....	....	....
" 7 3-10s con.		....	....	95	....	....
Missouri 6s	87⅛	88	88	....	88	87½
" H. & St. J. iss.		....	....	....	....	....
Morris and Essex	88	88	88	87½	88½	....
" 1st mort.	100	....	....	....	....	....
" 2d mort.	95	....	....	....	95	95½
New York Central	210⅜	214½	214½	217½	216½	210⅞
" 7s, S. F. 1876		....	....	....	....	....
" 7s, conv. '76		....	....	....	....	....
" 6s, S. F. 1883		....	....	....	....	92
" 6s, S. F. 1887		....	....	....	....	....
N. York and Harlem		144½	149½	165½	164½	164½
" pref.		....	....	....	....	....
" 1 M. 7s, 1873		....	....	....	....	....
N. Carolina 6s		58	59½	59½	58	58
" new	50	51	53	53¾	51	50½
Ohio and Miss.		31⅞	31½	31⅜	31½	32⅛
" pref.		....	....	....	....	....
" 1st M.		....	....	....	....	93
Pacific Mail S. S. Co.	83	83¼	83⅜	84½	....	83⅞
Panama		....	283½	....	....	....
Phila. and Reading		95	96½	98½	98½	98⅞
Pitts., Ft. W. & Chicago	154	151½	....	155⅜	....	153
" 1 M.		....	....	....	....	....
" 2 M.		....	....	....	....	....
" 3 M.	95	....	....	95	....	....
" Equip. 8s.		....	....	....	....	....
Quicksilver Mining Co.		16½	....	....	15⅜	15½
St. L., Alton & T. H.		....	....	....	....	....
" pref.		....	....	....	....	....
" 1 M.		....	....	....	92½	....
" 2 M. pref.		....	....	84	....	....
" Income bds.		....	....	....	....	....
Tennessee 6s	62½	63	63	63	....	63½
" new	56½	56¾	57¾	58	56⅞	56¾
Tol., Wab. & Western		....	....	....	....	....
" pref.	78	....	....	....	....	....
" 1 M. ex.		....	....	....	....	....
" 2 M.	82	....	....	....	....	....
" Equipment		....	....	....	....	83
Virginia 6s, ex-coupon	57½	58	58½	58¾	....	....
" new	60½	....	61	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..110½	....	111½	111⅜	111⅜	111⅜	
U. S. 5s, 10-40s, reg....109⅜	109¾	110½	111¼	111⅛	112	
U. S. 6s, 1881, reg.....120⅜	121	....	121½	....	121¾	
U. S. 6s, 1881, coup....120⅜	120⅝	121¼	121⅛	122	121⅛	
U. S. 6s, 'Si. O.W.L.y.....	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛y.....	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.....	....	....	121⅞	122¼	122	
U. S. 6s, 5-20s, c. 1862.123½	....	123½	123¾	124	124½	
U. S. 6s, 5-20s, reg. '64.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.121⅛	121⅞	121⅛	121⅛	122½	122⅛	
U. S. 6s, 5-20s, reg. '65.121	....	....	....	122½	122⅝	
U. S. 6s, 5-20s, c. 1865.121⅞	121⅝	121⅞	122	122⅛	122⅛	
U. S. 6s, 5-20s, r. n. '65.....	120⅜	120½	120⅜	120⅜	....	
U. S. 6s, 5-20s, c. n. '65.120½	120⅛	120⅜	120⅛	121	121	
U. S. 6s, 5-20s, reg. '67.120½	....	....	120½	120⅝	....	
U. S. 6s, 5-20s, c. 1867.120⅜	120⅛	120⅛	120⅜	121⅛	121	
U. S. 6s, 5-20s, reg. '68.....	....	....	120⅛	....	....	
U. S. 6s, 5-20s, c. '68 ..120½	120⅜	120⅜	120⅝	121	....	
U. S. 6s, Pac.R.R.Issue107⅝	107⅝	108	....	108¾	108¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa	....	....	....	....	14	....
.. preferred .. 37½	....	37½	37½	....	37½	
Camden and Amboy.....	124	122½	....	122½	120	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 89	....	89	....	....	86	
.. 6s, 1889	....	....	....	....	86	
.. mort. 6s, '89....	93	....	94	94	....	
Elmira & Williamsport.....	....	....	....	32	....	
.. pref	....	....	....	....	....	
.. 7s	....	88¾	....	....	....	
Lehigh Navigation..... 36	36	36½	36½	37	37	
.. 6s, 1884 84	....	83½	....	....	....	
.. Gold L..... 96	96½	96⅝	96⅛	96⅜	96⅝	
.. R. R. L	....	....	....	87⅓	....	
Lehigh Valley R. R..... 56½	56¼	56½	....	56⅛	56¼	
.. 6s new coup	....	....	....	....	....	
.. 6s new reg	94½	94½	....	94½	94¾	
Little Schuylkill R.R... 42	41⅛	41⅛	....	....	....	
.. 7s	....	....	....	....	....	
Minehill 53½	....	53¼	53½	....	54	
Morris Canal	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
North Pennsylvania	....	....	....	....	....	
.. 6s, 1880	....	....	....	....	87½	
.. 7s	....	....	....	....	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central 50	49¾	....	....	....	....	
Pennsylvania R. R..... 56¼	56⅜	56⅛	56½	57	56⅝	
.. 1st M	....	....	....	....	....	
.. 2d M	....	....	....	....	97	
Penn. State. 6s, 1st series....	....	105	....	104½	....	
.. 6s, 2d series	....	....	....	....	....	
.. 6s, 3d series	....	107	....	....	....	
.. 6s, W. L	103	....	103	....	103¼	
Philadelphia City, 6s.....	94¼	....	....	....	....	
.. new 100⅜	100¼	100¼	100¼	100⅜	100⅜	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 46½	46⅝	47¼	47¾	48¼	49	
.. 7s, 1893	....	....	....	....	....	
Philadelphia and Erie.. 30¾	....	....	30½	....	31	
.. 6s	....	....	....	....	....	
.. 7s	....	....	....	86	85	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref	20½	20¾	20½	....	20	
.. 6s, 1882	65	....	....	....	65	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
Susq. Canal	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Union Canal, pref	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Hestonville, (Horse)	....	....	....	....	....	
Chestnut & Wal ..	....	....	....	....	....	
Green & Coates ..	....	....	....	....	....	
2d and 3d streets ..	....	....	....	....	46	
Spruce and Pine ..	....	....	....	....	....	
13th and 15th sts. ..	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875. 93¼	93½	....	....	....	....	
.. 1886 91	....	91½	....	....	....	
.. 1890 ..... 92⅞	92⅞	92⅝	92⅝	....	92⅝	
.. 1893	....	....	....	....	....	
Balt and Ohio..... 121	....	....	....	....	....	
.. bonds, 1875..... 91⅜	....	....	....	....	91⅜	
.. .. 1880.....	....	....	....	....	....	
.. .. 1885..... 93½	....	....	....	....	....	
Marietta & Cin. 1st M.....	....	....	....	91	....	
.. 2d M..... 70	70	....	....	....	....	
Northern Central.....	....	50	....	....	50	
.. bonds, 1885. 86	....	....	....	....	....	
.. .. 1900.....	....	....	....	....	....	
N. W. Va. 1st mort.....	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 3d mort.....	....	....	....	....	....	
City Passenger R R.....	....	....	20	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending July 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany	147	146¾	146	146	145½	
Boston and Lowell.....	....	....	....	....	....	....
Boston and Maine.....140¾	141	141	....	140½	140¾	
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie 22	21¾	....	21¾	21⅞	22⅛	
.. 7s, new..... 64½	....	65	65	65	65½	
Cheshire, pref.....	....	....	80	80	79	
Concord.....	....	....	....	....	75	
Connecticut River.....	....	....	....	....	150½	
Eastern 114¾	114½	114¾	....	....	115	
Fitchburg.....	....	....	....	131	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central.....131	....	132½	132½	....	....	
Northern, N. H.....108½	....	....	....	....	....	
Ogdens. & Lake Champ....	....	....	....	....	....	
.. pref.....	....	....	....	....	....	
Old Colony & Newport. 97	97¼	97½	98	....	98½	
Ph., Wil. & Baltimore.. 52½	52½	....	52⅞	....	52⅝	
Portl'd, Saco & Ports.....	....	118	....	....	....	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	....	....	59	....	59	
Broadway (Horse).....	....	....	....	....	....	
Cambridge	....	100	....	99½	99½	
Metropolitan	....	68⅝	....	....	67½	
Middlesex 70	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	....	6½	
Franklin	....	....	....	....	....	
Huron	....	....	....	....	....	
Isle Royale	....	....	....	....	....	
National	....	....	....	....	....	
Minnesota	....	....	....	....	....	
Pewabic 6¾	....	....	....	....	....	
Pittsburg	....	....	....	....	....	
Quincy	....	25	....	....	....	

London Stock Exchange.

	Closing Prices. July 9.	July 3.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890..	25 — 26	25 — 26
Detroit and Milwaukee 1st mort. 7s..	60 — 63	60 — 63
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	18½ — 19⅝	19½ — 20
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —100	98 —100
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95¼ — 95⅝	94½ — 95⅛
Marietta and Cin. R. R. bonds 7 p. c..	75 — 80	75 — 80
New York Central, 100 dols. shares..	95 —100	95 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct..	94 — 96	92 — 94
Do. General mort. 6 p. c. 1910	83 — 85	83 — 85
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	86 — 88

American Railroad Journal.

Saturday, July 31, 1869.

Stock Exchange and Money Market.

The Money Market has been more liberally supplied with capital seeking profitable employment, since our last, and rates have favored borrowers in good standing, having been from 5@7, generally at 6@7 per cent. on call, and 7@9 per cent. per annum in the discount form. The city banks have added nearly 2¼ millions to their legal tender reserve, now holding 54¼ millions, as against 46¾ millions four weeks ago. They have also shown an enlargement of their deposit average to the amount of nearly 5¼ millions, making the aggregate of this item 193⅝ millions, against less than 180 millions on the 3d inst. The specie hoard has been reduced nearly a million, within the week. The loan and discount average shows an increase of about 2⅝ millions. According to the official reports of the National banks of the whole country, as to their condition on the 12th of June, it appears that with an aggregate capital of 422⅝ millions, the aggregate deposits of all the banks, were $587,063,339; the legal tender reserve was $80,934,119; the reserve of three per cent. certificates, available for Clearing House purposes, $49,815,009; specie hoard, $18,455,090, and the actual circulation outstanding $292,753,286. The specie hoard was mainly in the control of the banks of this city, in which there are over thirty millions of gold and silver. At the close of last week, the coin balance of the U. S. Sub-Treasury at this port was about 68 millions, which would give a currency balance of some 28 millions in order to make up the aggregate cash balance of 96 millions held by the office at the close of business on Saturday. Since the opening of the current week, the balances have been augmented by the transfer of public money to this point, so that the office now holds coin and currency to the amount of 98¼ millions, as against 95½ millions a week ago. Its coin interest disbursements, last week, were only to the amount of two millions, while the receipts of coin from customs at the port exceeded 2½ millions. The Government marketed a million of coin on the 22d inst., at from 135.20⅛@135.30.

The specie reserve of the city banks according to the latest return is $30,079,424, against $20,804,101 same time last year. The city bank deposits are now $193,622,260, against $226,761,622 week ending July 25, 1868. The legal tender reserve amounts to $54,271,862, against $72,235,586 same time last year. The circulation now stands at $34,110,798, against $33,963 373 same time last year. The loans are now $259,641,889, against $280,345 255 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $93,075,849 a day, against a daily average of $118,554,690 the preceding week, and $135,308,058 the week ending with July 10, 1869. The current week's exchanges average about $95,000 000 a day. The city banks, last week, reported a loss of $976,026 of specie, with an increase of $5,190,559 of deposits, and $2,412,156 of legal tender notes. They increased their loans, $2,633,600; and reduced their circulation, $67,639.

The city bank exchanges on Wednesday were $96,031,526, and the resulting balances, $2,933,182.

National Bank notes to the amount of $75,440 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $316,601,030, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $16,921,982, leaving, with the existing 1,626 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,679,048. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,915,700; and for the public deposits, $22,214 500—making a total of $365,130,200. The Treasury Department last week redeemed and destroyed $290,200 of worn and mutilated fractional currency, and issued $198,270 of new. The outstanding amount of fractional currency on the 1st of July, was $32,062,528 against $33,452 523 on the 1st of June.

The U. S. Sub-Treasury receipts, week ending with July 24, were $22,379,100, including $2,580,597 from customs duties; payments, $17,036,398, including $2,010,924 of coin interest; balance at the close of the week, $96,079,045, against $90,786,343 at the close of the preceding week,

showing an increase of $5,342,702. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $2,512,896, including $341,000 from customs, and payments, $838,646, including $345,725 of coin interest. On Tuesday, receipts. $1,261,756, including $424,000 from customs, and payments $788,909, including $217,195 of coin interest. The balance at the close of business on Tuesday stood at $98,226,136, against $95,559,102 a week previous; and $94,320,598 on July 14, 1869.

The outstanding amount of coin certificates on the 1st of July was $30,489,640 against $23,540,720 on the 1st of June. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $874,000 and retired $2,348,596 through the receipts for customs.

Government revenues have been yielding more liberally, in the customs form, since our last. The excises have been rather less prolific. The excises, last week, yielded about 5½ millions; customs at the port of New York, $2,580,597, and at the outports about $860,000 (in coin) more, making the grand total income for the week equal to about $10,230 820 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1869, were $158,287,177. The customs yielded, same time, about 182 millions in gold. The miscellaneous revenues of the fiscal year yielded about thirty millions, making a grand total income for the year ending with June 30, 1869, of about 370 millions. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 21½ millions.

There has been a more active speculation in gold, since our last, and wider fluctuations have been noted in the price, the range having from 135⅛@137¾, and the closing figures on Wednesday 135⅞. The enlarged export drain has had the effect of stimulating the purchasing inquiry. The shipments last week exceeded three millions, thus far in the current week, they have been $201,600 on Tuesday. The customs demand has been likewise more active, the daily average having exceeded $400,000. The Gold Exchange Bank clearances were as high as 92 millions on Tuesday, and 103⅝ millions on Wednesday. Government, it is believed, will continue its gold sales through the month of August, on the same conditions as during the month now closing. The customs for the coming month will probably yield $17,500,000 in gold, and the prospect is that the Treasury Department will go out of July with a gold balance in the ownership of the Government of over sixty millions, and with no gold interest to pay, (except $4,800,000,) until November.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 24th day of July, 1869:

Average am't of loans and discounts....	$1,468,313
Average amount of specie.....	1,069,768
Average amount of deposits.....	1,756,692

The customs of the port on Wednesday yielded $430,776. The U. S. Sub-Treasury disbursed $183,249 of coin interest, on that day.

The customs demand for Gold last week, averaged $430,099 a day; thus far, this week, it has averaged $382 500 a day, or equal to a weekly aggregate of $2,295,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $76,217, and since Jan. 1, $9,747,703, against $4,008,250 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $73,031,367, again $63,960,362 same time in 1868. At San Francisco, from Jan. 1, to July 15th, 1869, $4,085,421, against $4,385,731 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to July 24, were about 13⅜ millions.

The exports of specie, from this port, last week, were $3,082,015, against $1,463,249 same week last year; total, since Jan. 1,1869, $21,294,741, against $58,972,565 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $2,010,924, and since Jan. 1, 1869. $61,741,051, against $59,193,367 same time in 1868. The specie exports from San Francisco, from Jan. 1, to July 16, 1869, were $22,439,532, against $21,780,419 same time in 1868.

Foreign exchange has been quoted brisker and firmer, but close tamely, and with symptoms of weakness. Some export purchases of U. S. Five-twenties have added to the supply of bills on the market. Bankers' prime sixty day bills on London closed less buoyantly on Wednesday at 109¾ @110⅛, and on Paris to 5.17½@5.12½; sight bills on London to 110¼@110⅝, and on Paris to 5.12½c.@5.10¾. The offering of produce bills has been again liberal this week.

There has been an active call for Government securities from home and foreign buyers, and a further improvement in prices has been reported, the market closing strong and buoyant, with a very limited offering of all issues available. The application of existing or expected surplus revenues to the reduction or sinking of the Public Debt, and the utilization of the heavy balances in gold and notes heretofore kept idle in the Treasury, as is now the policy of the Department, are generally interpreted as foreshadowing an early and decided, as well as most gratifying change in the value of the Public Funds, and in the financial situation of the Government. Washington advices intimate that Secretary Boutwell will continue his purchases of U. S. bonds, as well as his sales of gold, through the month of August, as through the closing month. These circumstances tend to strengthen the confidence of buyers in the National interest bearing obligations. The U. S. Assistant Treasurer bought in on Wednesday, $3,000,000 of Five-twenties, viz: $2,790,000 at 120.11 @120.23; and $210,000 at 120.11@120.19.

U. S. sixes of 1881 closed here on Wednesday at 121⅝@121⅞; U. S. Five-twenties of 1862, ex coupon, 123⅞@124⅛; U.S. Five twenties of 1864 at 122@122¼; U. S. Five-twenties of 1865 at 122⅛@122¼; U. S. Five-twenties of 1865, consolidated, 120⅝@120⅞; U. S. Five-twenties of 1867, 121@121¼; U. S. Five-twenties of 1868, 120⅞@121; U. S. Ten-forties at 112@112¼; U. S. Six per cent. currency bonds, 108⅝@108¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 14.	July 21.	July 28.
Consols.....	93¼	93⅛	93⅛
U.S. 5-20's of 1862...	81⅞	83⅛	....
Erie.....	18¾	19	18¾
Ill. Central.....	95¾	94⅛	93¾

A brisk railway and miscellaneous share business has been noted, during the week, at a substantial rise in prices, though there have been frequent, and rather marked fluctuations in values. The very latest dealings showed less buoyancy in the market.

General business has been fairly active in the line of Breadstuffs, Tobacco and Petroleum, but otherwise without animation. Middling upland cotton closed heavily on Wednesday at 34 cts. per lb. The stock of cotton now here is estimated at about 26,500 bales. The receipts at the port this week, have averaged about 850 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,298,500 bales, against 2,329,000 bales same time in 1867-'8; exports, same time 1,428,500 bales, against 1,661,000 bales same time in 1867-'8; stock on hand at latest dates. 49,250 bales, against 85,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 15.577 pkgs., against 14,089 pkgs., same time last year. From Boston, 5,930 pkgs., against 6,356 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in less demand, at from 9@16c., per lb.; week's receipts, 6,177. Milch cows, dull at from $40@$110 each, receipts. 56. Veal calves in slack request at from 5@10½c. per lb.; receipts, 3 996. Sheep and lambs more saleable at from 4@7¼c., and 8@11c. per lb.,; receipts, 23,507. Swine in less demand at from 9½@10⅛c. per lb.; receipts, 17,358.

Foreign goods have been less sought after, and less buoyant as to price. Freights have been less active and weaker. For Liverpool we quote flour at 2s. by sail, and 2s. 4½d.@2s. 6d. by steamer, per bbl.; grain at 7d. by sail, and 7½d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s. @35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 438.

The New York exports, exclusive of specie, for the week ending July 27, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$2,976,585	$4,544,557
Prev. reported.....	98,597,001	100,411,558
Since January 1.....	$96,573,586	$104,956,115

The imports for the week ending July 24, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	$2,024,639	$2,187,841
Gen. merchandise.....	3,813,444	2,940,653
Total for the week.....	$5,838,083	$5,128,494
Previously reported....	133,640,285	173,463,145
Since January 1.....	$139,478,368	$178,591,639

The balance in the Sub-Treasury on Wednesday was $95,575,627 53.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 85; do., 7s, 92; California 7s, 129; N. Y. State 7s, Bounty Loan reg., 108; do., coupon, 108½; South Carolina 6s, new, 65¼; Connecticut 6s, 99; Louisiana 6s, Levee bonds, 64¾; Alabama 8s, 93¾; Ohio and Miss. consol. bonds, 84; Buffalo, N. Y. and Erie 1st mort., 90; Central Pacific R. R. 6s, 97½; Am. Dock and Imp. Co. 7s, 93½; Dubuque and Sioux

City, 104½; do., 1st mort., 92; St. Louis and Iron Mt. 1st mort., 85¼; Pacific R. R. 7s, guar. by Mo., 92¼; Marietta and Cincinnati 1st mort., 90; N. Y. and N. Haven R. R., 131; Brooklyn 6s, W. L., 93; do., Park Loan, 91½; Western Union Telegraph, 87; do., 7s, 87¾; Lehigh and Susq. Coal, 0 78; Adams' Exp. Co., 60; U. S. Exp., 70; Am. Mer. Union Exp., 42; Wells-Fargo Exp., 22¼; Benton gold, 0.18; Bennehoff Run pet., 0.30; Buchanan Farm pet., 0.50; Consolidated Gregory gold, 1.90; Central pet., 0.60; Grass Valley gold, 0.40; Home petroleum, 6.50; La Crosse gold, 0.15; Northern Light pet., 0.50; Phillips pet., 0.17; Pit Hole Creek pet., 1.75; Quartz Hill Gold, 1.10; Smith and Parmalee gold, 2.50; United States pet., 0.90.

Philadelphia.—Belvidere Delaware 2d mort., 82; Huntingdon and Broad Top Mt. 1st mort., 82; do., con. bonds, 33; Oil Creek and Allegheny River R. R., 38; Pittsburg comp. 5s, 70; Allegheny County 5s, 74½; Lehigh Nav. conv. Loan, 80; Chesapeake and Delaware Canal 6s, 90; Schuylkill Nav. 7s,, Boat Loan, 70¼; Germantown Pass. R. R., 29⅝; McClintock, oil, ⅛; Fulton Coal, 5¼: St. Nicholas Coal, 2¾; Shamokin Coal, 5½ The latest quotations are: City 6s, 95½@96; do., free of tax, 100⅞@101; State 5s, coupon, 94½@95½; do., reg., 99½@—; do., 6s, W. L., 103@103¼; do., 1st series, 103½@104; do., 2d series, 105@105¼; do., 3d series, 106½@107½; Reading, 49⅞@49⅞; do., 7s, 1893, 104@106; do., 6s, 1880, 88@89; Camden and Amboy, 120@120½; do., mort. 6s, 1889, 94@94¼; do., 1883, 89@90; Penn. R. R., 56¾@57; do., 1st mort., 98@99; do., 2d mort., 97@99; Little Schuylkill R. R., 42@42⅛; Morris Canal, 28@30; do., pref., 60½@65; do., bonds, 79@81; Susquehanna Canal, 10@12½; do., 6s, 53@54; Sch. Nav., 10@10½; do., pref., 20⅜@20⅞; do., 6s, 1882, 65@65½; Delaware Div. Canal, 50@50½; do., bonds, 81@83; Elmira and Williamsport, 32@—; do., pref., 40@42; do., 7s, 1873, 88½@89; do., 6s, 59@60; Lehigh Coal and Navigation, 37⅛@37¼; do., 6s, 1884, 83@84; do., R. R., Loan, 87@87½; do., Gold Loan, 96⅛@96½; North Pennsylvania, 36@38; do., 6s, 87@88; do., Chattle 10s, 109@111; Philadelphia and Erie, 30¾@31; do., 6s, 88@89; Minehill, 54@55; Catawissa, 14@15; do., pref., 37½@37¾; Lehigh Valley, 56⅜@56½; do., 6s, new, 94@94½; Fifth and Sixth streets, (horse,) 38@38¼; Second and Third, 46@46½; West Philadelphia, 58½@61¼; Spruce and Pine, 26@27; Green and Coates, 39@39; Chestnut and Walnut, 48@48; Thirteenth and Fifteenth, 18⅛@19⅛; Girard College, 27@30; Tenth and Eleventh, 70@71⅛; Union, 44@—; Hestonville, 12@12½.

Boston.—Vermont Central 1st mort., 81; do., 2d mort., 38; Union Pacific 6s, 88; Eastern R. R. 6s, 1885, 94; do., 1889, 96; Vermont Central and Vermont and Canada 8s, 1889, 100¼; Cedar Rapids and Missouri R. R. 7s, 1889, 92½; White Water Valley R. R. 8s, 1890, 86; Chillicothe and Brunswick 8s, 82½; Cheshire R. R. 6s, 91; Western R. R. 6s, 1875, 98¼; Old Colony and Newport 6s, 1875, 94½; Cincinnati, Sandusky and Cleveland 7s, 1890, 73; Conn. and Pass. Rivers pref., 90¼; Summit Branch, 24; Boston Water Power Co., 15¼; Cary Imp. Co., 7¾; Short Mt. Coal, 11⅜; Connecticut 6s, 1883, 99; Rhode Island 6s, 1883, 99⅛; Maine 6s, 1889, 99⅜; do., 1883, 97; Massachusetts 5s, 1894, gold, 107¼; do., 6s, 5-20s currency, 100¼; do., 6s, 1872, gold, 122¾; do.. 1874, 122¼; do., 1875, 122¼; Chicago 7s, 97¾; Cook Co., Ill. 7s, 97; Bath 6s, 1898, 88¾; Cincinnati 7 3-10s, 1889, 102½; St. Louis City 6s, 1888, 84; do., 6s, 1887 gold, 100⅜; St. Louis County 6s, 94½; Augusta 6s, 1870, 99¾; Boston 6s, 1876, currency, 101; do., 5s, 1875@1877, gold, 107½; Albany 6s, 1886, 91¼; Brooklyn 6s, 1889@1896, 94; Bangor 6s, 1894, R.R. Loan, 87¾; Portland 6s, Building Loan, 98; Allouez Mining Co., 3½.

Baltimore.—Virginia 6s, old, reg., 49⅝; do., 6s, 1867, 54½; do., 1866, 57½; Richmond and Danville bonds, 73; Orange and Alexandria 2d mort., 73. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89@89; Balt. and Ohio, 121@121; do., 6s, 1875, 91@91; do., 1880, 91@91; do., 1885, 93¼@93½; Northern Central, 50@50; do., 6s, 1885, 86@86¾; do., 1900, 85@86; do., 6s, 1900, gold, 99½@—; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 92½@93; do., 2d mort., 92@93; do., 3d mort., 1885, 86@88½; Marietta and Cincinnati 7s, 1892, 91@91½; do., 2d mort., 70@70½; Central Ohio, 23@29¾; do., 1st mort., 82@83; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 92@93; do., 2d mort., guar., 88@—; do., 6s, pref., 48½@50; do., 6s, guar., by Washington Co., 78@83; Richmond and Danville bonds, 72⅛@73¼; Baltimore 6s, 1875, 93½@94; do., 1886, 91¾@92; do., 1890, 92¾@93; do., 1893, 91@92; do., 5s, 1838-'70, 73@78; Memphis City 6s, 49@50; City Passenger R. R., 19¾@20; George's Creek Coal, 68@72½; Santa Clara, 1.50@2 00; Atlantic Coal, 2.90@3.00.

Iron and Wooden Bridges, Turntables, etc.

Messrs. Hawkins, Herthel & Burrall, of Springfield, Mass., are doing some very good work in the way of Iron and Wooden Bridges and Turn Tables. They have just completed a fine Bridge, of 160 feet length, for the town of Pawtucket, R. I., and are now finishing up a Coal Wharf at New Haven, at a cost of $40,000, for the Hartford and New Haven Railroad Company.

As will be seen by their Advertisement in another column, their capacity for work is varied; and a long experience makes them worthy successors to the old and well known firms of Stone & Harris and Harris & Hawkins.

Macon and Augusta Railroad.

Mr. George H. Hazlehurst, one of the parties in whose hands the building of the Macon and Augusta Railroad has been placed, informs the Augusta *Sentinel* that work will commence on it within a few weeks' time. A large force of laborers has been secured and will be put to work at once on the whole of the unfinished portion of the railroad, which lies between Macon and Milledgeville. The work will be pushed forward as rapidly as possible, in order to secure a portion of the Jones county cotton crop.

☞ The *American Union* says the grading of the Queenstown and Harrington railroad has been commenced at "the stakes" on the eastern bank of the Choptank, about four miles above Denton. On the Harrington end about two miles have been graded. As soon as sufficient force can be secured work will be commenced along the whole line.

European and North American Railway.

This road has been completed to Lincoln, a distance of 50 miles from Bangor, to which point it was opened on the 22d inst. This portion may be regarded as the first great section of the road which is to connect Bangor with Halifax and the eastern continent. Fifty miles are thus accomplished, and another fifty are already under good headway, leading to the border, at which point that portion of the road which lies in New Brunswick will be completed and ready to pass the trains on their first arrival there. The road as completed, passes through the villages of Veazie, Orono, Great Works, Oldtown, Milford, Olemmon, Passadumkeag, and Lincoln. The amount of business and travel thus far has exceeded expectation, and gives encouragement of a successful enterprise.

Port Huron and Lake Michigan Railroad.

The work of laying the iron on this road has been commenced at the Port Huron end. It is expected that the track will be completed to Lapeer, a distance of forty miles, by the first day of October, and to Flint by the 1st of January, 1870. From the latter place the road runs through Shiawassee County on what is known as the Southern Line, passing about fourteen miles southeast of Owosso, through the towns of Vernon, Bennington, Antrim, Shiawassee and Woodhull. The road will ultimately be continued to Lansing and thence to Battle Creek, there connecting with the Peninsula Railway, and making other connections to Chicago.

Little Rock and Fort Smith Railroad.

The Fort Smith *Herald* learns from Col. DuVal and Mr. J. S. Bostick, that it is the intention of the directors of this company to send a committee to Fort Smith in a few days for the purpose of locating the depot, and arrangements would be made to commence grading the road between Fort Smith and Van Buren, and that the rails would be put down and a car placed on it, and work would also be commenced on the bridge across the river. It is now confidently asserted that the road will be put in running order in fifteen months. Boston capitalists have taken hold of the matter and are willing to advance five or six million of dollars to complete the work.

☞ The Centerville (Md.) *Observer* of July 20th says the iron for the track on the Queen Anne's and Kent railroad reached Massey's a few days ago, and track-laying immediately proceeded. It was confidently expected that the trains would reach Millington yesterday, and Sudlerville in a short time. Our people are zealous in this matter, and determined to have a railroad at any cost.

☞ At the hearing at Vergennes, the 23d inst., Chancellor Pierpont, on motion of the counsel for the first mortgage bondholders, dismissed with costs the petition of the Rutland Railroad Company for the transfer to them of the possession of the Railroad and property of the Rutland and Burlington Railroad Company.

☞ The contractors have completed their work upon the first four miles of the Colebrookdale Railroad from Pottstown east, including the bridge across the Manatawny. The whole road, 14½ miles in length, from Pottstown to Mount Pleasant in Washington township, will be open for travel about the first of September next.

Journal of Railroad Law.

RAILROAD COMPANY—LIABILITY OF ENGINEER FOR FAILURE TO RING THE BELL AT A CROSSING—DUTY OF ENGINEERS AS TO VIGILANCE IN GUARDING AGAINST ACCIDENTS TO THE YOUNG, AGED AND INFIRM—$1500 NOT EXCESSIVE DAMAGES FOR KILLING A BOY.

The facts of the recent case of O'Mara *vs.* The Hudson River Railroad Company (38 N. Y., 445,) are fully and clearly stated in the following opinion by

HUNT, CH. J.—The only questions to be here considered arise upon the motion for a non-suit made at the close of the plaintiff's evidence. No question of law was presented to the Court at any other point of the trial than at the making of that motion.

The points there presented were, first, that there was no negligence on the part of the defendant, and second, that the negligence of the plaintiff contributed to the result.

On the first point, of the defendant's negligence, the evidence tended to show that the bell was not rung or the whistle blown, as required by the statute. Two witnesses testified, that they were present at the occurrence of the accident, and hat they did not recollect that the bell was rung or the whistle blown; and no evidence whatever was given to the contrary, when the motion was made. It did appear that the bell was rung as a signal to the switch tender, but it did not appear that it was continued until the crossing was reached. (Laws 1854, § 7.) This Court has repeatedly held, that the absence of this statutory signal was evidence of negligence, which would permit the jury to hold the railroad company responsible.

Again, the "Jones" was run by a fireman only, the engineer not being on board. Is it performance of that degree of care and attention which the law exacts of a railroad company, that it should entrust its engines to the custody of a subordinate when crossing public thoroughfares? I suppose the jury may be assumed to know, and may be permitted to act upon the knowledge possessed by every intelligent man, first, that a fireman is not expected to possess the skill and knowledge in the management of a locomotive engine that is required of an engineer; and, second, that the manager of an engine can see upon one side only of his machine for a short distance ahead of him. This latter fact appears in almost every case before us, and is expressly proved by the fireman on his examination, in a subsequent stage of the present case. If the "Jones" had been under the charge of an engineer who understood its management, who knew his duties in giving warning of his approach, and had been, also, provided with an attendant fireman, can any one say that this calamity might not have been avoided?

Upon each of two grounds mentioned, to wit, the absence of the bell or whistle, and the running of the "Jones" by a fireman alone, without an engineer, I am of the opinion that the jury were justified in finding a want of proper care on the part of the defendants, and that the motion for a non suit was properly denied.

Was there negligence of the deceased, which caused or contributed to his death? In our own Courts, as well as in the recent English cases, the apparent negligence of the party injured was greater than in the present case. (Beebee *vs.* The London B. & S. C. R. W. Co., 18 Com. B. [N. S.,] p. 18, and others.) The Court, however, held in these cases, that the question must be left to the jury, and in each case sustained their finding, that there was no contributing negligence on the part of the person injured. In the present case, it is to be considered, also, that the deceased was a lad, eleven and a half years old, to whom greater indulgence should be extended than to an adult. He was of that age, that he was quite fit to be trusted with the care of his own person in the streets of a country village, and yet it is not probable that he would exercise as much prudence and caution as would an adult. If an aged or infirm person had been found upon the crossing of this street, when the "Jones" was started westerly, in such a position that he could have been seen by the engineer or fireman, it would have been the engineer's duty to have stayed the engine, so that the disabled person could make his escape. It would have been his duty, if practicable, to have ascertained that he was thus disabled, and to have allowed more time for his passage than would have been allowed to one less unfortunate. The old, the lame and the infirm are entitled to the use of the streets, and more care must be exercised toward them by engineers than to those who have better powers of motion. The young are entitled to the same rights, and cannot be required to exercise as great foresight and vigilance as those of maturer years. More care toward them is required than toward others. In the case of a child but two or three years of age, no knowledge or foresight could be expected. This an engineer is bound to know, and if the child is within his view, to act accordingly. In a case like the present, that a boy of eleven and a half years of age, the jury were not bound to require the same demureness and caution as in the case of an older person.

The general questions of the negligence of the defendants and the contributory negligence of the plaintiff, have been so frequently and recently before this Court, that it is not necessary to discuss the cases. They concur in principle with the English authorities cited. I refer to some of them: Brown *vs.* N. Y. Central R. R., (34 N. Y., 404); Ernst *vs.* The Hudson R. R. R. Co., (35 id.) and others.

The defendants insist that there was no proof of the pecuniary value of the boy's life, and that non-suital damages only should have been given. The boy was engaged in actual service when he met his death, to wit., upon an errand with a pail for his mother, and to procure beer for his father.

I am quite clear, however, both upon principle and upon authority, that a jury would have the right, acting upon their knowledge and without proof, to say, that the services of a boy from eleven to twenty-one years of age, were valuable to his father, and to estimate their value. (Mc Mahon *vs.* The Mayor, 33 N. Y.; Drew *vs.* The Sixth Av. R. R. Co,, 26 id., 44, and others.)

The judgment should be affirmed with costs.

Judgment affirmed.

☞ It is said that the extension of the Concord and Claremont Railroad from Newport to the Connnecticut River will be put under contract within a month.

Cincinnati and Baltimore Railroad.

The Cincinnati and Baltimore Railway Company was chartered by the Ohio Legislature for the purpose of operating a railroad with one or more tracks between Cincinnati and Loveland.

The company is now constructing the seven miles at this end of the grand route to Baltimore, extending from the junction of the Marietta and Cincinnati with the Hamilton and Dayton road road above Spring Grove, and running on the east side of Mill creek. One-fourth of the right of way has been donated, and a large portion of the remaining distance has been purchased. In consequence of the deep fill on Mill Creek bottom, those seven miles are estimated to cost $750,000. The contract provides for its completion by the end of 1870. To provide resources for this work the share capital has been put at $500,000, and an issue of bonds for a like amount is to be secured by a mortgage or deed of trust.

The Marietta and Cincinnati and Baltimore and Ohio Companies have subscribed so liberally that but $150,000 of the share capital is left for individuals, of which a portion has already been taken by individuals. One of the greatest roads of the whole country will be this direct line to Baltimore. It is our most direct route to the seaboard, and it must draw immensely upon the trade of the West and South. The seven miles now being constructed will afford the most eligible route for other roads to connect with the city. All the inlets to Cincinnati are now occupied. Several roads occupy the western, the Hamilton and Dayton the inlet on the west side of Mill creek, and the Little Miami fills up the way into the east end of the city.

No other inlet remained, except that on the east side of Mill Creek, which the Cincinnati and Baltimore Company has now secured. Roads that may be hereafter built must lease the use of some track now laid, or this one that is being built. The latter one will be the most desirable track for new roads and in this regard its value is greatly enhanced.

The Marietta and Cincinnati Company has real estate to more than the value on $250,000, which will be sold, if neccessary, for the construction of this remaining seven miles of the route. As to the Baltimore and Ohio Company, no one doubts its ability to discharge all its obligations.

Backed by two powerful companies, one of which is bound to keep the track in perpetual repair, and having peculiar advantages of its own as a line for other roads to lease, stock in the Cincinnati and Baltimore Company can but be, as we have said before, among the most desirable for permanent investment.—*Cin. Times.*

☞ The Boston *Journal* says that a new road from New York to Boston has been projected. It is to start from the east side of Harlem river and connect with the Hartford and Erie road at Brewster, after running through the best portions of Westchester and Putnam counties. The capital stock is fixed at one million of dollars. Gentlemen of influence and wealth, are said to be interested in the enterprise, including A. K. P. Joy, Andrew McKinry, L. A. Bigelow, and Gen. Adams of Massachusetts.

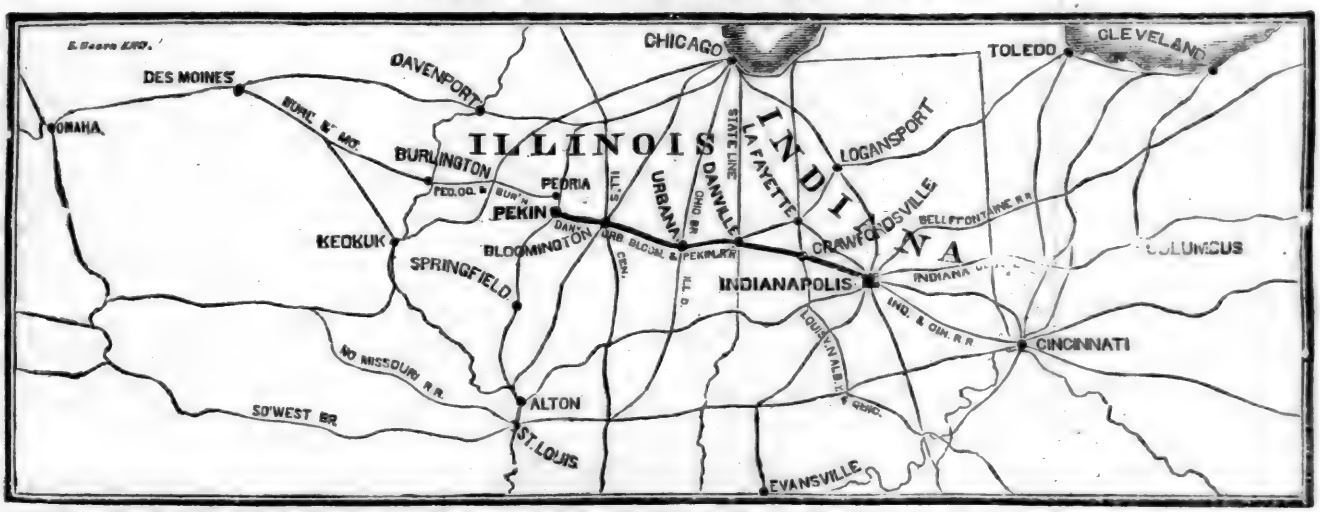
☞ About the first of August a through train will run from Keokuk to New York, over the line of the Toledo, Peoria and Warsaw and connecting roads. The contract for building the road west from Keokuk to connect with the Union Pacific at Omaha has been let, and one hundred miles are to be completed this year.

☞ Since the New Haven and Northampton Company have taken possession of their road, they have placed upon it eight new locomotives, twelve elegant passenger cars, and one hundred and ninety freight and coal cars. Their new wharf has a double track and their new freight depot is nearly finished.

SEVEN PER CENT. GOLD
FIRST MORTGAGE CONVERTIBLE BONDS
OF THE
Danville, Urbana, Bloomington and Pekin Railroad Company
OF ILLINOIS,

Principal and Interest payable in Gold at the Farmers' Loan and Trust Coupany, New York. Coupons payable April and October.

FREE OF GOVERNMENT TAX.



The Danville, Urbana, Bloomington and Pekin Railroad, upon which property these bonds are issued, is now in process of construction, its termini being the cities of Danville and Pekin, both in Illinois. The length of the road is 117 5-100 miles; its capital stock $3,060,000. The grading, bridging, and all the work necessary to perfect a complete roadway has been already done, and the whole line is ready for the rails. These are rapidly being put down, and a portion of the road is now in successful operation. It is expected that the whole road will be completed early the coming autumn.

These bonds are convertible into stock at par, at the option of the holder, and may be registered in the name of the owner, at any time if desired. The total amount of bonds is limited to $2,000,000. The security offered is, as we shall show, the very best. Already sums, nearly equal to the total amount of bonds to be issued, have been expended on the road. The bonds, averaging less than $18,000 per mile, are secured by a first mortgage on the whole road, and entire property of the company. The road runs East and West on the line of the principal and oldest emigrant-road in the State, passing through several populous towns and cities, and the richest agricultural district in Illinois—in a word, through the garden of the Garden State. Its local business alone will suffice to make it a first-class paying road; while, with its connections with many principal lines, its through trade must be such as to make it one of the most profitable in the country.

The road will be consolidated with the line from Danville to Indianapolis, making a line of 210 miles. At Indianapolis, connection will be made with all the through lines to New York and Baltimore; at Danville with the Toledo, Wabash and Western. In fact the road will form a main link in the direct communication of the principal Atlantic cities with southern Illinois, with Keokuk and Burlington, Iowa, and thence with Omaha and the Pacific.

It will complete a direct line from Boston to Peoria, Keokuk, Burlington, Omaha and the far West, via Albany, Buffalo, Cleveland, and the Bellefontaine Railroad to Indianapolis and Danville, or via Toledo and Wabash and Western Road.

It will form the most direct line from New York to the same points West via the New York Central, Lake Shore and Bellefontaine Roads, to Indianapolis and Danville; or via the Erie, Atlantic and Great Western, to Dayton, Ohio; and via Indiana Central, to Indianapolis, Danville, Bloomington, &c.; as well as from Philadelphia, via the Penn. Central to Harrisburg, Pittsburg, Columbus, Dayton and Indianapolis.

It will form an important link in the communication of Baltimore and the South with the Great West, the North West and the Pacific, via Baltimore and Ohio Railroad, to Parkersburgh, Cincinnati, Indianapolis, Danville and Peoria.

Thus with the combined advantages of a certainty of a remunerative local business and a through business, which, as a connecting link to so many diverging and principal lines, it must necessarily have, it is reasonable to presume that the earnings of this road must exceed, in proportion to its length, those of any other railroad in Illinois. The following table shows the earnings of some of the principal railroads in Illinois:

Railroads.	Gross Earnings.	Miles road.	Earnings per mile.
Chicago, Alton and St. Louis	$3,892,861	280	$13,900
Chicago and Northwestern	11,712,248	1,152	11,670
Chicago, Rock Island and Pacific	4,105,103	410	10,012
Toledo, Wabash and Western	3,783,820	521	7,261
Illinois Central	7,160,991	708	10,115

It is safe to estimate the receips of the Danville, Urbana, Bloomington and Pekin R. R. for the first year, at $12,000 per mile, or on 117.05 miles, $1,404,600.

FIRST YEAR.

Receipts, as estimated		$1,404,600
Estimated expenses as follows:		
Operating expenses, 50 per cent	$702,300	
Interest on $2,000,000 gold bonds, 7 per ct.	140,000	
Premium, 40 per cent. on $140,000 gold	56,000	
Set aside as Sinking Fund	10,000	
		908,300
Leaving a net profit over interest and expenses		$496,300

or over 6 per cent. for dividends on the capital stock the first year of its operation. Without doubt, a progressive increase thereafter, each year, would be the result. The geographical location of the road is alone sufficient to convince all of its great value and usefulness.

The stock of the Rock Island and the Illinois Central, the Chicago and Alton, Burlington and Quincy Roads, are all selling at from above par to nearly 200, while none of them are more favorably located, and the competition of them all is much greater than this can have. There is no reason why the stock of this road shall not sell as high as either of the above. Hence the privilege of converting these bonds into stock of this Company at par at any time desired greatly increases their value.

After having personally and thoroughly examined this road, we accepted the agency for negotiating its bonds. We now offer them at 95 and accrued interest in currency. With the utmost confidence we recommend them as a reliable and safe security and profitable investment.

At the present price they pay 10 per cent. currency,—over 45 per cent. more than the same amount invested in Five-twenty Bonds,—besides the advantage of being free from tax, and the prospect of a speedy advance in the stock of the road on completion, into which they may be converted.

Government Bonds and Gold received at their market value in exchange without commission. Bonds forwarded by Express free of charge.

Full particulars furnished by the undersigned, Financial Agents of the Company.

TURNER BROTHERS, Bankers,
14 Nassau Street, New York.

New York, July 22. 1869.

☞ At a recent meeting of the corporators of the Montpelier, St. Johnsbury and Lamoille Valley Railroad Company held at St. Johnsbury, Vt., it was decided to proceed with the work immediately.

Des Moines Valley Railroad.

The iron on the Valley Road is now laid four miles west of Ferry, or within twelve miles of the Northwestern Road. These twelve miles are all graded and nearly ready for the iron, and Colonel Smith assures us that the locomotive will reach the Northwestern the latter part of this month. Beyond the Northwestern, much of the grading is done to Fort Dodge. The distance is thirty-three miles. Track-laying will begin on that section as soon as Grand Junction is reached, and will go forward as fast as the workmen can hurry it ahead, the graders being so far in advance that they can keep out of the way. Fort Dodge will be reached in October.—*Des Moines Register.*

North and South Alabama Railroad.

We understand that the necessary iron for the construction of the North and South Alabama road, from Montgomery to Decatur, has been secured, and that 10,000 tons will be transported by rail from Mobile to Limekiln at an early day. One hundred and twenty miles of the road are now under contract. The agreement for the consolidation of the road from Jacksonville to Gadsden with that from Gadsden to Guntersville has been consummated, and Mr. John Everett, of London, has left for New York to make financial arrangements for its immediate construction. The Gadsden *Times* says that it is expected to have the road completed to Guntersville in about fifteen months.—*Nashville Banner*, July 24.

Cairo and Fulton Railroad.

The needful funds have been raised in England to build the 300 miles of the Cairo and Fulton road lying within the State of Arkansas, and the whole line will be put under contract the present season. Col. Allen will extend it from the Arkansas line to Charleston, thus opening up connection between Little Rock, Fulton and St. Louis. For $100,000 Cairo bonds, the road will be extended on a direct line from Charleston to Bird's Point, thus finishing it as originally contemplated.—*Cairo Bulletin.*

☞ The rails have been laid upon seven miles of the Metropolitan Branch of the Baltimore and Ohio Railroad from Washington westward. This branch will reduce the distance between the West and Washington forty-nine miles. The work is rapidly progressing, and the road will be opened to the intersection of the turnpike at Silver Spring in a brief period. Work upon many of the heaviest sections between Silver Spring and the Point of Rocks is also progressing.

☞ The survey of the Addison County (Vermont) Railroad has been completed. The line as surveyed is a little more than 15½ miles in length. It will begin at the West Salisbury station and run through Cornwall to Lemon Fair, which is bridged and thence through Bridport to the lake.

☞ J. C. Prescott & Co., have taken the contract for grading 65 miles of the Decatur and East St. Louis Railroad. Their office is in Litchfield, Montgomery county, Ills.

☞ John Pitcairn has been appointed General Manager of the Oil Creek and Allegheny River Railway, with headquarters at Corry. C. J. Hepburn is Superintendent.

☞ W. B. Phelps has been appointed General Superintendent of the Syracuse, Binghamton and New York Railroad.

☞ It is stated that the Junction and Breakwater Railroad will be open for travel to Lewes about the middle of next month.

☞ Mr. R. D. Jennings has been elected Secretary and Treasurer of the Milwaukee and St. Paul Railway Company, *Vice* A. Cary, deceased.

Memphis and Little Rock Railroad.

The Memphis *Appeal* says that the work upon the line of this road is now progressing more rapidly than at any time since the first inception of the enterprise. The rails have been laid as far west as Forest City "Cut," four miles beyond the St. Francis. The grading is finished, and the timbers and ties delivered upon the ground sufficient to lay the track to L'Anguille river, six miles west of Forest City. In all respects matters are moving along much more satisfactorily than heretofore, and in a manner reflecting no little credit upon the energetic contractors, as also upon Mr. President Brinckley and his associates in the board of directors. Col. D. B. Williams has been appointed Superintendent of the road *Vice* Mr Beaumont, resigned.

Hawkins, Herthel & Burrall,

Civil & Mechanical Engineers,

BUILDERS OF

HERTHEL'S PATENT TRUSS,

And other Iron Bridges, Roofs and Turn Tables.

ALSO

HOWE'S PATENTT RUSS,

And other Timber Bridges, Roofs & Turn Tables.

Corrugated Iron Doors, Shutters, and Iron Building Material generally. Contractors for

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Highest Market rates paid for all Southern and Western Securities.

Money Advanced on Stocks, Bonds, and Real Estate.

OFFICE OF THE

Rockford, Rock Island and St. Louis Railroad Company.

The Coupons of the First Mortgage Bonds of this Company, matured August 1, proximo, will be paid on and after that date at the office of the Company, 12 WALL STREET, in

U. S. Gold Coin, Free of Government Tax.

H. H. BOODY, Treasurer.

A SEVEN PER CENT. GOLD LOAN.

$6,500,000.

The Kansas Pacific Railway now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

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The loan has thirty years to run, principal and interest payable in gold, semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest.

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THE JERSEY CITY LOCOMOTIVE WORKS CO, offer for sale their entire stock of MACHINERY, TOOLS and ENGINEERING PLANT.

The machinery was procured from celebrated manufacturers, and has been kept in the best of order. Any information relating thereto will be furnished, together with descriptive catalogue and price list, on application to the Company's Agent,

WILLIAM S. AUCHINCLOSS,
Office corner Steuben & Warren sts.,
4t30 **Jersey City, N. J.**

Notice to Contractors.

THE PARKTON AND MANCHESTER RAILROAD COMPANY will receive PROPOSALS up to the 14th of August for the GRADING and MASONRY and BRIDGING, in mile sections or the entire Road 13¾ miles long.

Address, marked "Proposals."

L. C. MORLEY, Secretary.
Manchester, Carroll County, Md.

Proposals for Bridging!

SEALED PROPOSALS WILL BE RECEIVED AT this Office until 12 M., Saturday, August 7, 1869, for the bridging and timber work on the line of the Tebo and Neosho Railroad between Sedalia and Clinton.

Bids on bridging will be per lineal foot. Bids on timber work, such as open culverts, road crossings, and cattle guards, will be per 1,000 feet B. M., in place.

Plans and specifications can be seen at this office. Bidders at a distance can obtain the same by correspondence.

Proposals for the entire line will also be considered. The right to reject any and all bids is hereby reserved. Bids should be endorsed "Chief Engineer, Tebo and Neosho Railroad. Proposals for bridging."

A. C. MARVIN, Pres't T. & N. R. R.
Office Chief Engineer, Sedalia, Mo., July 15, 1869.

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Nos. 46, 48 & 50 TERRACE SQUARE,

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TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
NEW YORK, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Contractors.

SEALED PROPOSALS, addressed to the undersigned, will be received until August 6th, 1869, for the GRADUATION, MASONRY and BALLASTING of the BUTLER BRANCH of the WESTERN PENNSYLVANIA RAILROAD, from Freeport, Armstrong County, 21 miles, to Butler, Butler County, Pennsylvania. Profile and specifications can be seen at the Engineer's Office, Freeport, Armstrong County, Pennsylvania, on and after July 26.

G. B. ROBERTS, Chief Engineer.

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. *Manufactory, Junction Shop, Worcester, Mass.*

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 3, 1869.

A DIVIDEND OF FIVE PER CENT. IN CASH, free of Government tax, has been declared by the Illinois Central Railroad Company, payable on the 2d day of August next to the holders of full paid shares registered at the close of the 17th day of July instant, after which date and until the 6th day of August the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

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Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

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WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notifies managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell those seats, and all purchasers from him or any person not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

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OF PITTSBURGH.

N. Y. Office 19 Broad Street,
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ALL IRON WARRANTED.

CARS FOR SALE.

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POOR'S MANUAL OF THE Railroads of the United States for 1869–'70.

SHOWING THEIR MILEAGE, STOCKS, BONDS, Cost, Traffic, Earnings, Expenses, and Organizations; with a sketch of their Rise, Progress, Influence, etc.—Together with an APPENDIX, containing a full analysis of the Debts of the United States, and the several States.

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Price **$5.00**

WATSON'S NEW & COMPLETE RAILROAD MAP,

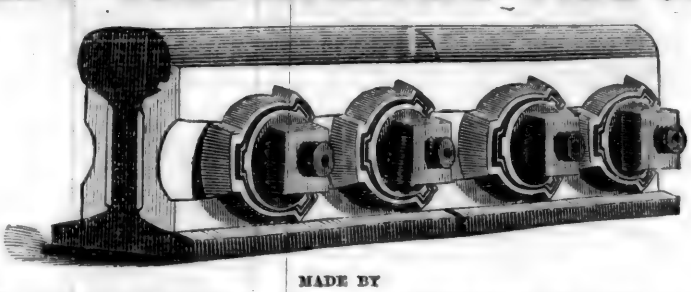
OF THE
United States and Canada.
SIZE, 3¼ BY 4¼ FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

STEEL & IRON RAILS,
American, English & German,

FROM WORKS, YARD OR EUROPEAN SHIPPING PORT,

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Car Manufacturing Co.,

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Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

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W. T. HILDRUP, Superintendent.

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WILLIAMS, PAGE & CO.'S
PASSENGER CAR LAMPS
FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.**

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

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WILLIAMS, PAGE & CO.,
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BROKERS.
New and Old Rails,
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THROUGH LINE TO
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Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

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Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

July 31, ARIZONA, CAPT. MAURY, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer leaving Aug. 11, connects closely with steamer JAPAN, leaving San Francisco Sept. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA, received until 4 P. M. on FRIDAY, July 30. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS
CAR WHEEL WORKS,
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FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders, CHILLED DRIVING WHEELS and TIRES for Locomotives, ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE

DANAS & LITCHFIELD,
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RAILROAD IRON

of best American, English and Welsh make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight, and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the U. S. or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

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(Late Oddie, St. George & Co.)

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 32.] SATURDAY, AUGUST 7, 1869. [WHOLE No. 1,738 VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 7, 1869.

The Tehuantepec Railway.*

The object of this work is to demonstrate clearly to the satisfaction of the reader the almost incalculable advantages which will accrue by the establishment of the proposed inter-oceanic route, *via* the Tehuantepec Isthmus in a geographical, military, and commercial point of view, to the civilized nations of the earth, but more especially to the United States. The establishment of a commercial junction between the seas was first conceived by that bold and far seeing navigator, as well as adventurer, Hernando Cortez, the conqueror of Mexico, as early as the year 1519, and we are favored in this work with the history of the failures, mismanagement and trials which the enterprise has encountered down to the present time, when through the energy and perseverance of Hon. Marshall O. Roberts, the principal promoter of the enterprise, and Simon Stevens, Don Emilio La Sere procured from the Republic of Mexico on the 6th of Oct. 1867, a grant which was amended by the Congress of that Republic on the 2d day of January, 1869, which gives them the exclusive privilege to open communication across the Isthmus by railroad, carriage road and telegraph line.

A brief review of the history of the enterprise may not be uninteresting. Leaving Cortez, whose explorations demonstrated to him that the twin continents were inseparably united, and who at the same time conceived the idea of a lucrative speculation by means of a carriage road over the Isthmus to supply Spain with spices and other products which he expected to discover in the new regions, and the subsequent expeditions of Diego de Ordaz and Luis Marin, we find that when death claimed these adventurous brave men the project was suffered to remain dormant for upwards of two hundred years: but near the close of the seventeenth century, Dampier made an exploration of the Goatzacoalcos and constructed a chart of the bar, and found in the shallowest part twelve feet of water, and the river navigable for large vessels to Minatitlan a distance of twenty one miles.

In the year 1745 the idea of opening the Tehuantepec route was again revived by some of the intelligent residents of Oaxaca who in a memorial to the viceroy of Mexico set forth the immense advantages that would arise to the Kingdom by making Goatzacoalcos a port of entry, but the merchants located at Vera Cruz and Acapulco had no sooner been apprised of the intention of their neighbors at Oaxaca than they adopted means to prevent the success of the appeal, and in a lengthy document set forth the commercial calamities that would ensue in other parts of Mexico if the project was allowed to be carried out, and the result was that the court of Spain issued an order denouncing the projectors as "Audacious innovators of the established regulations and commerce of the Kingdom and prohibiting them ever again reviving the subject under pain of the royal displeasure."

As early as the year 1820 the name of an American became associated with the project, who showed in a series of articles the feasibility of the plan. This gentleman was William Davis Robinson, an engineer of much ability. Again, in 1824, a commission was appointed jointly by the State of Vera Cruz and the Federal Government to survey the Isthmus, but on account of intestine feuds existing in Mexico the survey was prevented for a number of years, and it was not until 1842 that, upon the representation of Don Jose de Garay, the Government of Santa Anna conferred upon him an exclusive grant with liberal provisions to construct and operate a line of railroads in connection with river navigation to be operated by steam power from ocean to ocean across the Isthmus of Tehuantepec. So important and valuable was this transit considered by the American Government that it was made a subject for State correspondence between Mr. Buchanan, then Secretary of State, and our commissioner to Mexico, Mr. Trist. Although the Government of Mexico refused at that time to listen to the proposal put forward by our government, yet they subsequently annulled the grant given to Don Jose de Garay. And since that time under the several governments of Mexico no less than three other grants have been given and annulled. "The grant to La Sere is now the only one in existence, and is owned by the Tehuantepec Railway Company, which has settled all outstanding claims relative to this Isthmian transit, whether in law or equity and now enjoys its title in peace."

It is evident that great advantages must result to this country and Mexico by the establishment of a rapid and safe inter-oceanic communication across the Isthmus of Tehuantepec, "the gateway between the Gulf and Pacific Ocean."

But let us glance now at the geographical position of the Isthmus which lies within the territorial limits of the eastern sections of the States of Oaxaca and Vera Cruz. It will be seen that it is the narrowest portion of the Mexican Republic that is washed by the two great seas, and is comprehended between the parallels of latitude 16°6′ and 18° 10′ north. Although the coast line on the Mexican Gulf trends almost due east and west for a considerable distance, the boundaries of the Isthmus proper are marked on the east by the entrance to the Laguna of Santa Anna, and on the west by the noble and majestic peaks of Pelon and San Martin. On the Pacific side, which is the portion within the intendency of Oaxaca, the department of Tehuantepec stretches eastwardly to

* *The Tehuantepec Railway, its location, features and advantages under the La Sere Grants of* 1869. D. APPLETON & CO., New York. 8 vo. pp. 200.

the limits of Tlacolula. These somewhat irregular boundaries comprise an area of very nearly 10,350 square miles, being somewhat larger in extent of territory than the State of Vermont.

The Tehuantepec route is not only shorter in distance, but healthier than the present one across the Isthmus of Panama. The President of the company, Simon Stevens, in the introductory portion of the work, thus refers to the advantages possessed by the Tehuantepec route over that of Panama and Aspinwall:

"At the present day, lines of steamships, American, English, and French, in connection with a railway across the Isthmus of Panama, are maintained and made immensely profitable by the commerce which unites the wealthy and increasing population of the Pacific coast of North and South America with the United States and with Europe. Yet the commerce thus carried on is forced to make a long and circuitous journey, involving unnecessary expenditure both of time and money, and yearly exposing thousands of passengers of all nations to the unwholesome influences of the climate of the Isthmus of Panama.

"No one therefore can doubt that a line of communication across the Isthmus of Tehuantepec, passing through a region, the superior healthiness of which has been attested by repeated surveys, and shortening the distance about 1,500 miles, and the time of transit between New York and San Francisco no less than six or seven days, must speedily draw to itself the greater portion of the great interoceanic trade, and become, in fact, the highway from Europe and Atlantic America to the States of the Pacific, to South America, to the Islands of the Southern Sea, and the older continents of Asia and of Africa."

By the terms of the charter the company agree to make the necessary and proper surveys within eighteen months from the date of the grant, and commence the construction of the railroad and telegraph line within six months after the completion of the survey. The carriage road, it is stipulated, shall be commenced at the same time as the railroad, and shall be completed to the satisfaction of the Government within one year and a half. Of the unclaimed lands that may exist, the Government gives to the company the strip that it may require for the line of the roads, and besides this, the half of the unclaimed lands, which may be found within a lateral league, on each side of the railroad only, through the whole length of its line. Lands and material are ceded to the company for the construction of wharves and the erection of suitable buildings. Light houses are to be built at the expense of the company, but are to belong, and be subject to, the control of the Government. The right is conceded to the company to collect postages, and transit fees, wharfage, storage, and any other fees for freight on merchandise, transportation of passengers, and transmission of telegrams; but the tariff which the company may establish for the sum total of all its fees, wharfage alone excepted, will not exceed fifty cents per league for each passenger, three cents per league for each arroba (25 lbs.) of merchandise, and one per cent. on the value of precious metals and jewels, this assignment being understood to be for the whole transit of the route by land and water, and ten cents for each word of the telegrams.

The company agrees to carry the mails free, and Government property at half rates. The capital of the company is $18,000,000.

ESTIMATED COST OF THE ROAD.

Wagon road from Minatitlan *via* Jaltepec crossing at Hargousana to Ventosa, complete, 208 miles	$160,000
Passenger and freight house at Hargousana or Jaltepec crossing, including machine shop, fixtures and machinery for the whole road	120,000
Passenger and freight houses and light repair shops at Ventosa and Minatitlan	120,000
Wood and water stations	18,000
Clearing, grading, bridging, and preparation of road bed complete from Minatitlan to Ventosa, 162 miles	5,948,000
For one mile of superstructure (iron imported free of duty)	8,500
172 miles of track including 10 miles of turnouts complete	1,462,000

EQUIPMENT.

8 freight engines, 30 tons each	$14,000	$112,000
6 passen. engines, 20 tons each	12 000	72,000
14 passenger cars	4,000	56,000
10 passenger and baggage, 2d class	3,500	35,000
120 freight cars, open and box	900	108,000
85 repair cars of all kinds		12,000

This equipment, according to Col. Julius W. Adams, the Engineer, will suffice to open the road with a capacity for 100,000 passengers, and 100,000 tons of freight yearly.

Recapitulation of cost of opening passenger and freight traffic from the Gulf of Mexico to the Pacific Ocean.

Auxiliary wagon road Minatitlan to Ventosa	$160,000
Railroad fixtures at Jaltepec, Ventosa, Minatitlan and line of railroad	258,000
Grading, bridging, and preparation of road bed, Minatitlan to Ventosa, 162 miles	5,948,000
Superstructure, 172 miles	1,462,000
Engineering and superintendence	600,000
Equipments	395,000
Total estimated in U. S. currency	$8,823,000

Part second is comprised of Historical and Geographical notes from 1453 to 1869.—By Henry Stevens, G. M. B. F. S. A., etc. Besides this we are favored with well written articles on the "Topography of the Isthmus, its inhabitants, climate, harbors, geology and mineralogy, timber and vegetable productions, animals, the several towns, productive industry, sources of revenue, etc." On the whole the work will repay perusal. It is amply illustrated by maps and drawings. The charter is printed in both Spanish and English. The typography is also of great beauty, and well worthy the house of Baker & Godwin.

The Locomotive Business.

The Paterson Locomotive Works have not been busier than they are now since the war, although their profits are very small compared with what they once were. All three establishments are driving ahead with full complements of workmen, employing somewhere near two thousand in all. The number of locomotives turned out is simply enormous. Four engines have been sent of by the Rogers Works alone in the last two days; to-day two were sent off—one from the Danforth Works for the Rockport, Rock Island and St. Louis Railroad, and another from the Grant Works for the Chicago, Rock Island and Pacific Railroad. Six engines in three days is big work. During the first six months of this year the Grant Works turned out fifty-two engines, and the other two establishments built about one hundred and ten, so that Paterson is now turning out engines at the rate of three hundred and twenty a year, or more than one a day for every working day in the year. That this figure will be reached this year is morally certain.—*Paterson (N. J.) Press.*

Virginia State Debt.

The following directions in relation to the payment of the interest on the debt of Virginia has been issued by United States Paymaster Stanton, now acting Auditor of Public Accounts in Virginia:

RICHMOND, Va, July 31st, 1869.

Brevet Major S. A. Porter, United States Army, Second Auditor of Virginia:—

SIR—The General Commanding directs the payment of one per cent. of the semi-annual interest due January 1, 1869, on the public debt of the State of Virginia, and prescribes the following rules to govern the payment thereof:—One-half of the interest due January 1, 1869, on the coupon and registered debt of the State of Virginia, exclusive of the funded debt, under the provisions of the acts of the General Assembly of March 21, and April 23, 1867, will be paid upon proper application at the office of the Second Auditor on and after August 10, 1869. In the case of registered stock this amount, which is one per cent. on the principal, will be paid by warrant on the State Treasurer, and the balance placed to the credit of the holder of the stock certificate in the usual form, certificates being given thereof when desired. For the payment of coupons bearing date Janaary 1, 1869, a warrant will be given for payment of one-third of the face value and for the issue of two new coupons for each one surrendered, one to be in usual form for the one per cent, for which payment is not provided by law, and the other to be a red coupon, showing on its face that it issued for balance of the interest due January 1, 1869. The semi-annual dividends due January 1, 1869, on the stock of the old James River Company, in the hands of private individuals, will be included in the above payments, but will not include any arrearages of interest thereon. The necessary funds to carry out these instructions will be furnished you upon application to this office.

T. H. STANTON,
U. S. Army, Auditor of Public Accounts.

Louisiana and Missouri R. R.

The Louisiana and Missouri Railroad, now being built, starts from the town of Louisiana, Pike County, Missouri, on the Mississippi River, as its Eastern terminus, intersects the North Missouri Road at Mexico, Audrian County; passing through Boone County, crosses the Missouri River at Glasgow, Howard County, and thence continues westwardly through Saline, Lafayette, and Jackson Counties to Kansas City, its Western terminus. The main line to Mexico, and the branch to Jefferson City, 100 miles in all, are under contract, and the work is in progress, to be completed in May, 1870; while surveys are making of the balance of the line to Kansas City, with a view to putting the whole under contract by the 1st of August. The distance to be traversed by the line of rail between this place and Louisiana will be about 200 miles. The authorized capital of the Company is $10,000,000. The stock of the Company has been subscribed for by the counties along the line (including individual and municipal subscriptions) to the amount of about $2,750,000, (11,000 a mile), as follows: Pike, $300,000; Audrian, $275,-

000 ($75,000 to the Jefferson City Branch); Boone, $50,000; Howard, $400,000; Saline, $500,000; Lafayette, $500,000; Jackson, $250,000; Calloway, $500,000; Jefferson City, $250,000.—*Kansas City Journal, July* 23.

The Income Tax.

HOW IT EFFECTS CORPORATE SOCIETIES.

The Commissioner of Internal Revenue has decided that the Shaker community at New Lebanon, Montgomery County, Ohio, is such a "person" as is required to pay a tax upon annual gains, profits and incomes, and that it is entitled to only one exemption of $1,000. This, so far as the exemption is concerned, is a reversal of the previous ruling of the office, under which there was allowed an exemption of each and every covenanting male member of the society; and so far as the rest is concerned, it is a reversal of the ruling that the word "person," as used in section 116 of the Internal Revenue laws, applies to natural persons only, and in no case to what are known in law as artificial ones. The decision of Commissioner DELANO is one affecting not only the interests of the Shaker community of Ohio, but corporate societies throughout the United States whose income is indivisible, according to the objects of their organization or the terms of their charter. The opinion of the Commissioner covers twenty-five pages of letter paper closely written. It is an exhaustive review of the whole question, and will undoubtedly take many by surprise, since it is a subject that has never been discussed. The previous rulings of the Department were supposed to be final, but the State Supreme Court of Ohio has recently decided against the very claim of the Shaker Community, and upon which the opinion of the Commissioner is based. According to the laws of Ohio, whenever a majority of persons residing in a county desire the construction of a turnpike, the County Commissioner is authorized to do the work. It appears that certain residents of New Lebanon petitioned for the construction of a road through the grounds of the Shaker settlement, and to defeat the petition each of the members of the Community signed a remonstrance against it. The question was then raised whether the individual members had a right to sign the remonstrance, as they were not freeholders, and could not claim any share in the property of the Community, everything being held in common The State Supreme Court of Ohio decided that the Community was clearly within the meaning of what is known as an "artificial person," and therefore entitled to but one representative. In making annual returns they have been represented by one PETER BOYD, who reported their income for 1868 at $59,296 72, and the amount of their exemption at $30,063 57. This included $46,000, the exemption claimed by the forty-six covenanting male members of the Society. According to section forty-four of the Internal Revenue laws it provides: "And any word or words in any and all parts of this act, and of all acts to which this act is additional, indicating or referring to person or persons, shall be taken to include partnerships, firms, associations, bodies corporate or politic, or any other party whatsoever, when not otherwise designated or manifestly incompatible with the intent thereof." The Commissioner maintains that the Shaker Society is in this sense an artificial person, and the only one who can claim exemption is the representative of the Society. The same ruling will also apply, it is presumed, to all communities holding property in common, as well as to all corporate bodies, whose annual income exceeds the amount exempted by law. These are a large number, and prominent among those mentioned are the Trinity Church Corporation in New York and the Board of Trustees of Harvard College.

Improvement of South Boston Flats.

The negotiations of the Boston Wharf Company, the Boston, Hartford and Erie Railroad Company, and the Commonwealth, were consummated yesterday, when the papers were executed, all of which are on record at the Registry of Deeds. This is the initiatory step to the improvement of the South Boston flats and the creation of a new territory which will prove of great value to the city and profitable to the Commonwealth. Its main advantage, however, will be the additional accommodation which it will afford to our railroads, and the new water front which will be created will promote the commercial facilities of the city.

In accordance with an act passed at the recent session of the Legislature, the Boston, Hartford and Eaie Railroad Company was authorized to issue bonds to the amount of twelve hundred thousand dollars to pay for land and flats, by or for it, of the Boston Wharf Company, and said bonds may be secured by a mortgage of the premises so purchased. The Governor and Council yesterday gave their consent to the issue of the amount of bonds in payment of land conveyed by the Boston Wharf Company to the Boston, Hartford and Erie Railroad Company.

The Commonwealth has sold to the same company flats to the amount of $545,505, and, in accordance with the provisions of Chapter 540 of the General Laws of 1869, the Governor and Council have perfected an agreement in regard to the filling of the same, and the erection of sea wall around them. Great care has been taken to perfect the security provided for by the act.—*Boston Journal*, July 27.

Transportation of Goods in Bond.

It appearing by a report received from special agent D. G. Lobdell that the restrictions contained in the ninety-ninth article of revised warehouse regulations of October 30, 1868, requiring cars, vessels and boats to contain "no other goods" except such as are in bond, tend to embarass and prohibit the transaction of the legitimate business of transportation companies in the use of railroad cars, steamboats and other vessels; and further, that the cording and sealing of packages of merchandise, where carried under proper manifest from place of shipment to a port or place of destination under customs locks or seals, occasions delay and unnecessary expense. The said article 99 of the regulations referred to is hereby amended so as to read as follows:—

ARTICLE 99. The cars, vessels or boats upon which merchandise is laden must be secured and sealed, or locked, in the same manner as cars conveying goods coastwise across foreign territory, and they must pass through by a continuous route from the port of importation to the port of exportation without delay and without being opened. When dutiable merchandise is transported in bond over a bonded route, such merchandise must be corded and sealed or branded and sealed and marked or labelled, as provided in articles 58 and 92 of revised warehouse regulations of October 30, 1868, and in additional regulations of February 16, 1869, unless the transportation be made by a continuous route, without change of car or vessel, under customs locks or seal from the place of shipment to the port or place of destination; so that if dutiable merchandise in bond is to be carried from the port of shipment to the port of destination in cars or vessels under customs locks or seals, by a continuous route, without opening or change of cars or vessels, the cording and sealing of packages will not be required.

GEORGE S. BOUTWELL,
Secretary of the Treasury.

New Jersey Western R. R.

The New Jersey Western Railroad Company, which is authorized to construct a Railroad from Jersey City, or some other point on the Hudson River, running westwardly across the State, through Bergen, Morris, and Sussex counties, to any point on the Delaware River, in the latter county, and also to construct branches in either direction from the main line, have now a force of about 1,300 men at work between Paterson and Bloomingdale, a distance of 15 miles, which portion of the line it is expected will be completed in October. The company are now prospecting a route from Bloomingdale west, passing through Sussex county to the Delaware river at a point nearly opposite Milford, Pa., where it branches off northerly to form another connection with the Erie at Port Jervis, and southerly to the coal mines at Scranton, Pa. It is understood that the Erie Railway Company are co-operating with this company in putting the road through from Paterson to Port Jervis, with the intention of using it for a through passenger route, and devoting the Eastern Division of the Erie principally to the transportation of freight, as there is a saving of a distance of 24 miles between New York and Port Jervis by the proposed route.

Adjustable Gauge Cars.

At Point St. Charles, on the line of the Grand Trunk Railway, takes place the shifting of the adjustable cars which run between Milwaukee and Boston. The Northern line of railways between Boston and Montreal have the narrow gauge, while the Grand Trunk has the broad gauge. A shed built over the track protects the workmen who do the shifting, from rain and snow. A pit, about four feet deep, has been excavated between the rails, in which the workman, with hammer and wrench takes his position. The track at the western end of the building is of the broad gauge, but gradually diminishes to the narrow gauge at the eastern entrance. Each wheel on the right side of the car, instead of being immovably fixed on the axle, by the unscrewing of a nut and loosening of a bolt, may be moved in upon the axle. It is but the work of a moment for a mechanic in the pit beneath the car to unscrew the nuts, and then the train, being slowly backed by the engine, the right hand wheels of each car are gradually crowded in by converging rails till they are brought to the narrow gauge A few turns of the wrench and the wheel is firmly fastened and the car ready to move on to Boston. In changing from the narrow to the broad gauge a third rail crowds the wheel outward to the desired width. It takes about eight minutes to make the change. The cars are owned by a private company, who have several hundred on the line, and are building more to meet the increasing through traffic.

Canadian Pacific Railway.

Mr. J. C. Keefer of Ottawa has been writing a series of letters for the Montreal *Gazette* in advocacy of a Canadian Pacific Railway. Mr. Keefer's project is to extend the Ottawa Railroad right on through the Ottawa Valley, round the head of Lake Superior, through to the Red River along the Saskatchewan Valley and finally through one of the passes of the Rocky Mountains to the shores of British Columbia. Mr. Keefer without doubt has the interests of Ottawa and Montreal at heart in the great scheme which he advocates. But it would not be difficult to show that the eventful realization of some such scheme as he champions will ere long be found an absolute necessity for the healthful progress of the Dominion.

From the shores of British Columbia on the Pacific to the Eastern boundaries of the Red River territory near the Lake of the Woods such a line of road would pass through a wonderfully rich and beautiful country, capable of sustaining very many millions of people in great comfort. But from the Lake of the Woods toward and around the head of Lake Superior, till a route emerging from the Ottawa Valley be met, the country is hilly and rocky for the most part, though large portions of it are believed to be exceedingly rich in mineral treasures. The Ottawa Valley contains a considerable portion of good land and is splendidly timbered.

It seems that under former legislation involving large land grants in aid, a considerable extension of the railroad might be effected through the Ottawa Valley. Mr. Keefer urges that steps should be at once taken to render this legislation available for the object originally proposed to be furthered by it. Mr. Keefer also thinks that if the Ontario Legislature would unite with the Dominion Parliament in granting a considerable quantity of land along the route which a Canada Pacific Railroad would necessarily take, the project might quickly be launched successfully. He thinks also that the British Government might be induced to aid such a needful and important line of communication as he pleads for.

It seems to us that railroad communication direct between Montreal or Toronto and the Red River settlements is a far greater necessity to the Dominion than a Huron and Ontario Ship Canal or a Georgian Bay and Ottawa Ship Canal. Either of these grand projects would no doubt greatly benefit certain Dominion interests. But those projected canal enterprises fade into insignificance in comparison with the claims of railroad communication all the year round with our grand North West. That being the case, surely it is possible to utilise a certain portion of the unoccupied public lands in Ontario and the North West speedily to press forward the construction of what would prove a most important link in a great Canada Pacific Railroad. Neither the Ontario Government nor the Privy Council of the Dominion can act with too much energy in this pressing matter. Its successful treatment would prove of incalculable advantage to the Dominion.—*St. John News.*

The Brooklyn Bridge.

There is just now, and for the first time made public, a report, by Mr. S. B. B. Nolan, civil engineer, on the late Mr. Roebling's plan of a suspension bridge across the East river. Mr. Nolan is adverse to the plan. He says, first, that the span being 1,600 feet and the height 135 feet the natural sag of the suspension chain would be as one to sixteen; hence in the distance of 1,600 feet of the catenary curve, one in sixteen, would produce a sag of 100 feet, leaving only thirty-five feet for water way. Again, he calculates the height, thickness and depth of foundation of the piers; that the weight of the piers would be 72,603 tons, and the area of each at the base line being 4,660 feet the pressure of the structure on each superficial foot would be 15.58 tons, while the pressure allowed in railroad engineering is from three to four tons per superficial foot. The weight of the superstructure, without cables, will be 2,675 tons, stretched over a space of 1,600 feet; the leverage strain on the centre will be as one to eight by progression, so that one ton in distance from the abutting point is increased in its gravity to eight tons in the proportion of one foot to eight feet The set strain at each deflection, says Mr. Nolan, has now caused the Niagara Suspension Bridge to sag four inches from its former constructed catenary curve, the sine line being increased to nine inches at noon, while it was but five before, and this on a span of only 800 feet. He claims that the principle of suspension bridges has been superseded in Europe by the tubular bridge, and he submits a plan of such a bridge, with arches indestructible, of 500 feet span and 200 feet above high water mark.—*N. Y. Herald.*

Mobile and Montgomery Railroad.

The consolidation of the Alabama and Florida and Mobile and Great Northern Railroad Companies having taken effect on the 1st of May, 1868, no reports were made of the operations of those roads at the usual time; and this, the first annual report of the Mobile and Montgomery Railroad Company, is in lieu of the 16th annual report of the former, and the 10th of the latter company. The receipts from operations of the road for the year ending April 30, 1869, were as follows:

From passengers		$165,420 49
" freight		216,652 62
" express matter		14,867 42
" U. S. mail		18,600 00
" government transportation		20,000 00
" other sources		10,381 26
		$445,921 79
Expenses, viz.:		
Conducting transportation	$97,061 22	
Maintenance of way	106,732 06	
" cars	30,731 22	
Motive power	80,044 80	
Steamboat and ferry	29,525 58	
Government taxes	4,021 44	
		348,116 32
Leaving net		$97,805 47

—a fraction under 22 per cent. of the gross receipts. The president in his report says:

By the action of the stockholders of the Alabama and Florida Railroad Co., on the 10th of March, 1868, and of the stockholders of the Mobile and Great Northern Railroad Co., on the 13th and 14th of March, 1868, the consolidation of the two companies was agreed upon; and it was deemed advisable to begin with as little delay as possible to work them under one organization, which was therefore commenced on the 1st of May, 1868.

The consolidation was legalized by an act of the legislature of Alabama, approved August 5th, 1868, and in accordance with the provisions of the act, due notice was given, and the name of the Mobile and Montgomery Railroad Co. adopted on the 1st of October, 1868.

The receipts of the road from the 1st of May, 1868, up to the 30th April, 1869, were $445,921 79; and the expenses, $348,116 32—leaving a net income of $97,805 47; which is a much more favorable result than could have been expected. The outfit was inadequate to meet the demands on the road for transportation, and the Board was not warranted in contracting new debts until it could be ascertained whether the creditors of the old companies would accept the terms offered. Upon the success of the plan of consolidation depended the existence of the new company, and no progress could be made in arranging the debts of the Alabama and Florida Railroad Co. and the M. and G. N. with the preferred stock and bonds of the new company, as proposed, until authority could be obtained by an act of the Legislature, to issue such stock and bonds, and but little could be done until after the first day of October. To fully submit for your information what has been done, it will be necessary to report the condition of the two companies, as shown by their books on the 1st of May, 1868, and what is their condition now under the name of the Mobile and Montgomery Railroad Company.

On the 1st day of May, 1868, the debts of the two companies were as follows:

Alabama and Florida Railroad Company:		
First mortgage bonds	$300,000	
Estimated unpaid interest	85,000	
		$385,000
Bonds endorsed by directors	$83,000	
Estimated unpaid interest	32,000	
		115,000
Second mortgage bonds	$550,000	
Third mortgage bonds	300,000	
Income bonds	304,000	
Estiimated unpaid interest	200,000	
		1,354,000
Floating debt		375,000
		$2,229,000
Mobile and Great Northern R. R. Co.:		
First mortgage bonds	$38,000	
Floating debt	160,000	
Debt of City of Mobile	536,000	
		734,000
		$2,963,000

Of which $2,427,000 was bearing 8 per cent. per annum interest, and requiring a net income of $194,160 to meet it.

In settlement of the various classes of the debts of both companies, there has been issued $1,738,700 of Preferred Stock, and $109,000 of First Mortgage Bonds. The Preferred Stock is conditioned to pay eight per cent. per annum, provided it is made in the current year over and above all expenses and interest, but not otherwise; or, in other words, all that is made in any current year, over and above expenses and interest, will be paid to the Preferred Stock, until it pays 8 per cent., and any surplus in any one year, after paying 8 per cent. to the Preferred Stock, goes to the common stock, but there is no accumulation of interest on the Preferred Stock.

The debts now outstanding of every class, and in the names of the several companies, are as follows:

In name of Ala. & Fla. R. R. Co.:		
First mortgage bonds and interest		$385,000 00
Floating debt		14,510 57
Endorsed bonds and interest		115,000 00
Second and third mortgage and income bonds		94,800 00
		$609,310 57
In name of Mobile & G. N. R. R. Co.:		
First mortgage bonds	$38,000 00	
Floating debt	34,039 16	
		72,039 16
In name of Mobile & Mont. R. R. Co.:		
First mortgage bonds	$109,000 00	
Floating debt	213,673 18	
		322,673 18
		$1,004,022 91
From this deduct the second and third mortgage and income bonds of the Ala. and Fla. R. R. Co., outstanding, for which preferred stock will be given		94,800 00
And you have the sum of		$909 222 91

as the interest-paying debt of the company on the first of May, 1869, against $2,427,000 on the first of May, 1868.

Of the debt outstanding of $909,222 91, there is in the new mortgage bonds having 20 years to run, the sum of $109,000. Leaving yet to be arranged $300,222 91.

Our means to do so, are the new first mortgage

8 per cent. bonds for $1,141,000, remaining on hand of the issue of $1,250,000.

The first debts to be arranged are the First Mortgage Bonds of the Alabama and Florida and Mobile and Great Northern Railroad Companies.

The First Mortgage Bonds of the Mobile and Great Northern Railroad Co., which were originally issued for $200,000, are all in the possession of the company, with the exception of $38,000; these are nearly all held by parties who are known to the Board, and who will not dispose of, but hold them, to be settled by the company.

The First Mortgage Bonds of the Alabama and Florida Railroad Co. were issued in 1857, for $300,000. They were guaranteed by the Atlanta and West Point, and Montgomery and West Point Railroad Companies, and became due in 1867. Since that time $290,000 of these bonds have been taken up by the endorsing companies, and with the past due interest, now amount to about $375,000. They are held by the Hon. John P. King, of Augusta, Ga., as trustee for the two companies. A satisfactory arrangement has been made with him, by which we are only required to pay by the first of July $50,000, and to pay on the first of July and January of each year, until the first of January, 1873, interest on the remaining $325,000, by which time the principal of the debt must be paid. This enables us to retain on hand that portion of our new mortgage bonds set apart for the payment of this debt, and to exercise our discretion as to the time of sale.

It will require, to provide for the cash obligations of the company between this and the first of December next, and to meet extraordinary expenses, as follows:

To pay John P. King, trustee, on account of the first mortgage debt of the Ala. & Fla. R. R. Co.	$50,000
To pay the first mortgage bonds of the Mobile & G. N. R. R. Co.	38,000
To provide for Floating Debt	200,000
To provide for increase of outfit and repair of road	100,000
Making the sum required	$388,000

And which we hope to be enabled to do by sale of a sufficient amount of the first mortgage bonds. If we can succeed in doing so, the company will be entirely clear of a very large portion of the floating debt. The first mortgage debt of both the old companies will have been satisfactorily arranged, and the only debt remaining unsettled will be the bonds of the Alabama and Florida Railroad Co., endorsed by the Directors of that company, and which now amount, with past due interest, to about $115,000, and which we feel confident can be settled on very satisfactory terms.

The ready acquiescence of the holders of the second and third mortgage and income bonds of the Alabama and Florida Railroad Co. in the plan proposed for relieving the company from its hopelessly embarrassed condition, has been very gratifying, and we hope by the close of the coming Railroad year they will be remunerated by dividends on their stock. It was the only plan by which the creditors of that class could save any thing, or the interest of the old stockholders of the road be preserved. A past due interest debt of upwards of $200,000, and its accumulation at the rate of about the same sum annually, would have forced the sale of the road and property of the Alabama and Florida Railroad Co. to pay the first mortgage and endorsed bond debt, amounting, with interest, to upwards of $500,000, and have left but very little for any other class of creditors.

The total receipts for the past year have not been as large as was expected at the opening of the railroad year; indeed, they have been smaller in amount than in any year since the first opening of the line. The very short crop of cotton, showing a movement of 25,027 bales less on the road than in the previous year, will account to some extent for the decrease in receipts; but even with so large a decrease in the gross income, the net savings have been sufficient to provide for the payment of interest on the present debt of the company.

Considering the consolidation as nearly perfected, and the financial affairs of the company being now in a manageable condition, steps will be at once taken to thoroughly repair the road and increase its outfit.

The credit of the entire line has been improved, and we now enter upon a new railroad year in a condition which we hope will enable the Board to improve every department of the road, before its close.

The future of the company, we think, is very encouraging. The speedy completion of the South and North Alabama Railroad from Montgomery to Decatur is placed beyond all doubt, and the opening of it to Lime Kiln, on the Selma, Rome and Dalton road, may be relied on as early as April, 1870. Some increase of business on your road, we hope, may come from the Western Railroad, connecting Montgomery with Selma, to be completed within this year, and if any road in Alabama pays a dividend to its stockholders, yours must, for it now has a smaller debt per mile on it, (only about $7,500,) than any other road in the State, and with only a gross income of $750,000, and expense of $400,000, a net income would be left of $350,000, which would pay interest upon the debt $100,000, and a dividend of 8 per cent. upon both preferred and common stock.

The company have 21 locomotives, of which 9 are in good order, 6 in running order, 4 in shops for repairs, and 2 waiting general repairs. Four have been contracted for to be delivered in September. The rolling stock consists of 6 first class and 5 second class passenger, 3 baggage, 3 express, 101 box, 47 platform, 6 ditching, and 31 pole and hand cars. Ten more box cars are in process of construction, to be delivered very soon. About 75 freight cars should be purchased before the Fall trade commences. At least 60,000 cross ties are required to cover de preciation.

The following is a consolidated statement of the condition of the Mobile and Montgomery, Alabama and Florida, and Mobile and Great Northern Railroad Companies, May 1, 1869:

Liabilities.		
Preferred 8 per ct. capital stock of Mobile and Montgomery R.R. Co.		$1,738,700 00
Common capital stock in name of—		
Mobile and Montgomery R.R. Company	$1,020,800 00	
Alabama and Florida R. R. Co	179,700 00	
Mobile and Gt. Northern R. R. Co.	71,300 00	
		1,271,800 00
Debts due in name of M. & G. N. R. R. Co.—		
First mortgage bonds	$38,000 00	
Floating debt	34,039 16	
		72,039 16
Debts due in name of M. & M. R. R. Co.—		
First mortgage bonds	$109,000 00	
Bills payable	157,583 54	
Floating debt $85,674 89, less $29,585 25 due M. & M. R.R. Co. on open account	56,089 64	
		322,673 10
Debts due in name of Ala. & Fla. R. R. Co.—		
First mort. bonds and interest	$385,000 00	
Endorsed bonds and interest	115,000 00	
Second mortgage bonds.	40,500 00	
Third mortgage bonds .	46,000 00	
Income bonds	8,300 00	
Floating debt	14,510 57	
		609,310 57
Total		$4,014,522 91

Assets.		
Cost of 164 miles road bed, and all appurtenances thereto, from Montgomery, Alabama, to Tensas		$3,429,717 39
196 passenger and freight cars		141,037 99
Car factory, materials, tools, &c.		18,884 28
21 locomotives		214,000 00
Machine shop, materials, tools, &c.		45,461 98
Depot buildings, machine shops, section houses, etc.		99,201 40
Machine and car shop supplies on hand		5,002 00
Roadway materials on hand		10,371 00
Steamer Sumter		11,000 00
Steamer St. Elmo		31,789 86
Cash on hand		8,557 41
Total		$4,014,522 91

President.—Charles T. Pollard.

Vice President.—L. M. Wilson.

Directors.—Charles T. Pollard, George Goldthwaite, John W. Durr, Walter H. Crenshaw, Wm. A. Ashley, Wm. D. Dunn, L. M. Wilson, I. M. Muldon, John Reid, Jr.

Eng. and Gen'l Sup't.—G. Jordan.

Secretary & Treasurer.—J. J. Beasley.

Quincy and Nebraska Railroad.

To the Editor of the Railroad Journal.

Sir—I have just read in your paper that the Common Council of Quincy, Illinois, have voted $250,000 to the above Railroad.

This same city of Quincy, Illinois, has formerly assisted many of its railroads with its bonds, and its own wealth and prosperity has been largely increased thereby, but it is well known that for many years it has been ungrateful enough to forget to pay the interests on such bonds.

To "be just before you are generous," is a maxim quite out of fashion in that city, and it behooves all capitalists to bear that in mind.

P.

London, July 23, 1869.

Pittsburg, Mt. Vernon, Columbus and London Railroad.

At a meeting of the stockholders of this company at Orrville, Ohio, on the 27th ult., the following gentlemen were elected directors: Wm. M. Orr, J. Harpster, R. C. Hurd, G. A. Jones, Samuel Israel, Charles Cooper and Thomas D. Messler. At a subsequent meeting of the directors, R. C. Hurd, of Mt. Vernon, Ohio, was elected President. We are informed that the "amount of stock required along the line of the road is nearly all subscribed, and the new company feels quite confident of perfect success. The completion of this connecting link from Millersburg to London will open up a new route from Pittsburg and Cleveland to Columbus and Cincinnati, through the great coal and mineral fields of Wayne, Holmes and Knox Counties."

☞ The Commissioner of Internal Revenue has decided that where persons purchase old rails, re-roll them and then sell them to railroad companies, they are to all intents and purposes manufacturers of new rails, and as such liable to the special tax of two dollars upon all such sales in excess of $1,250 per quarter, under section four of the act of March 31, 1868.

☞ The Indianapolis *Journal* says it is proposed to extend the Indianapolis and Peru Railroad to Angola, the county seat of Steuben County. The distance from Peru to Angola is estimated to be about eighty miles on a direct line, through the counties of Miami, Wabash, Whitley, Noble, DeKalb and Steuben.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central...100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,950,000	A. & O.	Apl. '69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Nouquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,400		
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,380,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	July'69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A N	May '69 3
Brooklyn City & Newt'n..100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921 412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 4
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey...100	13,766,800	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July '69 2
Cheshire, preferred 100	2,017,525	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M & S.	Mar. '69 5
" " pref...100	2,425,400	M. & S.	Mar. '69 5
Chicago, Burl. & Quincy . 50	12,500 000	M. & S.	M. '69 1½
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,555,676	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific...100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5s
Cincinnati City Passenger...		J'n &J'ly	Jan.'68$2
" " Street		J. & J.	Jan.'6$2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Aug.'69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '69 3½
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Ports., guar.....100	350,000	J. & D.	Jan'69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'k. Rivers.100	139,000		
Do. do. pref 100	1,822,100	J. & J.	Jul. '69 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A N	Aug.'69—
Dubuque and Sioux City.100	1,673,641	Annual.	J'ly '69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100	2,389,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	M'y '69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 2
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100			Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jul. '69 5
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300 000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	26 892,000	F. & A.	Aug. '69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 336,000		
Leeds and Farmington*.....		J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	July'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*.....100	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,050		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central 100	1,600,860		
Manchester & Lawrence.100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,480		
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex 100	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	788,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandni*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,06·,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500 000	J. & D.	Jun.'69 3½
Oil Creek & Al'egheny R. 50	4,250,000	J.A.J&O	Jul.'69 2½
Old Colony & Newport ...100	4.848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	5,996,700		Jan. '68 5
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 6s
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....1 0	1,0 9,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Dar'y... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	July'69 2½
Pittsfield and N. Adams...100	460,000	J. @ J.	July '69 3
Portland and Kennebec...100	579,500	J. & A.	Aug '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb'g..100	847,100		
Rich., Fred. and Potomac.100	1,011,800		
Rockport 100	58,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,841		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susquch'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottav.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. 68 3
South Western, Georgia...100	3.203,400	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000		
" " (K. D.) pref.100	1,700,000		
" " (W. D. pref.100	1,500,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150		Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jul. '69 3
Warren..... 100	1,547,650		3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 $4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '69 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal..... —		J & J.	Jul. '69 2
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr. '68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	488,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	498,847	588,654	555,255	559,184	543,825	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,391	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	334,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,958,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,021	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,000	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	275,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	525,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,226	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,598	1,211,150	1,167,544	1,091,466	1,266,831	1,518,485	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	1,258,284	1,167,156	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407.992	343,929	511,305	478.576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643.887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516.493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,649
1869	681,656	558,783	711,559	595,355	655,047	740,949	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1.201,239
1867	94,136	78,976	92.910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,587	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,925	241,236	189.145	238,012	308,106	375.567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418.575	486,808	524,760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429,546	352,218	4.650.328
1867	305,857	311,088	395,372	409.248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363.550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322.369	307.474	258,634	2,650,702
1863	242,073	245,858	236,432	268,495	236,453	206,221	193,328	215.449	308,168	375.488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1.117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,073	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,653	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,983
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7.467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7.242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192.138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212.227	177.364	2.250,142
1867	149,658	149,342	174.153	188,162	171,736	156,066	172,933	220,788	279,160	230,340	205.095	180.971	2.218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361.910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484 208	450,203	429,898	323,274	320,756	3,945,594
1869	284,192	265,137	242,705	311,833	*312,529	348,891	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82.147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86.913	62,918	85.276	60,698	84.462	100.312	75,248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126.495	120,268	79,431	54.719	774,957
1868	46.415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, Aug. 1, 1869					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	117
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133⅛
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 5, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	125
.. .. coupon		6	" "	1881	124⅝
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	123½
(5-20s).....coupon		6	" "	1882	125⅛
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	123⅝
(5-20s).....coupon		6	" "	1884	123⅝
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	123⅝
(5-20s).....coupon		6	" "	1884	123⅞
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	122⅝
(5-20s).....coupon		6	" "	1885	123⅝
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	122
(5-20s).....coupon		6	" "	1886	122⅝
.. .. 3d series (5-20s)...registered	379,583,450	6	" "	1887	122⅝
(5-20s).....coupon		6	" "	1887	122⅝
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	120⅛
(5-20s).....coupon		6	" "	1888	122⅝
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	111¼
(10-40s)....coupon		5	" "	1904	116
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95-'99	111⅝
Certificates of Mar. 2, 1867, and July 2, 1868...	50,810,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	95,700	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	108,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	333,472	var	.....	Due.	....
Treasury Notes (7-30s).....	1,033,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,785,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	184,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,116,719	*nil.*	.....	Dem.	....
Fractional Currency	31,039,300	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	93⅜
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. — .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	129
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr) Oct.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99⅛
.. — .. Nov., 1863	7,513,692	6	" "	'72-'82	....
.. — .. My',64,(10 or 20yr) May 1, 1865, (free)		6	" "	1883	....
.. — .. (various) registered	867,500	6	April & Oct.	'74-'78	....
.. — ..		6	" "	1885	....
Florida—State Bonds	500,000	6	Various.	Var.	....
.. —		8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,964	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,387	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97¾
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'96	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	64½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85
.. — .. .. (Funding).....	494,300	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'80-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'80-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101
.. —Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	90-'94	100
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69-'71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	122⅜
.. —	720,000	6	" "	'74-'75	122½
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	107¼
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans payable in coin.....	13,734,000	6	" "	'82-'90	87⅜
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	6	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	101
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	105½
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91	57
.. — .. (new).....	3,059,045	6	" "	'92-'98	51
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	6	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	98
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104¼
.. —	7,909,600	6	" "	1877	105
.. —	9,273,050	6	" "	1882	106½
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	103½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	62½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	55½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	58½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051 520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	65½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	88½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	87
2d Convertible bonds	600,000	7	" "	" "	1875	98
3d Convertible bonds	958,545	7	" "	" "	1880	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, sk'g fund £369,200	1,846,00	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	90½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'99-'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	92½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	97½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage	75,000	7	" "	"	1868	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	85½
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	88
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	96
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1896	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	74½
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90½
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	86

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	92
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	98
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1906	83½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	83½
2d Mortgage	816 000	7	" "	" "	18—	81
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $300,000	573,800	6	June & Dec.	Boston.	1876	87½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1854	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70-'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000.	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000.	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000.	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
Bonds	160,000	6	April & Oct	"	1889	96
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	1880	....
Mortgage (new)	124,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,590,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	89½
Plain Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage, S. F., £413,000	.....	6*	Jan. & July.	London.	18—	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	89
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,400	7*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	—— & ——	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	37
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	90
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	123
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	Apru & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	101
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	87
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	90½
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	94
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	900,000	6	April & Oct.	Philadelphia.	1896	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69–'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	94¾
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70–'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	85
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	71
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	132
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93¾
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	90¾
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	101
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	95
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	87½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	72
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	40
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattahooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'68–'88	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $3,000,000	1,019,000	8	" "	" "	1890	70
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	86½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'72–'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65–'70	72½
1st Mortgage	328,600	8	" "	"	65–'70	80
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	79
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
Interest Certificates	228,086	7	Jan. & July.	"	1876	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1895	83½
North Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	377,365	10	April & Oct.	"	1887	100
2d Mortgage	274,500	7	— & —	"	18—	85
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. 2d Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds	145.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	187	93
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	92
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	493,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	91½
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	83
2d Mortgage	4,000,000	7	" "	"	1901	85
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,000	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-42-44-48 and 49	2,497,800	6	" "	"	1880	84
Bonds of 1857, convertible	171,500	6	" "	"	1886	97½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	89
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	220,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73½
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	78
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	95
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S. F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £50,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	88½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	85
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	404,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	83
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	91½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1682	90
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	85,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	64½
Improvement Loan	1,601,870	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1886	93½
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,600	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Lines.	Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,185,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,000	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,406	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	—	(Leased to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,250	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,286	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	10	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	46
May 31, 1867	94.9	—	7.7	—	2	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,200	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland	1,650,000	.....	404,340	.....	1,650,000	—	25,000	379,340	30.0	425,770	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*...Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,285	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,859	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	8	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	87,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	147
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	21
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	1 0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	844,136	1,565,462	453,780	10	100	141
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,029	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	135
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	89,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	—	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	122
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	14½
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6	100	66½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	—	—	—	447,000	200,000	—	—	—	(Leased to West Jersey.)			—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	26
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)			—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,345,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			—	—	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	125
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,360,220	10	100	104½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	26
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,645	1,987,896	10	100	167
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	190
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	....
May 31, 1868	800.5	—	166.1	—	245	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,993	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	88
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	115
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)			—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland Col., Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	73½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland, and Mahoning .....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Weste	rn.)	.....	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	108
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Sho	re.)	.....	7	100	97½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	35½
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	—	—	—	—	—	—	—	—	—
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	—	(Ope	rated by	Little Mi	ami.)	8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*	.....	.....	1,500,000	.....	.....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont..New Hampshire.	698,258	*	—	—	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	27.0	—	2.24	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord.)	—	—	7	100	....
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv..Vermont.	2,667,386	288,125	137,010	17,084	1,961,700	553,800	538,067	55,939	110.3	185,392	112,817	74,757	481,809	171,914	6	100	87
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130½
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	21,710	15,047	8,828	39,837	14,823	—	100	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	.....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,618	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	61,024	10	100	....
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	5,000,000	*	.....	.....	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)	—	—	—	100	....
Apr. 30, 1869	—	—	117.5	—	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	—	—	—	—	—	—	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	.....	42.0	.....	.....	.....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,102	—	258.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	112
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	.....	.....	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	825,199	*	.....	.....	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	5,257,043	*	107,393	64,767	3,662,123	960,000	553,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	104½
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	365,000	—	.....	.....	280,000	—	—	—	—	(I	n progres	s.)	—	—	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	.....	.....	.....	.....	500,000	1,000,000	.....	.....	—	—	—	—	(In progr	ess.)	—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties....N. Y.	.....	.....	.....	.....	124,800	140,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb.....Penn.	259,800	—	.....	.....	124,800	140,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶.....Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	114½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Phila.,	Wil. & Ba	lt.)	.....	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,694	—	.....	.....	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	—	.....	.....	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	....
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶.Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	—	Evansville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	.....	.....	500,000	—	—	—	—	(Leased	to Northe	rn Centra	l.)	—	—	—	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Centra	l.)	165,000	5	50	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	....
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 186	35.0	—	2.2	75.0	....	....	....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶..N. Brunsw.	4,644,903	*	112,472	24,899	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville.....Indiana.	2,402,736	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,059	21,759	.....	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	.....	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	132½
Nov. 30, 1868	14 0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,945	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	.....	—	(Leased	to Belvidere	Delaware.	—	—	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	159,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	.....	.....	.....	.....	1,000,000	1,500,000	.....	.....	—	(In pr	ogress.)	.....	.....	.....	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*	.....	.....	230,845	—	97,000	.....	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	80
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley.....Michigan.	.....	.....	.....	.....	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	329	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,602,979	*	2,095,000	8,490	17,394,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶....S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	104.3	122,712	39,149	.....	320,138	128,055	—	100	....
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	.....	271.0	.....	.....	.....	2,184,167	.....	—	100	126
Oct. 31, 1868	36.0	18.0	20 6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	.....	.....	1,182,550	700,000	.....	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	100	....
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	709,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	210
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	373,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,923	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	0.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	.....	.....	2,600,000	2,600,000	140,000	.....	135.0	.....	.....	.....	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,669	8 2 2	5 6,607	19,484	.....	13,932,700	6,074,960	1,167	—	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	185½
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,574	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*.....Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	141½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	.....	.....	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	.....	.....	.....	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,15	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	100	34
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	225.0	—	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Jnn. 30, 1868	13.0	—	....	—	4	2	—	64	Iron .....Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2 6	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	16	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,186	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,490	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	65
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	25.0	—	....(	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	(Own	ed by Chic	ago Burlin	gton & Q	uincy.)	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	31.0	—	13	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,251,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,884	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	.....	O. M. I. &	Ill.(Lake Shore		& Mich. Southern consolidated.)				619.3	.....	.....	.....	.....	.....	—	100	107½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	.....	(See Le	high Coal	and Navigation.)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,279,650	1,769,356	10	50	114
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	—	39,600	.....	6.6	23,050	903,829	38,000	39,402	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	17,262	9,140	514,646	44,000	114,049	8,267	—	(Operated by Louisv. Cinc. and Lex.)			45,700	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	.....	29,979,605	1,898,814	157,324	—	.....	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	4	50	85
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,468	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	149	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	109,605	389,952	211,122	2,116,000	573,445	95,278	94.0	244,054	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5,519	1,108,594	282,519	5,540	185,179	—	(Leased by Louisv., Cinc. and Lex.)			103,839	6	100	60½
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	8,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased to Boston and Lowell.)			.....	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,720	164,791	102.5	264,015	.....	.....	484,374	150,219	11	100	120
Dec. 31, 1868	—	—	30.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In progress 66 miles.)		.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester. ¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In hands of receiver.)		.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	131½
Mar. 31, 1868	19.0	—	....	—	—	—	—	....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Concord.)			.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,000	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	666	Memphis and Charles. Tenn., Miss. & Ala.	7,661,618	*	1,636,700	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,009	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	451,871	11,197,348	5,153,489	752	800,634	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	133½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108½
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,888	.....	—	(Oper. by Erie 5 mos.)			11,263	401	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	934.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	81½
Oct. 31, 1868	24.5	58.5	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	302,043	8	50	198
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,200,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶. Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	230,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	28
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,599	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,907	7,042,834	5,289,878	430,649	118,730	10	100	185
Jun. 30, 1868	151.6	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,693,962	12,363	1,501,244	3,217,301	712,158	230,264	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	—	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,937	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Phg F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	88	New Haven and Northamp. Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	133
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North. ¶. L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	6½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,098	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,408	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,912	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	209½
Sept. 30, 1868	8.0	—	1.0	—	3	3	1	1	New York and Flushing.....New York.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	....	—	34.7	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	58,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,587	2,756,232	983,545	8	100	166½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	135
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,566,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.6	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			.....	60,000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	222.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,000	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,328	—	100	...

Feb. 29, 1868	26.5	—	....	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.												(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,362	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800			279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—					North Missouri ¶.....Missouri.									97.3				561,370		—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,158,701	13,691,447	892,057	377,206	5s	50	72
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.									330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	101
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,800	6,875,000	1,310,066	788,406	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	107
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	35.3	128,394			252,366	14,805	—	100	
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*		26,201	159,100	300,000	62,145		66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	108¼
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	145.0			(9 mos.)	155,098	22,699	—	100	
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	65½
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	340.0				4,459,319	1,063,529	—	100	32½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,386	23,500,000	3,888,000	398,6 3	122,225	100.0	358,378			1,509,246	599,882	—	50	80
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*			4,259,000	2,495,000	339,766		141.0	826,061	32,406,484	5,372,737	1,381,065	473,987	6	100	99½
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	18	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	72
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.				118,775		2,637,762	976,353		9.0				136,096	23,634	—	100	
Dec. 31, 1867	9.1	—	....	—				....	Orange and Newark .....New Jersey.																		
Sept. 30, 1867	28.6	—	3.3	—					Oswego and Rome.....New York.	925,799				222,987	716,000	3,387		(Leased to R., W. & Ogdens.)				111,196	55,598	—	100	
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834		112,320	482,400	573,500	4,875		36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991		3,614,515	9,349,000	806,281		283.0	1,405,886			3,003,681	973,055	—	100	
Sept. 30, 1867	47.6	—	....	—	15	23	—	151	Panama.....New Granada.	8,000,000	*			7,000,000	2,674,000			47.6						24	100	270
Dec. 31, 1867	14.5	—	14.5	—					Paterson and Hudson.....New Jersey.	630,000				630,000				(Leased to Erie.)				53,400	8	100	
Dec. 31, 1867	6.1	—	....	—					Paterson and Newark.....New Jersey.																100	
Dec. 31, 1867	15.1	—	—	—					Paterson and Ramapo.....New Jersey.	350,000				284,500	85,000			(Leased to Erie.)				26,500	5	100	
Dec. 31, 1867	—	—	109.0	—					Peninsular .....Mich. Ind. and Ill.					400,000											100	
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,152	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,820,225	17,233,497	5,372,513	6	50	114
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250		3,200,000	597,500	385,750		62.9						20	50	225
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543		295,600	157,371	—	100	
Dec. 31, 1867	46.0	—	....	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			(Leased to Chic. R. I. and Pacific.)				125,000	8	100	
Dec. 31, 1867	71.0	—	....	—					Peoria, Pekin and Jacksonville...Illinois.	1,100,000				550,000	550,000			71.0							100	
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453		92.3				220,232	93,662	—	100	
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*			218,000	800,000	62,500		102.1	85,460			149,348	23,423	—	50	
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶.....Pennsylvania.	19,014,865	*			5,996,700	13,000,000	22,473		287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	61½
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924		605,590	275,442	10	50	140
Nov. 30, 1868	93.0	64.0	275.7	—	269	84	35	8,213	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	8,649,135	1,589,015	26,301,352	6,397,800	2,402,504	2,572,401	418.3	4,500,135			8,791,937	3,150,837	10	50	97½
Oct. 31, 1867	26.5	—	32.2	—					Philadelphia and Trenton..Pennsylvania.	1,666,115		287,418		1,089,120	200,000			33.3				863,705	254,288	10	100	129½
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore. Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,370			2,432,531	890,730	9	50	105½
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati..Ohio	8,722,141	*			1,983,141	6,739,000			201.0		12,861,340		1,275,161	91,332	—	100	
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*			1,776,129	1,500,000			71.1	339,804			498,181	172,973	—	50	
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,266,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	153
Dec. 31, 1867	43.0	—	....	—					Pittsburg and Steubenville.Penn. & W.V.	2,500,000	*			1,000,000	1,500,000			(Leased to Pbg., Col. and Cincinnati)						50	21½
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.									23.0				48,776	4,240	—	100	
Dec. 31, 1867	83.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*							109.0	307,443	6,630,284		579,475	132,693	—	100	
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000		358,591	317,370	51.3	227,394			529,325	230,825	6	100	118
Mar. 31, 1867	50.0	—	....	—					Portsmouth and Concord .N. Hampshire.	350,000				350,000				(Leased to Concord.)					24,500	7	100	215
Mar. 31, 1867	26.0	—	....	—					Portsmouth, Gt. Falls and Conway. N. H.	370,000				170,000	200,000			(Leased to Eastern.)				76,425	26,673	—	100	
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol. R. I. & M.	434,942	49,787	6,500		437,917	150,000			14.5	42,600			92,930	34,259	—	100	
Nov 30, 1867	43.4	1.6	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183		1,800,000		5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	
Dec. 31, 1867	97.0	—	....	—				....	Raleigh and Gaston ¶.....North Carolina.																100	
Dec. 31, 1867	73 8	8.5	....	—				....	Raritan and Delaware Bay...New Jersey.	4,098,592	*			2,630,700	1,524,800			82.3				431,362	1,663	—	100	
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719		48.0	158,533			175,071	25,486	—	50	
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*			2,500,000	1,500,000			174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	93
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	283	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9~2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	
Sept. 30, 1867	75.5	—	....	—	8	14	9	12~	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*			1,141,080	616,308	353,222		75.5	180,510	4,530,195	3,107,812	403,733	73,597	—	100	
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136		45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	
Sept. 30, 1867	38.3	—	....	—				....	Richmond and York River ¶.....Virginia.					650,000	400,000			(Not operated since the war.)						—	100	
Sept. 30, 1867	22.0	—	....	31.0				....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	
Dec. 31, 1867	12.0	—	....	78.0				....	Rock Island and Peoria.....Illinois.									12.0						—	100	
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,000		353,643	221.0				1,215,471	449,003	10	100	125
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*			2,233,000	3,177,500			143.3	612,563			840,855		—	100	33
May 31, 1867	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.															—	100	
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475		209.0	(Leased June 1, '67, I. & St.L.)			2,218,402	608,112	—	100	33
Dec. 31, 1868	80.9	—	....	—				....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*			700,000	1,400,000			(Completed Jan. 1, 1868.)						—	100	100
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.		(Re-organized by 1st Mortgage bondholders.)							54.0				106,184	42,071	—	100	
Dec. 31, 1867	91.0	16.0	....	111.0	18	....	....	....	*St. Louis and Iron Mountain* ¶...Missouri.															—	100	
Dec. 31, 1867	150.0	—	....	148.0	15	8	....	....	St. Louis, Jacksonville and Chicago...Ill.						1,500,000									—	100	
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	
Nov. 30, 1867	16.0	—	....	—				—	Salem.....New Jersey.	278,328	*			180,550	100,000			(Leased to West Jersey.)					16,533	6	100	
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542		6,679	243,305	226,900	487		(Operated by Boston & L.)				17,500	16,788	—	100	
Dec. 31, 1867	155.0	10.0	19.7	—					Sandusky and Cincinnati.....Ohio.	3,897,479	*			2,534,596	1,362,873			(Leased to Cin., Dayton and Eastern.)					125,000	—	50	44½
Dec. 31, 1867	116 3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544		116.3	241,284			410,668	86,369	—	100	
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*			1,269 150	97,000	149,21~		54.0	143.124			146,840	18,546	—	50	
Oct. 31, 1867	9.3	20 7	3.2	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050				(Leased to Philadelphia and Reading.)						5	50	
Feb. 28, 1868	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	402,892	212,206	542,588	80.0	168,037			396,827	235,776	—	100	
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,999	—	100	
May 31, 1867	135 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*...Ala. & Georgia.					2,481,062	1,079,100			155.0	164,118	1,922,936	5,093,900	363,684		—	100	
Oct. 31, 1867	28.0	—	6.0	—				—	Shamokin Valley and Pottsville....Penn.	1,569,450				869,450	700,000			(Leased to Northern Central.)						5	50	
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac..Wisconsin.	457,000	*			250,000				20.0						—	100	
Dec. 31, 1867	20.0	—	—	—				—	Shelby and Rush.....Indiana.	187.663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)					—	100	
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*			636,200	55,000			50.0	165,280			294,678	59,864	6	100	
Dec. 31, 1867	71 0	—	....	2.0	....	....	....	....	*Sioux City and Pacific*.....Iowa.									71.0	(Opened near close of 1867.)					—	100	
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000				230,000	580,000			(Leased to Portland and Kennebec.)				36,000		—	100	
Dec. 31, 1867	16.0	—	—	—	—	—	—	—	South Branch.....New Jersey.	438,300				438,300				(Leased to Central of New Jersey.)						6	100	
Dec 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871			1,316,006	613,777	—	100	
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore.....Massachusetts.	462,057	39,436			1,150,685	150,000	20,147	100,533	11.5	52,309	2,200,608	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*			450,000	750,000			34.0						—	100	
Sept. 30, 1867	123.0	7 6	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	200,058	1,861,845	5,329,252	330,090	67,921	—	100	
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota.....Minnesota.									30.5						—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	.....	236.0	...	...	...	...	*Southwest Pacific* †.....Missouri.									91.0							100	
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....		100	
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.									68.0							100	
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.													920,544	342,739	8	100	90
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	356,301	*	593,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	.....	.....		100	.....
Nov. 30, 1868	21.9	—	1.1	—	...	...	...	...	Stockbridge and Pittsfield.....Mass.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	483,794	277,622	103,680	7½	100	.....
Nov. 30, 1868	13.2	—	1.0	—	...	...	...	...	Stony Brook.....Massachusetts.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)	47,908	29,709	7	100	.....
Oct. 31, 1868	—	—	—	22.0	...	...	...	...	Sullivan and Erie.....Pennsylvania.	267,393	—	.....	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	31,409	31,409	7	100	.....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.			.....	.....									19,773	15 9:0	5½	100	.....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....		50	.....
Sept. 30, 1868	—	—	—	50.0	...	...	...	...	Syracuse & Chenango Valley.New York.	3,463,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,808,827	67,705	25,942	5	100	.....
Dec. 31, 1868	—	—	—	165.0	...	...	...	...	Tennessee and Pacific †.....Tennessee.	.....	.....	(Will form a part of the		Rondout,	and Os	wego Li	ne.)					.....	.....		100	.....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278								100	.....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	532,602	285,827	.....	.....	576,400	250,000	.....	.....	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	34.6	169,516	.....	.....	537,06)	165,960	—	50	.....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	111.0	.....	.....	.....	750,625	199,917	—	100	75
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	516.0	1,133,321	.....	.....	4,013,207	1 123,588	—	100	.....
Sept. 30, 1868	6.0	—	6.0	—	...	...	...	...	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....		(Leased	to Hudso	n River.)	.....	.....	7	100	.....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....		(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	.....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....		(Leased	to Pennsy	lvania.)			—	100	.....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	.....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	5 13.663	—	100	.....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	.....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	.....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....		(Leased	to Vermo	nt Centra	l.)		8	100	101½
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	.....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	59
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872		(Leased	to Rutlan	d.)			—	100	.....
Sept. 30, 1868	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	.....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	.....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554 017	863,212	75,075	—	100	.....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased	to Del. La	c.& W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of r	eceiver.)	.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	.....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	.....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	.....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	43.0	—	2.7	—	4	2	—	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	68.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364.219	.....	3,267,893	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	1,209,170	1,221,500	.....	.....	181.0	439,405	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	32.0	....	121.0	....	...	...	...	...	West Wisconsin .....West Wisconsin.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	116.9	.....	12,497.271	2,626,929	758,785	149,149	—	100	.....
Dec. 31, 1868	28.0	—	63.0	1	—	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....			(Not	in operati	265,643	164,032	—	100	63½
Dec. 31, 1868	20.8	....	6 5	....	...	...	...	...	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....			(Not	in operati	on.)		—	100	.....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150.000	1,000	.....					on.)		—	100	.....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334.480	39,269	1,195,000	2,000,000	749,297	223,154					.....	.....	—	100	.....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	117.0	103,000	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †....N. Carolina.	3,061.431	*	341,131	38,027	1,463,775	1,474,665	160,296	336,854	171.0	.....	.....	.....	.....	.....	—	100	.....
Nov 30, 1867	15.5	....	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	181.0	.....	.....	.....	456,892	207,744	—	100	.....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....		(Leased	to Nashua	and Lowe	ll.)	596,169	.....	—	100	.....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....					.....	13,845	6½	100	.....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	317,050	52,000	24,333	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	124½
									CANALS, &c									13.0	24,542	.....	.....	43,788	7,266	—	100	.....
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	41
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	.....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	.....	.....	8	50	100
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	.....	.....	108.0	—	—	—	.....	.....	14	100	128
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Ca	m. & A	mb.R.R.)									
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	.....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004.387	—	—	108.0	—	—	—	79,247	.....	—	50	.....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,563	61,090	108.0	—	—	—	603,067	397,785	—	50	73½
Oct. 31, 1868	173.0	6.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	102 0	—	—	—	450,135	162,972	—	100	29
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	178.0	—	—	—	258,300	30,107	—	50	40
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	2,002,746	2,628,310	149,296	—	108.3	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	.....
Oct. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	123.0	—	—	—	267,684	29,513	—	50	.....
																						124,595	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.								100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19¼	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.80	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772.303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180.000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.										....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.										....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,269	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	68
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	69
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City).N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)....Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Sept. 30,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,097	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,200	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	46½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19¼	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	19½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.										....
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	—	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321.374	43,748	10	50	50	....
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	—
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	57,250	—	—	4,200	2,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester.....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage	1,600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage	300,000	7	M& N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage	186,000	7	J.& D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River:					
1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown:					
1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.:					
1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage	74,000	7	M& N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston):					
1st Mortgage sinking fund	98,500	6	J.& D.	18—	—
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage	200,000	6	J.& J.	1879	65½
Philadelphia and Darby:					
1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	23,000	7	M& N	1878	....
Quincy:					
Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes:					
1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage	1,600,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage	61,000	7	M& N	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage	72,000	6	A.&O	1877	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	...	44
Catawissa,* pref. and guar....	2,200,000	7	7	75
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	....
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	80½
Chicago and Alton, pref....	2,425,400	7	10	166
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,356,287	7	10α	97½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref....	5,253,836	...	...	124
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	23
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	90½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref....	3,500,000	7	7	70
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,990,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar....	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	76
St. Louis, Alton and T. H., pref....	2,040,000	7	7	59½
Sandusky and Cincinnati, pref....	445,596	6	6	34
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	60
Schuylkill Navigation, pref....	2,888,997	6	6	41½
Union, preferred....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	34
Mariposa Mining, pref....	5,774,400	7	7	10

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.	38 — @ 42 —
Pig, American, No. 1 (good to best).....	42 — @ — —
Pig, American, No. 2.....	38 — @ — —
Pig, American, Forge.....	36 — @ — —
Bar, Refined, English and American.....	85 — @ 90 —
Bar, Swedes, assorted sizes.....(gold).	82 50 @ 87 50
	—Store Prices.—
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined.....	90 — @ 92 50
Bar, English and American, Common.....	85 — @ 87 50
Scroll.....	120 — @150 —
Ovals and Half-round.....	117 50 @142 50
Band.....	117 50 @ — —
Horse Shoe.....	117 50 @ — —
Rods, ⅜@3-16 inch.....	97 50 @155 —
Hoop.....	125 — @180 —
Nail Rod .....per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s.....(gold)	— 10½@ — 12½
Sheet, Single D. and T. Common	— 5 @ — 7
Rails, English.....(gold).....per ton.	— — @ 56 50
Rails, American.....	74 — @ 76 —
Anvils, Eagle.....per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 15 @ — 22
English Spring (2d and 1st quality).....	— 9 @ — 11½
English Blister (2d and 1st quality).....	— 11½@ — 19
English Machinery.....	— 12½@ — 15
English German (2d and 1st quality).....	— 14 @ — 16
American Blister "Black Diamond".....	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New .....per lb.	— — @ — 32
Bolts.....	— — @ — 33
Braziers'.....	— 33 @ — 35
Nails.....	— 38 @ — 40
Sheathing, &c., Old.....	— 22½@ — 23½
Sheathing, Yellow Metal.....	— — @ — 27
Bolts, Yellow Metal.....	— — @ — 27
American Ingot.....	— 22 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— 33½@ — 34
Straits.....(gold).	— 30½@ — 31
English .....(gold).	— 30 @ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 — @ 8 37½	11 25 @ 12 —
I. C. Coke.....	6 75 @ 7 50	9 50 @ 10 75
Coke Terne.....	5 75 @ 6 —	8 25 @ 8 50
Charcoal Terne.....	7 75 @ 8 25	10 87½@ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 17 @ — 17½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 30½@ — 31½
Refined, Standard White (in ship'g order).	— 31½@ — 31½
Refined, prime White (in shipping order).	— — @ — 33
Refined, S. W. (in merchantable order)....	— — @ — 32
Naptha, Refined, (60 @ 63 gravity).....	— 9½@ — —
Residuum.....per bbl.	4 25 @ 4 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9.....per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.).....	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.).....	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.).....	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.).....	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Boston, Hartford & Erie....	....	....	....	....	....	....
Canton Co.....	....	60	....	....	....	....
Central of N. Jersey...102	102½	....	102½	102¾	103½	
Chicago & Alton.....163	166	....	168	....	167	
" pref.....	166	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....189½	190	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chi. & Gt. Eastern 1st m.....	....	....	....	....	....	
Chic. & Northwestern . 79¾	80¾	....	85¾	86¾	87¾	
" pref..... 93½	95½	....	97¾	97¼	97½	
" 1st M.....	....	....	....	92α	91¾	
" Interest.....	....	....	....	....	....	
" S. F.....	....	....	96	....	....	
" Consol. 96	....	....	....	....	....	
Chic., Rock Isl. & Pac..114	114¼	....	114¾	114¾	114¾	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896....	....	....	94	94½	94¼	
Clev., Col., C. and Ind.. 72½	73	....	....	....	73¾	
Clev. and Pittsburg.....107	107¾	....	107½	....	107¾	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	....	....	
" Con.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	99¾	
Col., Chi., & Ind. C..... 36	36½	....	36½	36	35¾	
" 1 M..... 83¾	....	....	....	83¾	83¾	
" 2 M.....	....	....	....	....	....	
Cumberland Coal pref.....	....	....	....	34	....	
Del. & Hudson Canal.....	127	....	....	127	....	
Del., Lack. & Western.....	112¼	....	....	112	112	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M. 7s..... 93¾	....	....	....	....	....	
Erie Railway.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1867....	....	....	....	....	....	
" 2 M. 7s, 1879....	....	....	....	....	....	
" 3 M. 7s, 1883 89	89	....	....	....	....	
" 4 M. 7s, 1880....	....	....	....	....	....	
" 5 M. 7s, 1888....	....	....	....	....	....	
Great Western 2d mort. 79	....	....	79	79½	79¾	
Hannibal & St. Joseph.....	....	....	126½	125	126	
" pref.....	....	....	125	124	124	
Hudson River.....186	188½	187½	186¾	186¾	186	
" 1 M. 7s, 1869....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875....	....	....	....	....	....	
Illinois Central 141	....	141¾	142	....	141¾	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th.105¾	105¾	105¾	106¾	106¾	106¾	
" Div. bonds.....	....	....	....	91¾	....	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....	....	131½	132¾	132	132	
" S. F. 8s, 1882	....	....	....	132	132	
" conv. 8s, '69.....	....	....	....	....	....	
M. S. and N. I.....	....	....	....	....	....	
" 1 M. S. F.....	....	....	98	....	98¼	
" 2 M.....	....	....	....	....	93½	
Mariposa Mining Co.....	....	....	....	....	8	
" pref.....	....	....	....	16	....	
" Tr. 10s ctfs.....	....	....	....	....	....	
Milw. and St. Paul.....	77½	....	79¾	79½	80¾	
" pref..... 87	87½	....	89½	88¾	90	
" 1st mort.....	90½	....	90¾	....	90¾	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	101α	....	101	
" 7 3-10s con.. 95	95	....	....	....	....	
Missouri 6s 87½	87¾	....	87¾	87¾	87¾	
" H. & St. J. 1ss. 90	....	....	....	....	....	
Morris and Essex..... 88	87¾	....	....	88½	88½	
" 1st mort.....	....	....	99	....	98¾	
" 2d mort.... 95½	....	....	....	....	....	
New York Central.....212	214½	215	210α	210	210	
" 7s, S.F. 1876....	....	....	....	....	....	
" 7s, conv. '76....	....	....	....	....	....	
" 6s, S.F. 1883 92	....	....	....	....	....	
" 6s, S.F. 1887....	....	....	....	91½	92	
N. York and Harlem...164½	163½	....	....	165½	166½	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. Carolina 6s 57½	52	....	58	56½	....	
" new 52	51½	....	52½	51¾	51½	
Ohio and Miss..... 32½	32¾	....	32½	32½	....	
" pref.....	....	....	....	....	....	
" 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co.... 84½	84¼	84½	84¾	83¾	85¼	
Panama	270	....	....	....	270	
Phila. and Reading..... 99½	99	97¾	97¾	97½	97¾	
Pitts., Ft. W. & Chicago.153	153½	....	....	....	....	
" 1 M.....	....	....	....	100½	....	
" 2 M.....	97	....	....	....	....	
" 3 M.....	94	....	....	....	96	
" Equip. 8s.....	....	....	....	....	....	
Quicksilver Mining Co.. 16	16	....	16	....	15¾	
St. L., Alton & T. H.....	....	....	33	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	....	....	....	....	
" Income bds.....	....	....	....	....	....	
Tennessee 6s..... 63½	....	....	63¾	63	63	
" new..... 57	56½	....	56¾	56½	55¾	
Tol., Wab. & Western.....	75	....	....	....	74	
" pref.....	....	....	....	....	....	
" 1 M. ex.....	....	....	....	....	....	
" 2 M.....	....	....	....	83¼	83	
" Equipment.....	....	....	76½	....	....	
Virginia 6s, ex-coupon.. 58½	59	....	58¾	58¼	58¾	
" new.....	61	....	62½	61½	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	112¼	114½	114¼	116	115¾	116
U. S. 5s, 10-40s, reg	....	....	....	112	111¼	....
U. S. 6s, 1881, reg	122½	....	....	....	124½	125
U. S. 6s, 1881, coup	123¾	....	124½	124¼	124¼	124¾
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	122¾	122¾	122¾	123⅜	123⅜	....
U. S. 6s, 5-20s, c. 1862	124½	125	125½	125	125	125½
U. S. 6s, 5-20s, reg. '64	122⅜	....	123	....	123⅜	123⅜
U. S. 6s, 5-20s, c. 1864	122⅝	123½	123⅜	123⅞	123½	123⅝
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	123	123⅜	123⅜	123¼	123⅜	123⅝
U. S. 6s, 5-20s, r. n. '65	121½	....	....	....	122	....
U. S. 6s, 5-20s, c. n. '65	121⅛	122½	....	122⅝	122½	122⅞
U. S. 6s, 5-20s, reg. '67	....	122½	121¾	....	....	....
U. S. 6s, 5-20s, c. 1867	121½	122½	122¼	122⅝	122¼	122⅞
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	121⅛	122	....	122⅝	....	122⅝
U. S. 6s, Pac. R. R. issue	109½	110	....	111¼	111⅜	111⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	....	....
Camden and Amboy	120½	121½	122	122	122½	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	87½	....	....	89	....	....
.. 6s, 1889	....	....	86	....	....	86
.. mort. 6s, '89	....	93½	93½	....	....	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	89½	....
Lehigh Navigation	37½	37	37	....	36½	36½
.. 6s, 1884	....	....	83½	83½	....	83
.. Gold L	....	96⅝	96⅝	....	96½	....
.. R. R. L	87½	86½	87½	....	87½	....
Lehigh Valley R. R.	56⅜	56½	56⅝	56⅝	57	57
.. 6s new coup	....	94½	....	....	....	94½
.. 6s new reg	....	....	....	94¼	....	....
Little Schuylkill R. R.	....	42½	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	54	54	54	54	54
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	36
.. 6s, 1880	....	88	88	....	....	88
.. 7s	....	....	....	....	....	85
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	50	50	....	....	....
Pennsylvania R. R.	56⅞	56⅞	56⅝	56⅛	56⅝	57
.. 1st M	....	....	98	....	....	....
.. 2d M	97	....	....	....	....	97½
Penn. State, 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	105	....	....
.. 6s, 3d series	106½	....	....	....	....	....
.. 6s, W. L	....	....	....	103¼	....	....
Philadelphia City, 6s	94⅜	95	96	....	96	96
.. new	100½	100½	100½	101	101	101
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	49⅜	49½	49⅜	49	48¾	48¾
.. 7s, 1893	....	....	....	....	....	106
Philadelphia and Erie	30⅜	30½	30⅜	30⅜	30⅜	....
.. 6s	....	....	....	....	....	....
.. 7s	86⅜	....	....	....	85	85
Schuylkill Navigation	10	....	10½	....	....	....
.. pref	20½	....	20⅜	....	....	....
.. 6s, 1882	....	....	....	....	65	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	46½	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	19	....	....	....	....	19½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Baltimore City 6s, 1875	94	94	....	94	....	94
.. 1886	91½	....	....	....	....	92½
.. 1890	92½	93	93	....	93½	93⅝
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	94	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885. 84	....	....	....	....	....	....
Marietta & Cin. 1st M	91½	92	89	89½	85	....
.. 2d M	70½	....	70½	....	70⅜	71
Northern Central	....	....	50½	....	50½	....
.. bonds, 1885	....	....	87	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 4.

	Th.29.	F.30.	Sat.31.	M.2.	Tu.3.	W.4
Boston and Albany	....	145	....	147	147	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	141	....	....	....	....	
Boston and Providence	134½	....	....	135	135	
Boston, Hartford & Erie	22½	....	21⅞	....	21	21
.. 7s, new	66	66	66½	66⅝	66	....
Cheshire, pref	....	80½	....	....	....	....
Concord	....	75	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	114⅜	114⅜	115	....	114⅜	114⅜
Fitchburg	132	....	....	....	132⅛	132⅛
Manchester & Lawr'ce	....	131½	....	....	....	....
Michigan Central	131½	131½	....	132	133½	
Northern, N. H.	107	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	65	65½
.. pref	....	....	....	....	....	....
Old Colony & Newport	99	99½	99½	99½	99½	99½
Phi., Wil. & Baltimore	52½	52½	....	53	52⅝	
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	....	....	100½	....	101½	
Vermont & Mass	59	....	....	....	....	59
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	99¾
Metropolitan ..	....	68⅜	....	....	....	68
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	6
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— July 9.	July 16.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	25 — 26	23 — 24
Detroit and Milwaukee 1st mort. 7s	60 — 63	60 — 63
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	18⅛ — 18⅜	19 — 19⅛
Do. sterig. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —100	99 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95½— 95¾	92⅛— 93⅛
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	105 —107	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 96	94 — 96
Do. General mort. 6 p. c. 1910	83 — 85	84 — 86
Philadelphia and Erie 1st mort. 1881	86 — 88	86 — 88
Do. with option to be paid in Phila.	86 — 88	87 — 89

American Railroad Journal.

Saturday, August 7, 1869.

Stock Exchange and Money Market.

Money has been in quite liberal supply and generally easy in price, since our last, on the basis of 5@7 per cent. on call and 7@9 per cent. per annum in the discount form. The city banks, as well as private lenders, have been making freer advances, and have added nearly a million to their loan and discount averages, while they have had their deposits increased about 2¾ millions and their legal tender reserve about 1⅞ millions. They reduced their specie average about 2¼ millions. The U. S. Sub-Treasury closed the week and month with a cash balance of $96,621,590, as against $84,592,816 on the 1st of July. Of this balance, $77,383,685 were in coin or coin certificates, and $15,000,231 in currency. The general balance includes transfer accounts, bonds purchased and not stamped, scheduled and forwarded to Washington, being purchase of 28th and 29th of July. Assistant Treasurer Butterfield has made an important reform in the manner of reporting the daily transactions of the Sub-Treasury. He now gives separately the exact amount of the gold and currency receipts, payments, and balances, each day. The reform began on Saturday. The coin in the ownership of the Treasury Department at the close of July was $66,405,770, and on private deposit, in the Treasury vaults, $36,725,840, making the aggregate coin reserve on the 1st inst. $103,131,611 against $110,202,713 on the 1st of July 1869. The currency reserve of the Department at the beginning of August was $23,381,654, against $37,097,819 at the commencement of July. The U. S. Sub Treasury closed on Tuesday with a coin reserve of $77,994,936 and a currency balance of $15,362,498. The coin reserve in the Boston Sub-Treasury on the 1st inst. was $1,322,782, or $19,503 less than a week previous.

The specie reserve of the city banks according to the latest return is $27,871,933, against $20,502,737 same time last year. The city bank deposits are now $196,416,443, against $228,104,867 week ending Aug. 1, 1868. The legal tender reserve amounts to $56,101,627, against $73,638,061 same time last year. The circulation now stands at $34,068,677, against $33,957 305 same time last year. The loans are now $260,530,225, against $279,311 657 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $102 409,248 a day, against a daily average of $93,975,840 the preceding week, and $118,554,690 the week ending with July 17, 1869. The current week's exchanges average about $108,550,000 a day. The city banks, last week, reported a loss of $2,207,491 of specie, with an increase of $2,794,183 of deposits, and $1,829,765 of legal tender notes. They increased their loans, $888,336; and reduced their circulation, $42,1 21.

The city bank exchanges on Wednesday were $103,507,190, and the resulting balances, $4,231,107.

National Bank notes to the amount of $219,640 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $316,820,670, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $17,037,860, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,782,810. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $343,307,200; and for the public deposits, $21,504,500—making a total of $364,811,700. The Treasury Department last week redeemed and destroyed $343,816 of worn and mutilated fractional currency, and issued $92,626 of new. The outstanding amount of fractional currency on the 1st of Aug., was $31,030,300 against $32,062,528 on the 1st of July.

The U. S. Sub-Treasury receipts, week ending with July 31, were $10,794,473, including $2,388,449 from customs duties; payments, $11,312,906, including $1,256,836 of coin interest; balance at the close of the week, $96,621,590, against $96,079,045 at the close of the preceding week, showing an increase of $542,445. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $1,258,798, including $299,645 from customs, and payments, $599,615, including $224,738 of coin interest. On Tuesday, receipts, $993,419, including $554,000 from customs, and payments

$678,084, including $121,758 of coin interest. The balance at the close of business on Tuesday stood at $94,192,874, including $15,362,498 of currency, and $77,994,935 of coin against $98,226,186 a week previous; and $95,559,102 on July 21, 1869. The aggregate receipts of the office in July were $88,513,855 including $16,502,046 from customs; aggregate payments, $76,502,624, including $17,384,486 of coin interest.

The outstanding amount of coin certificates on the 1st of Aug. was $36,725,840 against $30,489,640 on the 1st of July. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $563,937 and retired $2,262,449 through the receipts for customs.

Government revenues have been on a somewhat reduced scale since our last, but yet very liberal for the Summer season. The excises, last week, yielded about 4¾ millions; customs at the port of New York, $2,388,449, and at the outports about $775,000 (in coin) more, making the grand total income for the week equal to about $9,099,742 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 23 millions. In July they amounted to precisely $21,587,000 against only 16 millions, same month last year.

Gold has been more abundant in the open market, and has been in less confident speculative demand at from 138⅜ to 136⅝, closing on Wednesday at 135⅝. The export drain has been light, checked by the increased offering of foreign exchange, and the depression in the price of bills. The customs inquiry has been moderate, averaging about $400,000 a day at this port. The customs receipts here in all July were $10,502,046 against $9,565,594 in July of 1868. The coin interest disbursements averaged about $210,000 a day, last week, and were up to $17,384,486 in all July. Government will market two millions of gold, in the current month of August, according to the announcements already made. One of these millions were disposed of on Thursday, the 5th inst. The specie exports on Tuesday were only $50,000; on Wednesday, half a million.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 31st day of July, 1869:

Average am't of loans and discounts	$1,528,594
Average amount of specie	649,451
Average amount of deposits	1,386,249

The customs of the port on Wednesday yielded $578,000. The U. S. Sub-Treasury disbursed $230,876 of coin interest, on that day.

The customs revenue at the port of Boston last week was $329,891.

The customs demand for Gold last week, averaged $398,075 a day; thus far, this week, it has averaged $426,822 a day, or equal to a weekly aggregate of $2,560,932. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $19,469, and since Jan. 1, $9,767,172, against $4,065,006 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $75,425,595, again $66,470,956 same time in 1868. At San Francisco, from Jan. 1, to July 15th, 1869, $4,085,421, against $4,385,731 same time last year.

The exports of specie, from this port, last week, were $631,765, against $735,592 same week last year; total, since Jan. 1, 1869, $21,926,506, against $59,638,157 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,256,836, and since Jan. 1, 1869, $62,997,887, against $59,065,580 same time in 1868. The specie exports from San Francisco, from Jan. 1, to July 16, 1869, were $22,439,532, against $21,780,419 same time in 1868. The *Alaska* from Aspinwall delivered $65,833 of California gold, here, on Monday.

The U. S. Treasury receipts from customs at all ports from July 1, to July 31, were about 16½ millions.

Foreign exchange has been in better supply and less request at rather easier rates. Bankers' prime sixty day bills on London closed on Wednesday at 109⅝@110⅛, and on Paris to 5.18¾@5.13¾; sight bills on London to 110⅛@110⅝, and on Paris to 5.13¾c.@5.11¼. The offering of produce bills has been fair this week. The week's exports of domestic produce have been to the currency value of $3,934,358, making the total since Jan. 1, 1869, $108,890,473, against $99,079,580 same time last year.

Government securities have been further advanced in price, chiefly by the demand from speculative buyers, and the anticipation of a further large purchasing call for the Five-Twenty bonds, from the Treasury Department. It was announced early on Monday that Secretary Boutwell will buy in some ten millions of 5-20 bonds during the current month, two millions for the sinking fund, and eight millions extra, to be held in reserve, and to await the action of Congress. The bonds will be bought in as follows: Two millions each on the 5th, 11th, 18th, and 25th. One million each on the 12th and 26th, the latter two for the sinking fund purposes. The offerings of bonds in the open market have been quite limited at even the ruling high prices. The last Public Debt statement for August 1, shows an additional net liquidation of $7,435,744, excluding as Treasury obligations the U. S. currency six per cent. bonds, issued in aid of the several Pacific R. R. enterprises. The total purchases of bonds during the month of July amounted to $17,912,500, of which only $2,000,000 has been on account of the sinking fund, the balance being bought subject to the ultimate sanction of Congress. The coin in the Treasury has diminished $7,071,101, and the currency on hand has declined $13,716,164, mainly owing to the large purchases of bonds. The Treasury, however, held on August 1, $23,381,654 of currency. The two millions of Five-Twenties bought in on Wednesday at the Sub-Treasury were at from 121 05@121 71. The aggregate offerings to the office on that day were over four millions.

U. S. sixes of 1881 closed here on Wednesday at 124½@125; U. S. Five-twenties of 1862, ex-coupon, 125⅛@125¼; U.S. Five-twenties of 1864 at 123⅞@123½; U. S. Five-twenties of 1865 at 124@124½; U. S. Five-twenties of 1865, consolidated, 122¾@122⅞; U. S. Five-twenties of 1867, 122⅜@123; U. S. Five-twenties of 1868, 122⅞@122¾; U. S. Ten-forties at 115⅞@116⅛; U. S. Six per cent. currency bonds, 111⅛@111⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 21.	July 28.	Aug. 4.
Consols	93⅛	93⅛	93
U.S. 5-20's of 1862	83⅛	....	83½
Erie	19	18¾	19¾
Ill. Central	94½	93¾	94½

Railway and miscellaneous stocks have been quite freely dealt in, since our last, but prices have been unusually variable. The death of Mr. Keep, led to rather extensive speculative sales of North Western shares, but the market rallied promptly and sharply, acquiring even more notable buoyancy than had paeviously prevailed. The latest dealings in Railway property showed a weaker market.

There has been a rather more generally active trade in domestic produce, and prices have been quoted stronger, in several instances, particularly in the line of Flour, Wheat, Cotton, Pork, and Lard. Middling upland cotton closed rather more buoyantly on Wednesday at 33¾ cts. per lb. The stock of cotton now here is estimated at about 25,000 bales. The receipts at the port this week, have averaged about 350 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,301,000 bales, against 2,333,000 bales same time in 1867–'8; exports, same time 1,428,500 bales, against 1,661,000 bales same time in 1867–'8; stock on hand at latest dates, 44,500 bales, against 75,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 15,646 pkgs., against 14,145 pkgs., same time last year. From Boston, 5,943 pkgs., against 6,385 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in market demand, at from 9@16c., per lb.; week's receipts, 7,428. Milch cows, dull at from $40@$110 each, receipts, 83. Veal calves in fair request at from 6@11c. per lb.; receipts, 2,983. Sheep and lambs in demand at from 4@7c., and 8@10c. per lb.,; receipts, 29,906. Swine quiet at from 9¾@10½c. per lb.; receipts, 19,686.

Foreign goods have been rather more freely dealt in and quoted stronger as to price.

Freights have been more active and quoted firmer. For Liverpool we quote flour at 2s. by sail, and 2s. 4½d.@2s. 6d. by steamer, per bbl.; grain at 7¼@7½d. by sail, and 8½@8¾d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s. @35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 462.

The New York exports, exclusive of specie, for the week ending Aug. 3, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,505,994	$3,934,358
Prev. reported	96,573,586	104,956,115
Since January 1	$99,079,580	$108,890,473

The imports for the week ending July 31, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,185,819	$2,649,371
Gen. merchandise	3,509,347	3,158,141
Total for the week	$5,695,166	$5,807,512
Previously reported	139,478,368	178,591,639
Since January 1	$145,173,534	$184,399,151

The balance in the Sub-Treasury on Wednesday was $94,640,032 61.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. 7s, guar. by Mo., 91½; Central Pacific R. R. 6s, 97¼; New Jersey Central 1st mort., 99; do., new bonds, 95¼; N. Y. and N. Haven R. R., 135; do., 6s, 96¾; Toledo, Wabash and Western consol. bonds, 82; Mil. and St. Paul, 1st mort., Iowa Division, 87½; Dubuque and Sioux City R. R., 104½; Georgia 6s, 84; do., 7s, 91; South Carolina 6s, new, 62½; Alabama 8s, 93¾; Louisiana 6s, 71; do., Levee bonds, 64½; do., 8s, Levee bonds, 85; N. Y. State 7s, Bounty Loan reg., 109; Western Union Telegraph, 38⅞; Lehigh and Susq. Coal, 0.79; Adams' Exp. Co., 59; Wells-Fargo Exp., 20½; Am. Mer. Union Exp., 41; U. S. Exp., 63½; Benton gold, 0.13; Bennehoff Run pet., 0.30; Central pet., 0.65; Consolidated Gregory gold, 2.10; Grass Valley gold, 0.47; La Crosse gold, 0.20; Montana gold, 0.13; Nye gold, 0.22; Northern Light oil, 0.45; Pit Hole Creek oil, 1.75; Quartz Hill Gold, 1.10; Rathbone oil, 0.43; Smith and Parmalee gold, 2.75; Tudor Lead, 3.75; United States Farm pet., 0.19; United States pet., 0.75; Wallkill Lead, 0.10.

Philadelphia.—Oil Creek and Allegheny River R. R., 40; Phila and Reading 6s, 1843-'80, 84; West Jersey 6s, 83; West Chester R. R., 8s, 90; New Jersey 6s, free 101; Camden and Amboy scrip, 64; Lehigh Nav. conv. Loan, 81; Chesapeake and Delaware Canal 41; Schuylkill Nav. Boat Loan, 71; St. Nicholas Coal, 3¼; New York and Middle, 5; McClintock, oil, ½. The latest quotations are: City 6s, 95¾@96¼; do., free of tax, 100⅞@101; State 5s, coupon, 94@95½; do., reg., —@96; do., 6s, W. L., 100@—; do., 1st series, 103@104½; do., 2d series, 106@—; do., 3d series, 108@—; Reading, 48⅞@49; do., 7s, 1893, 105½@106⅛; do., 6s, 1880, 88@89; Camden and Amboy, 121½@122; do., mort. 6s, 1889, 93½@94¼; do., 1883, 85@85½; Penn. R. R., 56⅞@57; do., 1st mort., 98@99; do., 2d mort., 97⅛@98; Little Schuylkill R. R., 42@42¾; Morris Canal, 28@30; do., pref., 60@63; do., bonds, 79@81; Susquehanna Canal, 10@12⅛; do., 6s, 53@54⅛; Sch. Nav., 10@10¼; do., pref., 20@20½; do., 6s, 1882, 65@65⅛; Delaware Div. Canal, 50@50½; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 40@42; do., 7s, 1873, 88½@89½; do., 5s, 59@60; Lehigh Coal and Navigation, 36⅜@36⅝; do., 6s, 1884, 83¼@83¼; do., R. R., Loan, 87¼@87¾; do., Gold Loan, 96¾@97; North Pennsylvania, 36@38; do., 6s, 88@89; do., Chattle 10s, 111@111; Philadelphia and Erie, 30¼@30¾; do., 6s, 88@89½; Minehill, 53½@54; Catawissa, 13@15; do., pref., 37@37⅜; Lehigh Valley, 56¾@57; do., 6s, new, 93½@94; Fifth and Sixth streets, (horse,) 38@40; Second and Third, 46@46½; West Philadelphia, 60@61¼; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 47¾@48; Thirteenth and Fifteenth, 19⅛@19¼; Girard College, 28@30; Tenth and Eleventh, 70@71⅛; Union, 44@—; Hestonville, 12@12⅛.

Boston.—Eastern R. R. 6s, 1889, 96; do., 1885, 94; do., 1874, 96; Vermont Central 1st mort., 85; do., 2d mort., 40; Union Pacific 6s, 88½; Old Colony and Newport 6s, 1876, 94½; do., 7s, 1877, 101¾; Boston and Lowell R. R. 6s, 1879, 96½; Phila., Wil. and Balt. 6s, 1871, 97; do., 1876, 90⅛; Cedar Rapids and Missouri R. R. 7s, 92½; Vermont Central and Vermont and Canada 8s, 1889, 101½; Cincinnati, Sandusky and Cleveland 7s, 1890, 74; Boston and Maine 6s, 99; Union Horse R. R., 98; Summit Branch, 21¾; Burlington and Missouri R. R., 85; Boston Water Power Co., 15½; Cary Imp. Co., 7⅞; Maine 6s, 1889, 99¼; New Hampshire 6s, 99½; Massachusetts 6s, 1872, gold, 124½; do., 1876, gold, 122; Chicago 7s, 97⅝; Augusta 6s, 1887, 92; Cincinnati 7 3-10s, 1889, 102½; Cook Co., Ill. 7s, 97¼; St. Louis Co. 7s, 94¾; Bangor 6s, 1894, R. R. Loan, 87¾; Charlestown 6s, 1888, 99; Salem 6s, 1877, 98¼; Augusta 6s, 1887, 80¼; Allouez Mining Co., 3.

Baltimore.—Richmond and Danville bonds, 73½; Memphis City bonds, 49¾; Maryland Defense Loan, 101; Central and Ohio 1st mort., 80⅝; Orange and Alexandria 2d mort., 73. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89@89; Balt. and Ohio, 122@121; do., 6s, 1875, 92@92½; do., 1880, 91@91; do., 1885, 93½@93¾; Northern Central, 50½@50¾; do., 6s, 1885, 87@87; do., 1900, 84¼@—; do., 6s, 1900, gold, 99½@—; Parkersburg Branch, 23@23¼; N. W. Va. 1st mort., 93@93½; do., 2d mort., 92@93; do., 3d mort., 1885, 86@88½; Marietta and Cincinnati 7s, 1892, —@89¼; do., 2d mort., 70¾@71; Central Ohio, 25@29¾; do., 1st mort., 81@82; Western Md. 6s, 1890, 69½@70; do., guar., by Baltimore City, 90@93; do., 2d mort., guar., 90@—; do., 6s, pref., 48½@50; do., 6s, guar., by Washington Co., 78@80; Richmond and Danville bonds, 72½@73¼; Baltimore 6s, 1875, 94@94; do., 1886, 92¼@92½; do., 1890, 93¾@94; do., 1893, 91@92; do., 5s, 1838-'70, 73@78; Memphis City 6s, 49½@50; City Passenger R. R., 19@20; George's Creek Coal, 68@72½; Santa Clara, 1.50@2.00; Atlantic Coal, 2.90@3.00.

☞ The earnings of the Great Western Railway of Canada, for May, 1869, were $316,327 66, and the working expenses, including renewals, $184,810 60—leaving net, $131,517 06. In May, 1868, the earnings were $306,318 47, the expenses, $179,989 78, and the net earnings, $126,328 69 showing an increase in earnings of $10,019 19, in expenses, $4,820 82, and in net earnings, $5,188 37. After deduction of loss by exchange, proportion of interest charge, &c., the *net profit for the four months* to 30th May, is $114,597, against $90,740, obtained in the corresponding period of last year.

☞ Proposals will be received at the office of the Chief Engineer of the Cumberland Valley Railroad, in Hagerstown, Md., until Wednesday, the 11th of August for the construction of about eight miles of road from Hagerstown to the Potomac River.

☞ A mortgage of the Philadelphia and Erie Railroad for $20,000,000 has just been entered in the Recorder's office at Erie, Pa. The object of the mortgage is to raise money for building a double track from Erie to Philadelphia.

☞ Track laying on the Memphis and Little Rock Railroad is progressing rapidly west of Forest City.

☞ The Savannah, Skidaway and Seaboard Railroad was formally opened on the 22d ult.

Port Huron and Chicago Railroad Line.

A NEW ROUTE BETWEEN NEW YORK AND CHICAGO.

The work on this line is being pushed in good earnest. Eastward from Battle Creek, and westward from Port Huron, the hammers of the track laying parties are resounding incessantly, and the iron to keep them supplied is constantly going forward—more than 2,500 tons having been shipped during the past month. Engines and cars are already on the line, and others are now being manufactured. At the present rate of progress, the road will be complete from Port Huron to Flint, (65 miles,) and in operation, in season for the Fall business this year, and through to Battle Creek before January 1st.

Westward of this point the road is ready for the superstructure, and track laying will follow in due course.

This line comprises four roads, viz: the Port Huron and Lake Michigan Railroad, the Peninsular Railway of Michigan, and the Peninsular Railroads of Indiana and Illinois, running from Chicago to Port Huron, and there connecting with both the Grand Trunk and Great Western Railways of Canada, for Buffalo or Suspension Bridge; thence over the New York Central or Erie road, making the shortest of the through routes between New York and Chicago.

In addition to its through travel, the local business of the line must be very large. The western part of the route is through an agricultural district as rich as any in the West, and it passes many large and prosperous towns. The eastern portion will transport the lime, salt and gypsum from the Grand River and Saginaw, and it brings within reach of a market the vast forests of pine and hard wood timber which exist in this part of Central and Northeastern Michigan.

Better than all, the line is in the hands of shrewd and practical men, who know how to push through such an enterprise, and who, knowing how, are determined to do it.

☞ The entire track of the Raritan and Delaware Bay Railroad, lying between Raritan Bay and the Camden and Atlantic track, and all the lands, permanent way, rails, stations, wharves, rolling stock and fixtures, are to be sold on the fourteenth of September next. It is said that parties are ready to purchase, if sold at a reasonable figure, who will put it in running order and commence operating it again.

☞ The directors of the Portland and Ogdensburg Railroad have voted to locate the road from Portland as far as the foot of Sebago Lake, crossing the Presumpscot River at or near Cumberland Mills, thence up the valley on the east side of the river to a point between the falls at Gambo and Leavitt's Falls, thence westerly to the lake. The engineer was directed to receive proposals for its immediate construction.

BANKS AND FINANCE. The third edition of the "Merchants' and Bankers' Almanac for 1869," has been issued at No. 41 Pine street, containing lists of six thousand bankers, three hundred Savings Banks, 850 Insurance Companies throughout the U. S., Prices of Staple Commodities for forty years, daily price of Gold, and fluctuations of Stocks and Bonds, Price two dollars.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were :

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool.....	$1,113,286	$1,161,130
" cotton ...	892,539	1,086,269
" silk	1,286,243	1,437,990
" flax.....	596,587	615,433
Miscellaneous dry goods..	339,598	488,247
Total entered for consump.	$4,228,253	$4,789,069

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool.....	$834,730	$591,054
" cotton...	145,656	238,352
" silk	238,794	234,214
" flax	225,897	241,030
Miscellaneous dry goods..	36,252	68,809
Total withdrawn from warehouse	$1,481,329	$1,373,459
Add entered for consump.	4,228,253	4,789,069
Tot. thrown on the market..	$5,709,582	$6,162,528

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool.....	$1,422,274	$1,644,961
" cotton ...	324,188	429,887
" silk	614,031	641,480
" flax	320,341	345,646
Miscellaneous dry goods..	62,460	85,427
Total entered for wareh'g..	$2,743,294	$3,147,401
Total entered for consump.	4,228,253	4,789,069
Total entered at the port..	$6,971,547	$7,936,470

The imports of foreign dry goods at New York for seven months from January 1, were :

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$7,361,100	$9,266,851
" cotton..	6,153,939	9,215,771
" silk	9,359,689	11,868 214
" flax	4,672,698	5,923,423
Miscellaneous dry goods.	3,298,522	4,039,588
Tot. entered for consump.	$30,845,948	$40,313,847

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$5,825,806	$5,622,471
" cotton..	2,859,762	2,660,033
" silk	2,284,657	2,348,394
" flax	3,027,177	2,848,674
Miscellaneous dry goods.	1,092,483	841,960
Total withdrawn from warehouse	$15,089,885	$14,321,532
Add entered for consump.	30,845,948	40,313,847
Total thrown on the market....	$45,935,833	$45,635,379

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$6,055,151	$7,073,199
" cotton..	2,421,551	2,997,349
" silk	2,380,469	3,057,044
" flax	2 083,168	3,213,769
Miscellaneous dry goods.	1,075,084	765,094
Total entered warehouse.	$14,015,423	$17,106,455
Add entered for consump.	30,845,948	40,313,847
Total entered at the port..	$44,861,371	$57,420,302

☞ The Plymouth branch of the Philadelphia, Germantown and Norristown Railroad, has been put into operation, and passenger trains are run between Conshohocken and Corson's lime kilns, on the Plymouth and Horsham Turnpike. A further extension is now in progress, by which a junction will be formed with the North Pennsylvania Railroad, about a half mile north of Edge ill Station.

Imports of General Merchandise.

Below we give a comparative statement of the imports of a few leading articles of general merchandise at New York from foreign ports for the quarter ending June 30:

	1868.	1869.
Books	$242.175	$368,589
Buttons	324,889	245,144
Cheese	60,464	67,814
Chinaware.....	96,199	177,872
Cigars	152,928	221,789
Coal	48 571	79,240
Coffee	4,825,547	4,839,180
Cotton	21,971	100,238
Earthenware.....	495,552	743,257
Furs	974,120	907,827
Glass plate	255,485	311,892
India rubber.....	597,417	826,087
Indigo	361,958	452,691
Leather & dres'd skins	1,002,143	1,641,031
Undressed do.....	1,522.785	2,978,924
Liquors—Brandy	114,762	252,123
Metal—Copper ore...	4,142	3,038
Iron, bar	622,068	764,536
Iron, pig	158,804	303,379
Iron, R. R. bars....	1,148,155	2,169.576
Iron, sheet	30.126	60,433
Lead	645,329	893,406
Spelter.....	111,157	160,519
Steel.....	868,769	681,930
Tin, slabs	418,687	214,294
Tin plates	1,741,053	2,625,185
Zinc	29,647	129,095
Molasses	2,132,090	2,174,748
Oils—Linseed	89,194	6,811
Rags	324,307	458,951
Salt	113,446	188,748
Sugar	12,832,183	17,814,216
Tea	3,043,562	5,600,423
Watches	459,871	524,177
Wines, unspecified...	402,855	915,952
Wool and waste	446,174	833,637

Journal of Railroad Law.

RAILROAD COMPANY—DEATH OF PASSENGER.—WHEN RIGHT OF ACTION IS BARRED.

The case of Andrews Admr. *vs.* The Hartford and New Haven Railroad Company, [34 Conn. 37] was an action under the statute, which gives a right of action to the executor or administrator of a deceased person killed by the negligence of a railroad company, for the benefit of the wife and children or heirs of the deceased; such suit to be brought within one year after the cause of action arises. The declaration alleged that the plaintiff was the administrator of George Andrews deceased, and that he was injured while a passenger on the cars of the defendants, by reason of the negligence of the defendants, on the 29th day of December, 1864, and soon after died in consequence thereof. The suit was brought June 14th, 1866, to the Superior Court for New Haven County.

The defendants pleaded in the bar that the suit was not brought within one year after the cause of action arose. The plaintiff replied that he was appointed administrator of the deceased as alleged in his declaration, and that the suit was brought within one year thereafter. To this replication the defendants demurred.

The following is the opinion by

BUTLER, J.—The only material question in this case is whether the action was barred by any statute of limitation.

It is founded on section 544 of the act relating to communities and corporations. The section provides in substance that where a *life* is *lost* by reason of the negligence of a railroad company, such company shall be liable to pay damages not exceeding five thousand nor less than one thousand dollars, to the use of the executor or administrator, in an action on that statute, for the benefit of the husband, or widow, or children, or heirs, as the case may be.

It is immaterial, as we have before had occasion to observe, whether a new action is thus given in substitution of the right of the administrator to sue for the injuries which occasioned the death and on behalf of the estate generally, or whether it is a limitation and regulation of the then existing right of action in favor of an executor or administrator for such injuries. The effect of the regulation, if that is its character, is not only to fix the amount of damages and limit them to the use of the relatives, but to take away by implication the right of the executor or administrator to sue for the benefit of the estate generally. Such was clearly the intention of the General Assembly. No suit can now be brought by an dministrator or executor, founded on the injuries which occasioned the death alone; and a declaration averring the negligence and injury without averring the *consequent death*, would be bad on demurrer or motion in arrest. We are all satisfied therefore, that as death is an essential precedent to the existence of any right of action the statute of limitations cannot begin to run until that event has happened.

The cause of action here would have been perfect on the happening of the death, and under section 546 would have been barred at the end of one year from the happening of that event, if an ordinary case, or there had been an executor. But it is a rule of law recognized by the Court in Hobard *vs.* Connecticut Turnpike Co.; 15, Conn. 145, that a cause of action accruing to an administrator after the death of the intestate, is not complete and does not arise and exist so that the statute of limitations can begin to run upon it, until an administrator is appointed who can bring suit. And the legislature seem to have had that rule in view when they enacted the statute; for they did not say that the action should be barred unless commenced within one year from the death, or the happening of the events, for which it is given, but unless "commenced within year after the *cause of action* shall have *arisen*." Inasmuch then as under a well settled rule no cause of action can *arise* and *exist* in favor of an administrator until he comes in existance as such, and this suit was brought within one year after the plaintiff received his appointment, it was not barred, and the court below erred in sustaining the demurrer. The Superior Court is therefore advised that there is manifest error in that respect in the record and that judgment should be reversed.

In this opinion the other judges concurred.

☞ The Lafayette, Bloomington and Munice Railroad has been organized by the election of Moses E. Fowler, John Purdue, Martin L. Pierce, Owen Ball, W. S. Lingle, James Telford, W. J. Templeton, John Green, Joseph Green, Joseph S. Ruckles and C. E. Shipley, Directors. The officers are Adams Earl, President; H. W. Chase, Secretary, and H. T. Ample, Treasurer.

☞ The Scranton *Republican* says that the Lehigh Valley Railroad is expected to be completed from Tunkhannock to Towanda during August next.

SEVEN PER CENT. GOLD
FIRST MORTGAGE CONVERTIBLE BONDS
OF THE
Danville, Urbana, Bloomington and Pekin Railroad Company
OF ILLINOIS,

Principal and Interest payable in Gold at the Farmers' Loan and Trust Coupany, New York. Coupons payable April and October.

FREE OF GOVERNMENT TAX.



The Danville, Urbana, Bloomington and Pekin Railroad, upon which property these bonds are issued, is now in process of construction, its termini being the cities of Danville and Pekin, both in Illinois. The length of the road is 117 5 100 miles; its capital stock $3,060,000. The grading, bridging, and all the work necessary to perfect a complete roadway has been already done, and the whole line is ready for the rails. These are rapidly being put down, and a portion of the road is now in successful operation. It is expected that the whole road will be completed early the coming autumn.

These bonds are convertible into stock at par, at the option of the holder, and may be registered in the name of the owner, at any time if desired. The total amount of bonds is limited to $2,000,000. The security offered is, as we shall show, the very best. Already sums, nearly equal to the total amount of bonds to be issued, have been expended on the road. The bonds, averaging less than $18,000 per mile, are secured by a first mortgage on the whole road, and entire property of the company. The road runs East and West on the line of the principal and oldest emigrant-road in the State, passing through several populous towns and cities, and the richest agricultural district in Illinois—in a word, through the garden of the Garden State. Its local business alone will suffice to make it a first-class paying road; while, with its connections with many principal lines, its through trade must be such as to make it one of the most profitable in the country.

The road will be consolidated with the line from Danville to Indianapolis, making a line of 210 miles. At Indianapolis, connection will be made with all the through lines to New York and Baltimore; at Danville with the Toledo, Wabash and Western. In fact the road will form a main link in the direct communication of the principal Atlantic cities with southern Illinois, with Keokuk and Burlington, Iowa, and thence with Omaha and the Pacific.

It will complete a direct line from Boston to Peoria, Keokuk, Burlington, Omaha and the far West, via Albany, Buffalo, Cleveland, and the Bellefontaine Railroad to Indianapolis and Danville, or via Toledo and Wabash and Western Road.

It will form the most direct line from New York to the same points West via the New York Central, Lake Shore and Bellefontaine Roads, to Indianapolis and Danville; or via the Erie, Atlantic and Great Western, to Dayton, Ohio; and via Indiana Central, to Indianapolis, Danville, Bloomington, &c.; as well as from Philadelphia, via the Penn. Central to Harrisburg, Pittsburg, Columbus, Dayton and Indianapolis.

It will form an important link in the communication of Baltimore and the South with the Great West, the North West and the Pacific, via Baltimore and Ohio Railroad, to Parkersburgh, Cincinnati, Indianapolis, Danville and Peoria.

Thus with the combined advantages of a certainty of a remunerative local business and a through business, which, as a connecting link to so many diverging and principal lines, it must necessarily have, it is reasonable to presume that the earnings of this road must exceed, in proportion to its length, those of any other railroad in Illinois. The following table shows the earnings of some of the principal railroads in Illinois:

Railroads.	Gross Earnings.	Miles road.	Earnings per mile.
Chicago, Alton and St. Louis	$3,892,861	280	$13,900
Chicago and Northwestern	11,712,248	1,152	11,670
Chicago, Rock Island and Pacific	4,105,103	410	10,012
Toledo, Wabash and Western	3,783,820	521	7,261
Illinois Central	7,160,991	708	10,115

It is safe to estimate the receipts of the Danville, Urbana, Bloomington and Pekin R. R. for the first year, at $12,000 per mile, or on 117.05 miles, $1,404,600.

FIRST YEAR.

Receipts as estimated		$1,404,600
Estimated expenses as follows:		
Operating expenses, 50 per cent	$702,300	
Interest on $2,000,000 gold bonds 7 per ct.	140,000	
Premium, 40 per cent. on $140,000 gold	56,000	
Set aside as Sinking Fund	10,000	
		908,300
Leaving a net profit over interest and expenses		$496,300

or over 6 per cent. for dividends on the capital stock the first year of its operation. Without doubt, a progressive increase thereafter. each year, would be the result. The geographical location of the road is alone sufficient to convince all of its great value and usefulness.

The stock of the Rock Island and the Illinois Central, the Chicago and Alton, Burlington and Quincy Roads, are all selling at from above par to nearly 200, while none of them are more favorably located, and the competition of them all is much greater than this can have. There is no reason why the stock of this road shall not sell as high as either of the above. Hence the privilege of converting these bonds into stock of this Company at par at any time desired greatly increases their value.

After having personally and thoroughly examined this road, we accepted the agency for negotiating its bonds. We now offer them at 95 and accrued interest in currency. With the utmost confidence we recommend them as a reliable and safe security and profitable investment.

At the present price they pay 10 per cent. currency,—over 45 per cent. more than the same amount invested in Five-twenty Bonds,—besides the advantage of being free from tax, and the prospect of a speedy advance in the stock of the road on completion, into which they may be converted.

Government Bonds and Gold received at their market value in exchange without commission. Bonds forwarded by Express free of charge.

Full particulars furnished by the undersigned, Financial Agents of the Company.

TURNER BROTHERS, Bankers,
14 Nassau Street, New York.

New York, July 22, 1869.

☞ Work has been commenced on the new passenger depot for the Susquehanna Railroad Company at Binghamton. It is to be a brick structure, French style of architecture, and covered with slate.

Pennsylvania Tonnage Tax.

The Supreme Court of Pennsylvania, sitting at Harrisburg, has just decided the following cases; Commonwealth *vs.* Philadelphia and Reading, Erie Railway, Lackawanna and Bloomsburg, Monongahela Navigation Company, and the Cleveland and Pittsburg Railroad companies—five cases in all. Error to the Court of Common Pleas of Dauphin county. The question involved herein is stated by the Court, as follows: "The question before us arises under the act of the Legislature of Pennsylvania, approved August 25, 1864, entitled "An act to provide additional revenue for the use of the commonwealth," P. L. 1864, p. 988. It is solely a revenue law, has no other purpose, and is in substance, this: That the financial officers of all railroad, steamboat, canal, slack-water navigation and transportation companies (excepting turnpike, plankroad and bridge companies), upon whose works freights are transported by themselves or others, for freights or tolls, shall make quarterly returns to the Auditor-General, stating fully and particularly the number of tons of freight carried over or upon their works, and shall pay to the State Treasurer, for the use of the commonwealth, a tax on each 2,000 pounds of freight so carried at rates designated in the act, and founded on a classification of the freights, so as to distinguish between the heavy and bulky and the lighter kinds, and thus to graduate the tax equitably in order to meet the greater expense of transportation. This act also confines the tax upon freight carried over continuous lines by several companies to a single one, to be designated by the Auditor General, so as not to charge the tax twice on freights carried over the same line of improvements. The corporations, defendants in the foregoing cases, dispute the validity of this tax, alleging that it is a regulation of commerce or an impost act beyond the power of the State."

The decision of the Court is embraced in the annexed extract:

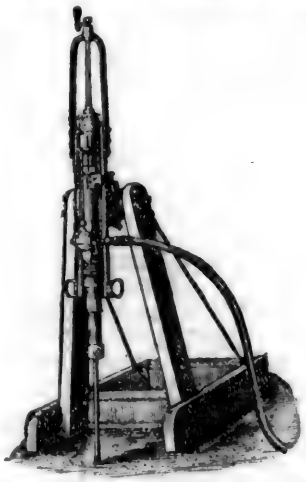
The act we are now considering is in no sense a regulation of commerce or an attempt to tax interstate commerce. It is the lawful exercise of State power over creations and uses brought into existence by her own authority; a proper tax upon the use of the franchises granted by her for the benefit of all alike who employ them, and in consideration of valuable privileges and facilities furnished to them by her authority and permission. The subject is wholly internal, and the imposition equal in its operation and equitable in its distribution; while to exempt freight passing out or coming into the State from its operations would be unjust discrimination against our own citizens and in favor of the citizens of other States. The case is not rested on the debatable ground of State power to regulate interstate commerce in the absence of Congressional legislation on the same subject, but on the admitted right of a State to execute its power of eminent domain in the construction of works for the transportation of freight and passengers, and to legislate and tax their use by those who choose to employ them as undoubted subjects of her domestic affairs and of that internal commerce which she can rightfully control so long as she do not fraudulently exercise her power to the injury of the citizens of other States.

For these reasons the judgments in all the cases are reversed and writs of *venire facias de novo* awarded in the case.

RAILROAD TIES.

CYPRESS, JUNIPER, WHITE OAK AND CHESTNUT, delivered at any shipping point, for sale by DARRELL & NASH, 83 Pearl st.

BURLEIGH'S PATENT
Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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General Agents for the United States and Europe.

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A SEVEN PER CENT. GOLD LOAN.
$6,500,000.

The Kansas Pacific Railway now in successful operation from Kansas City to Sheridan, proposes to build an extension to Denver, Colorado. The Government has granted Three Millions of Acres of the finest lands in Kansas and Colorado, which are mortgaged for the security of a loan of

$6,500,000.

This loan is secured in the most effectual manner. It represents a road in profitable operation, and will open the trade of the Rocky Mountain country and connect it with the great markets of the East. It is considered to be one of the best loans in the market.

EVEN BETTER IN SOME RESPECTS THAN GOVERNMENT SECURITIES.

The loan has thirty years to run, principal and interest payable in gold, semi-annually in either Frankfort, London, or New York, and will be free from Government taxation. The bonds for the present are sold in currency at 96, with accrued interest.

Circulars, maps, and pamphlets sent on application.

DABNEY, MORGAN & CO.,
53 Exchange Place, N. Y.
M. K. JESUP & CO.,
4t30 **12 Pine street, N. Y.**

Proposals for Bridging!

SEALED PROPOSALS WILL BE RECEIVED AT this Office until 12 M., Saturday, August 7, 1869, for the bridging and timber work on the line of the Tebo and Neosho Railroad between Sedalia and Clinton.

Bids on bridging will be per lineal foot. Bids on timber work, such as open culverts, road crossings, and cattle guards, will be per 1,000 feet B. M., in place.

Plans and specifications can be seen at this office. Bidders at a distance can obtain the same by correspondence.

Proposals for the entire line will also be considered. The right to reject any and all bids is hereby reserved. Bids should be endorsed "Chief Engineer, Tebo and Neosho Railroad. Proposals for bridging."

A. C. MARVIN, Pres't T. & N. R. R.
Office Chief Engineer, Sedalia, Mo., July 15, 1869.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—Very thorough instruction in Civil and Mining Engineering, Chemistry, Metallurgy, and Natural Science. Graduates obtain desirable positions. Re-opens Sept. 8. For annual Register, giving full information, address Prof. CHARLES DROWNE, Director. 6t

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GRINDSTONES.
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OF ALL SIZES.

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MISCELLANEOUS STOCKS,
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Highest Market rates paid for all Southern and Western Securities.
Money Advanced on Stocks, Bonds, and Real Estate.

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
NEW YORK, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Railroad and Machinery SUPPLIES.

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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THE JERSEY CITY LOCOMOTIVE WORKS CO. offer for sale their entire stock of MACHINERY, TOOLS and ENGINEERING PLANT.

The machinery was procured from celebrated manufacturers, and has been kept in the best of order. Any information relating thereto will be furnished, together with descriptive catalogue and price list, on application to the Company's Agent,

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Office corner Steuben & Warren sts.,
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NEW YORK,
IMPORTERS OF
Railway Car and Carriage Linings,
PLUSHES,
Moquettes, Seat Duck, &c.

WHEEL BARROWS,

and Store Trucks. Pugsley & Chapman, 30 Platt street, New York. Wheels, Trays, Handles, &c., always on hand. Iron Wheels to order.

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MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

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E. TROWBRIDGE, Treasurer. - - - - - DETROIT.
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RAILROAD IRON.

1,000 TONS 45 lbs. Erie Pattern.
2,000 Tons 56 lbs. Fishing Pattern.
400 Tons 60 lbs. Bessemer steel Rails.
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MANUFACTURERS OF

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From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City.
Manufactory, Junction Shop, Worcester, Mass.

NEW YORK Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 2?, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite —Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

JOHN H. THEEVER, Treasurer.
Warehouse, 37 & 38 Park Row, N. Y.

Notice to Contractors.

THE PARKTON AND MANCHESTER RAILROAD COMPANY will receive PROPOSALS up to the 14th of August for the GRADING and MASONRY and BRIDGING, in mile sections or the entire Road 13¾ miles long.

Address, marked "Proposals,"
L. C. MORLEY, Secretary.
Manchester, Carroll County, Md.

POOR'S MANUAL OF THE Railroads of the United States for 1869--'70.

SHOWING THEIR MILEAGE, STOCKS, BONDS, Cost, Traffic, Earnings, Expenses, and Organizations; with a sketch of their Rise, Progress, Influence, etc.—Together with an APPENDIX, containing a full analysis of the Debts of the United States, and the several States.

For Sale at this Office,
Price $5.00

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

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Special Attention given to Unusual Shapes, Sizes and Lengths.

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Nos. 46, 48 & 50 TERRACE SQUARE,
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Importers and Dealers in Hardware,
PROPRIETORS OF THE
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And the
Fletcher Blast Furnaces.
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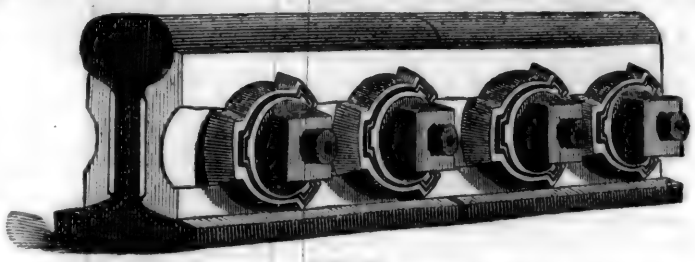
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PATENT COMPENSATING FISH-JOINT,



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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 33.] SATURDAY, AUGUST 14, 1869. [WHOLE No. 1,739, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 14, 1869.

New York and Oswego Midland Railroad.

A CHOICE SECURITY.

Messrs. GEORGE OPDYKE & Co., No. 25 Nassau St., New York, have for sale FIRST MORTGAGE BONDS of the "*New York and Oswego Midland Railroad Company*"—Coupon and Registered—Principal and Interest payable in GOLD. Interest SEVEN per cent. GOLD per annum, *Free of Government Tax*, payable in New York January and July.

The road upon which these securities are based is one of first-class importance. It spans the State of New York from its metropolis to its northern borders. No public work of greater magnitude or of fairer promise for utility and profit has ever been undertaken in this State.

Its northern terminus is at the City of Oswego, on Lake Ontario. From this point it traverses, in the direction of New York, the rich and populous counties of Oswego, Oneida, Madison, Cayuga, Onondaga, Cortland, Chenango, Otsego, Delaware, Sullivan, Ulster, and Orange, where it strikes the borders of New Jersey, whence it continues under another name and a separate charter obtained from that State, to the City of New York. The last named division is now in course of construction. The entire length of the road is upward of 400 miles.

The road is admirably located for securing a large and profitable business. The northern section of New Jersey, through which it passes, is one of the most healthful and picturesque regions in the vicinity of New York. It only needs the additional attraction of the railroad facilities which this line will afford to transform it into a wealthy and populous suburb of the metropolis; thus securing to that division of the road a large and constantly increasing local business.

The other and main division traverses the entire length of the great midland counties of New York, which have been hitherto almost destitute of railroad facilities. These counties are as fertile and productive as any in the State; and as this road will furnish them their much needed facilities for transportation and travel, it cannot fail to command, throughout its entire length, a large and remunerative local business.

Its advantages for through business, both Northern and Western, are also unsurpassed. It shortens the railroad connections of the city of New York with Oswego and Canada forty-five miles; and, by means of a branch to Auburn, where it connects with the New York Central, it shortens that connection with Buffalo and the West seventy miles. These are important advantages. Taken in connection with its thorough construction, its easy grades, and its freedom from sharp curves, it cannot fail to compete successfully with any and all other roads for through business. Possessing such superior advantages for commanding both local and through business, and being one of the trunk lines of road starting from the great commercial center of the Union, there would seem to be no more room to doubt that the road will prove to be one of the most remunerative in the country.

Its construction has been undertaken under financial auspices equally favorable. The citizens of the Midland Counties, feeling the urgent need of railroad facilities, have made subscriptions to its capital stock to the amount of six millions of dollars. The larger share of these subscriptions have been made by towns and cities in their corporate capacity, and for which they paid in town and city bonds bearing 7 per cent. interest. These bonds being made by law exempt from local and municipal taxation, when held in any county through which the road passes, the company have found ready sale for them at par and interest whenever they had occasion to use the proceeds, thus rendering the subscriptions for which they were given in payment, equivalent to cash. The Company, therefore, commenced its undertaking with a paid up capital of $6,000 000, which, it is believed, *is a larger capital than any other railroad enterprise in this country has ever been started with.*

By express provision of law the towns and cities which have thus subscribed for and now hold a majority of the capital stock of the Company, can never dispose of it, whatever the market price may be, without the consent of a majority of the taxpayers in the respective towns and cities. This virtually may be deemed a perpetual prohibition of sale, whereby the control of the road will remain forever with the farmers and business men residing on its line, who, of all others, are the parties most interested in its success, and thus save it from the hazards of being made a foot-ball of stock operators and speculators.

To provide the balance of the means that may be found requisite to complete and equip the road, the Company has adopted the usual method of issuing bonds secured by a first mortgage on its property. That mortgage has been executed. It conveys to A. A. Low, Geo. Opdyke, and Delos De Wolf, in trust, to be held as security for the bondholders, the entire road and its branches from Oswego to the State line of New Jersey, together with its equipment, franchise, and all other property of the Company appertaining thereto. *It also provides that the issue of bonds shall be strictly limited to* $20,000 *per mile of road actually built and in running order.*

The Company is prosecuting its work with great energy, and doing it in the most substantial manner. It expects to have one hundred and forty-seven miles of its road finished by the 1st October next, namely, that portion of its main line running from Oswego to Sidney Plains, the point of intersection with the Albany and Susquehanna Railroad, together with a branch to New Berlin. Nearly the whole cost of this portion has been defrayed by the stock subscriptions raised along this part of the line. The grading, masonry, and

bridging of that portion of the line is already completed, and not less than sixty miles of track laid. The work is also making good progress on other divisions of the road. It is the expectation of the Company, if not retarded by unforeseen obstacles, to have the entire road completed within the ensuing calendar year.

In offering these securities to the public it is due to the Company to say, that in the preparation of their bonds and the mortgage under which they are issued, they have cheerfully adopted every suggestion that we have deemed essential to render them the most perfect and attractive railroad security on the market. The mortgage provides that in case of default, for a period of four months, in the payment of interest, the bonds shall become due; and it empowers the trustees, in that event to take possession of the road and all other property covered in the mortgage, and to use or sell the same for the benefit of the bondholders. This we deem a most important provision, as it avoids all the delays and dangers of litigation in case of default.

The bonds are issued with coupons; but they provide for registration and reconversion into coupon bonds at the option of the holders. Or, if any holder so elect, he may, by surrendering the coupons, convert them into permanent registered bonds.

The bonds are payable in twenty-five years from the 1st of July last. They are payable in gold coin of the United States. They bear gold interest at the rate of 7 per cent. per annum, payable in New York 1st January and 1st July, free of Government tax.

In view of the $6,000,000 paid up capital of the corporation issuing these bonds; the importance of the road and its admirable location for commanding profitable local and through business; its proximity to the city of New York; its wise protection from the control of stock operators and speculators; the good judgment and energy displayed by those charged with its projection and construction; the valuable provisions contained in the mortgage; the right to convert the bonds from coupon into registered, and to reconvert them; the *sound currency* in which they are payable, and the high rate of interest they bear—in view of all these assuring facts, we feel amply warranted in commending these bonds as one of the safest and most inviting railroad securities ever offered to the public.

We are authorized for the present to sell them at par and accrued interest in currency. But the Company reserves to itself the right to enhance the price at any time it may elect.

For sale by

GEORGE OPDYKE & CO.,
No. 25 Nassau Street.

☞ The stockholders of the Portland, Saco and Portsmouth railroad have accepted the proposal made by the Eastern and Boston and Maine Railroad corporations to settle the demands made upon them, as a compromise of the existing difficulties. These roads agree to pay $180,000 in currency and $45,000 in gold, and the Portland, Saco and Portsmouth Railroad Company agree to execute an effectual release for all claims under the certain gold article in the contract of 1847. The annual dividends for July and all future dividends to be paid in gold.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$1,482,506 92	$1,659,308 61
" freight	4,216,911 86	4,758,864 29
" miscellaneous	455,228 97	394,636 28
	$6,154,647 25	$6,812,809 18
Expenses, viz.:		
Repairs of track	$682,125 17	$709,743 97
" bridges	11,412 55	37,048 58
" buildings	67,104 16	118,317 76
" fences	10,039 18	24,001 89
" docks	9,682 31	8,445 26
" locomotives	365,139 55	407,112 15
" cars	405,006 26	445,498 80
Loss and damage	39,196 02	38,656 45
Fuel consumed	296 697 80	316,070 27
Stationery, print'g, etc.	28,832 25	37,348 98
Oil and waste	69,271 55	74,011 39
Foreign agencies	20,369 09	29,279 07
Train service	187,676 86	214,236 45
Engine "	258,128 87	296,552 00
Station "	312,987 78	333,072 83
Water "	42,084 01	57,277 27
Operating & maintaining Burlingt'n Bridge		5,452 43
Ferriage	65,955 21	22,157 18
General expenses	190,456 93	217,028 96
	$3,067,165 55	$3,390,111 19
Earnings less exp.	$3,087,481 80	$3,422,697 99
Add balance April 30, 1868		491,968 80
Interest and exchange		33,716 18
		$3,948,382 97
From which deduct:		
Rent of tracks	$17,315 00	
Interest on bonds	369,547 44	
Taxes, State & county.	213,945 29	
Transfer office expense	1,000 90	
National taxes, manufactures & earnings.	46,250 66	
Dividend Sept. 15, '68.	627,195 00	
" Mar. 15, '69.	627,195 00	
Distribution of stock March 15, 1869	1,254,390 00	
National tax on dividends	130,092 35	
51 7 per cent. and 101 8 per cent bonds purchased for sinking fund	161,200 00	
		3,448,130 74
Leaving balance to credit of income account April 30, 1869		$500,252 23

The gross earnings of the railroad for the year (including interest and exchange, $33,716 18) have been $6,846,525 36; and the operating expenses of all kinds, including taxes, both State and National, and rents of tracks, and cost of transfers, have been $3,668,622 14—leaving applicable to interest and dividends during the year $3,177,903 22. The amount paid for dividends during the year has been $1,254,390; for interest on bonds, $369,547 44; stock dividend, $1,254,390; tax on dividends, $130,092 35; bonds purchased for sinking fund, $161,200—total, $3,169,619 79, leaving a balance of $8,283 43; to which add balance from previous year, $491,968 80, making the total amount to credit of income account at the close of the year $500,252 23, exclusive of amount paid into the sinking fund, which at this time is $1,036,761 13. If the amount paid into this fund be a proper credit to income account, that account stands at $1,537,013 36. The president in his report says:

The gross earnings of the road have been in excess of the previous year by $658,161 93, notwithstanding the somewhat diminished rates of fare and freight.

The aggregate tonnage of freight transported over the entire line of the road has been considerably larger than in any former year, and the increase over that of the last year has been 92,257 tons. The increase in number of cattle transported has been about 10,000 head, and of hogs about 9,000. While the general aggregate of increase in most of the items of traffic of lesser importance evinces the continual improvement and progress of the country along the lines of the railroad, the increase in the passenger traffic has been still more marked, amounting in revenues to the company to nearly $200,000 over that of the previous year, though at somewhat reduced rates of fare.

The operating expenses, as compared with the earnings, continue to be about the same as in former years, having been, exclusive of taxes, 49.76 per cent. as against 49.81, and inclusive of taxes, 53.58 per cent. as against 53.07 as compared with the previous years, showing careful economy of management, while at the same time the road-bed, track and equipment have had careful attention and been kept fully up to the standard of any former year. About forty-two miles of track have been relaid with new or re-roiled iron, and all the appointments of the road have been kept in good condition. The road-bed and track probably have never been as good as at the present time.

The second track between Chicago and Mendota is in progress: eighteen and a half miles have been laid the past year, and the track is going down upon about seven miles more, which is ready for the rail. This track is fully ballasted, and made as perfect as possible before its use for the passage of trains. Inclusive of side-tracks, nearly half of this eighty five miles is now double track. This work should continue as rapidly as practicable, until that part of the road is laid with the double track the whole distance. It has long been overtasked, and much delay and difficulty occurs there from the numerous trains always passing over it.

There have been also about fifteen miles of new additional side-track laid. The work of ballasting has been pushed forward as fast as has been practicable, with a due regard to both economy and the business of the road, and it is hoped that this work may be completed during the present year.

It will be observed, by examining the statement hereto appended of the amount of business furnished by connecting roads, that while that business is of importance, yet the chief traffic of the road, both of freight and passenger, is local. It is fully five-sevenths of the whole business. Yet that from connecting roads is becoming every year more valuable. From the Hannibal and St. Joseph Road, the contributions to the business of your road were from freight $513,775 83; and from passengers $189,199 36; both amounting to $702,975 16. From the Burlington and Missouri Road we have received from freight $396,232 23; and from passengers $75,891 01. Of the business coming from the Hannibal and St. Joseph Road, the Cameron Branch contributed $266,870 52. Both these roads are destined to become much more valuable connections year by year; and with the progress of the country west of the Missouri, as well as with the very rapid development of the country along the lines of those roads, we can now hardly estimate properly their great value in the future. The freights, for instance, from points west of Quincy to Chicago, have nearly doubled in amount during the past year. From points west of Burlington, the freight transported to Chicago this year is 54,024 tons, against 39,812 in 1868. The increase in the passenger traffic from those sources is perhaps equal in proportion.

The bridge at Kansas City, which is the southwestern terminus of the Hannibal and St. Joseph Railroad, is now complete, and the running of regular trains over it is about commencing. This opens an unbroken connection for trains from Chicago to all the Kansas roads. The Kansas Pacific runs directly west from Kansas City, four hundred miles, and is soon to be opened to Colo-

rado, at Denver. The Missouri River, Fort Scott and Gulf Railroad is nearly done to Fort Scott, and will soon be open to the southern border of the State. The Burlington and Missouri to Omaha is fast approaching completion, opening a route as eligible and direct as any other between Chicago and the Pacific Road. Both this road and the easy and unbroken connection with the Kansas roads, promise large increase to the traffic of this company. It may be added, and will, perhaps, remove any lingering doubt in the mind of any stockholder as to the safety and propriety of the aid extended to the Burlington and Missouri River Company, that as that road approaches completion its stock has risen to par in the market, and with a prospect therefore in the future, of a return to the company of full value for the full amount of the aid rendered, in addition to the increased volume of business which it will furnish to us, and which was the real object of the aid given.

When the road from Galesburg to Quincy came into the hands of this Company several years ago, it was in an unfinished state. No part of it had ever been ballasted. It was unfenced, and almost without proper station houses. The defects have been, to a great degree, remedied, and that portion of the property of the Company will in its condition and appointments compare favorably with other portions of the road.

With the progress of the country and of business, many of the appointments of the Road, adequate when they were planned, had and have become totally inadequate to the present state of things. This has been especially the case with station grounds, the Machine and other shops for the repair of the Engines, and the repair and construction of the Rolling Stock of the Company, and, in a less important degree, with very many of the other appurtenances of the Road.

The construction of Branch Roads, and the increased business upon the main lines, have made necessary large additions to Machinery and Rolling Stock, not even now adequate, to the business of the country.

There have been put upon the Road thirteen new Locomotives, and four hundred and twenty house and platform cars, and twelve way cars, and additions to machinery, at the cost of $644,811-.72.

It has been necessary, from time to time, to enlarge the grounds at many of the Stations, and at some of them at large expense, and this past year at a cost of $65,800; to lay additional track at Chicago, costing $22,746.88; to erect new roundhouses at Aurora, Galesburg and Burlington, a new blacksmith shop at Aurora, stock-yards at Quincy and Burlington, and freight and passenger-houses between Galesburg and Quincy and on on the Lewiston Branch, at a cost in the aggregate, of $337,856.57; and other works at various points. The aggregate cost of these various works during the year have been $1,237,705.60; a very large amount it is certain, and yet it is difficult to see any item of this expense which it would have been good economy to have omitted.

By the terms of the agreement between this Company and the American Central Railway Company, which led to the construction of the road from Galva to New Boston, and by which this Company becomes the lessee of that Road, this Company became bound to advance the necessary money to complete the road which might be required before the fund provided by the Company owning it should have been realized, or after it should have been exhausted. This advance, during the year, amounts to $285,875.80; all of which, however, is made secure in the value of the lease of that Road to this Company.

The cost of the extension of the Lewiston Branch to Rushville, will probably exceed somewhat the funds provided for its construction, though to a much smaller extent. That extension which is thirty miles, is the absolute property of this Company.

At Burlington, the lands under the bluffs is very limited, and to obtain depot grounds it has been necessary to fill a portion of the Mississippi, and really to make them. This was a work of time and considerable expense, and has been in progress about two years. Ample grounds for all present purposes have thus been obtained, and have been in use since the opening of the bridge. There have been expended upon this work and additional lands purchased there, the sum of $370,050.48, of which there has been expended in the past year $189,808.87. At that place, also, there have been expended for engine-house, and passenger and freight buildings, tracks, switches, &c., &c., the further sum of $57,023.85. All this expenditure is the necessary result of transferring the terminal business from the east side of the river to the City of Burlington, the real terminus of the Road in that direction.

At Quincy, the change has been from the West to the East side, and this company has been compelled to enlarge its grounds there, also, by reclaiming from the river. The cost of filling and thus adding largely to our grounds there, and constructing enlarged cattle yards, has been, for the past year $73,959 91. The enlarged traffic, both of passenger and freight, reaching us at that point from the Hannibal and St. Joseph road, in consequence of the construction of roads connecting with it in the West, both north and south, as well as west, has not only rendered these expenditures necessary in the past, but will require considerably greater ones in the near future, and especially to accommodate the passenger traffic.

The bridges have been completed at both Quincy and Burlington now some months, and in use. Both are of iron superstructure, built in the most substantial manner, and are models of neat and beautiful works of the kind. That at Quincy belongs to a Bridge Company, and was built without involving the finances of this company, but under such arrangements as guards its business against exorbitant and oppressive tolls.

By an agreement with the roads terminating at Quincy, such reasonable tolls as will enable the Bridge Stockholders to realize permanently 10 per cent. dividends only, can be levied upon the traffic passing over it, and no more; a burden not heavy in the present, and in the future with enlarged business will become less and less every year.

The bridge at Burlington has been built entirely from the funds of this company, and is its property and a part of its line, and traffic passing over it is subject to no tolls in any form. The cost of this structure, together with the approaches on both sides has been $1,227,044 81, of which, however, only $318,708 31 has been expended in the past year. The Board are very sensible that the aggregate of these expenditures in the past and previous years are very large, but they seemed to be requisite to enable the road to meet the exigencies of business and keep abreast with the progress of the country, though in the aggregate for two years past they have more than absorbed all the earnings of the road above the interest on the funded debt and the cash dividends, and other cash obligations of the company. They could not, however, well be omitted or postponed. Happily they are for the most part additions to the permanent and fixed estate of the company, and contributing much more than their cost to the value of its property.

It is not easy now to state the amounts which in the near future will be required for construction purposes; but certainly the whole amount necessary for the remainder of the double track between Chicago and Mendota, a passenger house at Quincy and at Galesburg, and a share in a joint passenger house with the Illinois Central and Michigan Central Companies at Chicago, and such enlarged power and equipment, and machine and other shops as the increasing business of the company may require.

It has been the policy of the company in the past, by arrangements familiar to all stockholders, to aid in the construction of such lateral roads as would both promote the interests of the company and contribute to increase the business of its road. The roads thus added the past year are the extension of the Lewiston Branch to Rushville, a distance of thirty miles, making that branch sixty miles long; and the road from Galva to New Boston, on the Mississippi, fifty miles. Both run into sections heretofore destitute of railway accommodations and very fertile and productive; and each of them will be valuable auxiliaries to the business of the main line of the road of the company. An arrangement of a similar nature has also been made during the year for the construction of the road from Burlington to Keokuk, to become, however, the absolute property of the company. Each of these roads, comparatively short as they are, and of not, perhaps, great value in itself, yet contributing, as it does, a business which passes a long distance over our main line, is of much value to our road. It is of still greater value to the country through which it is built, and which it contributes to enrich and develop.

Since the close of the fiscal year, arrangements of the same character have been made to aid in the construction of a road from Yates City or Elmwood, to Buda, on the main line of the road of this company; and also the Carthage and Burlington Railroad, being an extension of the Burlington Branch of our road south, through the fertile country on the east side of the Mississippi, a distance of thirty miles, and commanding, to a great extent, the business of that section over the main line for the whole distance from the point of junction. The first named road has the double advantage of bringing to our line a new business from the well cultivated and rich country through which it runs, and also of shortening the distance between all that section of country through which the Rushville Branch runs, and Chicago, from twenty-five to thirty miles.

This, as well as the Carthage road, will add largely to our business, though the Buda and Yates City road is doubtless the most important. It may also be remarked with regard to all these lateral roads that the Board have been influenced by the consideration that while they have been lending aid to these companies of local importance, in a manner not imposing heavy burdens upon the finances of this company, they have been satisfying the wishes of the people of rich sections of country, and rendering them willing and friendly contributors to our business; while otherwise they would become allies to other and rival enterprises, which, perhaps, might become prejudicial and hostile to our interests.

It will be seen by the Treasurer's Report that the expenditures for construction, including the amounts advanced for the completion of the road from Galva to New Boston and to Rushville, the double track and bridge, and other improvements above alluded to, have exceeded the surplus revenues applicable to them, by about $1,226 207 18, while there are other large expenditures which should be made as early as possible. The double track, as has been stated, should continue to go down between Mendota and Chicago. The enlargement of accommodations at Galesburg, where the business of the company has far outgrown those already there, and the erection, at that point, of a new passenger house, the purchase of lands and the erection, jointly with Michigan Central and Illinois Central Companies, of a passenger house at Chicago, the increase of power and equipment, and the enlargement of machine and other shops, are so indispensable that the Board has not deemed it best to await the earnings, to enable them to do so, before making the required improvements, but to provide for both the past and those most immediately necessary in the future at once. It scarcely needs to be said that, with another policy, these expenditures, in the past and in the future, might not have been necessary. But in a country like the West, it is impossible to remain stationary. If the companies owning and managing roads there do not meet the wants of the adjoining country and aid in its development, other alliances are sure to be found which end in rival roads, and damage to existing interests. It has, therefore, been the policy of this company, (and the Board are confirmed by its results in the past in their convic-

tions of its wisdom,) always, so far as has been practicable, to second, by aid and influence, the construction of roads which might accommodate the country and contribute to its business and obviate the necessity of rival projects. It is to this policy that the company owes much of its prosperity, while, also, it has contributed very greatly to the wealth and prosperity of all the region where this influence has been felt. While, however, the policy has been wise and has resulted in a very large and profitable business, destined to become still larger, and, we hope, more profitable as well, it brings with it the necessity of being prepared at all points, with the ability to do it, and, also, with the greatest possible facility and economy. Hence, all these additions to the property of the company in the past, and presently to be made. They are the necessary results of the vastly increased country made tributary to its business, both locally and otherwise; and the best and wisest course, in the judgment of the Board, is at once to make such necessary expenditures as will bring the capacity of the company fully up to all the demands, in the way of business, likely to be made upon it. To provide the requisite means for these purposes, they propose to distribute stock among the stockholders at its par value, to the extent of 20 per cent. of the capital stock of the company, as being at once the easiest, and to them, most agreeable mode of raising the money. With this, they believe there will be lacking nothing in the future requisite to enable the company not only to maintain its position and reputation, but to meet easily and conveniently all the demands which the increased business likely to come upon its lines may make of it.

In conclusion, we may remark that the year has been a prosperous one, and though it has called for large expenditures, as has been seen, and though these must continue for some time in the future, yet it is fully believed by all the managers of the road that they will all be much more than compensated for by the enlarged business to be transacted and the increased facilities afforded in doing it; and that with the basis of prosperity so broadly laid, and with tributary connections extending so widely and through sections of country of such extraordinary fertility and productiveness, they may still reasonably expect a continued and progressive prosperity in the future, fully equal in proportion to the capital invested to secure it to any which has been realized in the past.

The company have 135 locomotives, 49 passenger, 37 baggage, mail and express, 1 pay, 2,177 house, freight and stock (including 50 Blue Line,) 665 platform and coal, 61 drovers' and conductors', 40 gravel, 2 tool, 1 pile driving, 128 rubble, 143 hand and 2 wrecking cars.

Number of miles run by locomotives on passenger trains, 828,220; on freight trains, 1,437,892; on miscellaneous trains, 919,568—total, 3,185,680. Average cost per mile for repairs, 11.04; for oil and waste, 0.91; for fuel, 10.83—average cost per mile run, 22.78. Miles run to pint of oil, 16.14; to cord of wood, 63.84; to ton of coal, 42.16. Average cost per mile for engineers, firemen and wipers, 8.04. Wood is rated at $8 per cord; coal at $4 per ton.

The number of passengers carried during the year was 1,027,664; of these, 58,363 were through, and 969,301 way. Of the through passengers, 33,659 went west, and 24,704 east. Of the way passengers, 486,726 went west, and 482,575 east. Total carried west, 520,385; do., east, 507,279. Total mileage of passengers, 45,470,104; average do., 44.25. Earnings per passenger per mile, 3.649 cents.

The whole tonnage moved over the entire line during the year, exclusive of company freight and Illinois Central business, was 1,029,746; of which 470,291 tons were moved westward, and 559,455 tons eastward. Number of tons hauled one mile, 146,499,422. Average earnings per ton per mile, 3.01 cents. Company tonnage moved, 185,693; do., moved one mile, 11,810,863. Illinois Central tonnage moved, 367,817; do., moved one mile, 30,161,010.

GENERAL ACCOUNT, APRIL 30, 1869.

Capital stock		$13,825,025 00
Funded debt ($4,794 250) viz:		
Trust mortgage convertible sinking fund 8 per cent. bonds		150,000 00
Trust mortgage inconvertible sinking fund 8 per cent. bonds		2,977,000 00
Trust mortgage 7 per cent. bonds.		400,000 00
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the-Main, interest at 4½ per cent. to July 1, 1875, and at 4 per cent. from July 1, 1875, to July 1, 1890		941,000 00
C., B. & Q. scrip of 15 semi-annual instalments of $21,750 each, payable July and January at Frankfort-on-the-Main, issued on account of N. C. R. R.		326,250 00
Amount due under decree of Court foreclosing the mort. on the N. C. R. R., not yet called for by the bondholders, and therefore retained by order of the Court		270,000 00
Unclaimed dividends	$2,208 00	
Unpaid accounts and pay rolls	41,165 60	
Due agents and connecting roads	52,650 70	
Bills payable	217,362 12	
Due Lewiston Branch Railroad Extension	33,252 34	
		346,638 76
Due J. N. Denison, Chairman, for advances		1,226,207 18
Sinking fund		1,036,761 13
Balance to credit of income acc'nt		500,252 23
		$21,999,134 30
Construction		$15,745,050 07
Equipment		3,850,219 34
Due on Northern Cross Railroad		270,000 00
Material on hand	$490,923 07	
Pullman Palace Car Co. stock	66,200 00	
Steam ferry, President and other boats	44,074 01	
Burlington depot, grounds and accretions	315,946 42	
Chicago teams for transferring freight.	4,500 00	
		921,643 50
Monthly traffic accounts and bills receivable		257,408 48
Post office department		8,935 40
Burlington & Missouri River R. R. preferred stock, 7 instalments		412,737 64
Keokuk and St. Paul R. R. Co		86,620 62
American Central Railroad		298,708 55
Due from agents and connecting roads		115,988 97
Deposits in New York and Treasury		31,821 73
		$21,999,134 30

The directors chosen at the annual meeting June 30, 1869, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board.—JOHN N. DENISON.

Gen'l Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

Transcontinental Railroad.

CONGRESSIONAL ACTION—GENERAL FREMONT'S CONNECTION WITH THE ROAD.

To the Editor of the New York Times:

In view of the following statements, in a late number of the *Times*, that are calculated, though it cannot be that they were so intended, to defeat a great, beneficent and essentially American enterprise, and to do signal injury to the interests and usefulness of so upright, patriotic and honorable an American citizen as General FREMONT is universally conceded to be, I am sure you will feel obliged to me for communicating to you the subjoined facts.

The following are the statements of the *Times*:

"The atmosphere of Paris does not seem favorable to General FREMONT'S last great project. He and his financiering are both coming to grief. Deterred neither by the refusal of Congress to furnish a subsidy nor by its refusal to grant a right of way, he repaired to France and threw himself upon the tender mercies of its capitalists. A grand Transcontinental Railway appeared—upon paper. A company was announced to promote its construction, and a prospectus appeared full of rich and gorgeous promises. Mariposa in all its glory never excelled the picture spread before the eyes of Parisian capitalists. There were to be 'two hundred and ten millions of francs, in shares of 125 francs,' first mortgage bonds, based upon a munificent land grant, and, above all, the construction bonds were to enjoy from the Federal Government a guarantee of six per cent. interest. The last promise was unfortunate. It was specific, and admitted of a test. Mr. WASHBURNE was applied to for information, and he referred to the State Department; and the State Department remorselessly replied that the United States have granted no subsidy or aid in any shape to the imaginary Transcontinental Railway. Polite Parisian critics thereupon pronounced the project a fraud and the prospectus a tissue of falsehoods."

Last week the Secretary of State received, through Secretary Cox, of the Interior Department, the documents described below, which documents, *on Saturday last*, the 7th inst., were transmitted by the State Department, to Minister WASHBURNE at Paris, for the information of "all concerned:"

I. A letter to Secretary Cox from Governor MCCORMICK, now Delegate in Congress from Arizona, giving statements, founded on his own knowledge, respecting the legislation of Congress in aid of the Memphis, El Paso and Pacific Railroad Company and the actual *status* of that company.

II. Official statement of the Chief Clerk of United States Senate, accompanied by authenticated extracts from the journal of that body, showing repeated and favorable action of the Senate on bills and resolutions of the Senate and House in aid of the said railroad ("General FREMONT'S last great project") near the close of the Fortieth Congress, and during the brief session of the Forty-first Congress, in March last.

III. Additional official statement of the Chief Clerk of the Senate, accompanied by authenticated extracts from the journal of the House, showing that that body, on the 22d of February, 1869, (Fortieth Congress) passed by a vote of 121 yeas to 41 nays, a joint resolution granting the right of way to the said Railroad Company, and on the 22d of March, 1869, (Forty-first Congress) passed a similar joint resolution by a vote of 102 yeas to 49 nays. These resolutions were not reached, in the Senate, for want of time, except to be favorably reported. The last named joint resolution (of March 22,) is now on the calendar of the Senate, as unfinished business, and will come up for action (and be passed) at the approaching December session.

IV. Letters from Ex-Governor THROCKMORTON, of Texas, showing: 1. The existing validity of the company's charter from Texas. 2. The land grant by Texas to the Company (10,240 acres per mile.) 3. The right of way through Texas (that State having exclusive control of the public lands

within her limits,) and giving various other items of important information.

V. Certified copy of a letter from the President of the Memphis and Little Rock Railroad Company, dated April 5, 1867, to General FREMONT, showing the unanimous vote of his Company in favor of the contract consolidating the Memphis and Little Rock with the Memphis, El Paso and Pacific Railroad, and also favorable legislation of the Arkansas Legislature in behalf of that road.

VI. A certified letter from Dr. WILLIAM SCHMOILE, of Philadelphia, showing that he and his brother sold to the Memphis, El Paso and Pacific Railroad Company on the 23d of December, 1867, a large tract of land, (1,023 acres), having three miles of harbor front on the harbor of Norfolk, Va., for the Atlantic terminus of the "Southern Trans-continental" (Memphis, El Paso and Pacific) Railroad. This harbor admits vessels drawing from fifteen to thirty-three feet.

VII. A letter from Mr. EPPERSON, President of the Memphis, El Paso and Pacific Railroad Company, to the Secretary of the Interior, showing the history of the legislation of Texas in aid of the Company; that the Company has, by purchase or consolidation, already acquired the right of way over more than three-fourths of the distance to the Pacific, and giving information of other facts of great interest to the Company and the public.

These important and authentic documents will, no doubt, be in the hands of Minister WASHBURNE within the next ten days, and cannot fail, of course, to enlist his sympathy and co-operation with the interests and objects of so grand and prosperous an American enterprise. AMERICUS.

WASHINGTON, Monday, Aug. 9, 1869.

A Further Statement.

To the Editor of the New York Times:

Your editorial notice of the 3d inst., respecting General FREMONT and the Memphis, El Paso and Pacific Railroad Company in Paris does both the General and the Company injustice, by making them responsible, impliedly at least, for the publication of the prospectus referred to.

Neither the General nor the officers of the Company had anything to do with its publication.

The statements in that prospectus were doubtless attributable to a want of distinction in the minds of its authors in France between the action of our General Government and that of one of the States.

The Memphis, El Paso and Pacific Railroad Company was incorporated by the State of Texas to build a railroad through that State upon or near the thirty-second parallel, which road it is now engaged in constructing. It has a land grant from the State upon which its bonds are based. These bonds have been sold in Europe. They are in the ordinary form of coupon bonds, and show upon their face how they are secured, and what obligations the Company assumes. No construction bonds have ever been offered for sale.

The representations made by the Company and by General FREMONT in its behalf, are in writing, and are scrupulously and definitely correct in every particular.

The negotiations abroad were committed to persons versed in that kind of business and residing there, and have been attended with such results that about one-half of the entire issue of $10,000,000 of land bonds have been sold.

The proceeds are being applied as needed in the construction and equipment of the road, which, from the methodical and economical organization and management of the Company, promises to be built and put in operation with more dispatch and less waste than any other railroad in the United States.

Confusion has arisen from the use of the term "Trans-continental," applied abroad to designate the Company and its bonds.

This term was taken from the memorial presented to the last Congress praying for a national grant of a right of way.

It was to be a part of the name of the Company to be formed under the new charter and was deemed appropriate to indicate the purpose of the Company by construction and consolidation to embrace a continuous line reaching from Norfolk on the Atlantic shore to San Diego on the Pacific.

An important part of these consolidations has already been effected. The promoters of this enterprise intend to make it in fact as well as in name a transcontinental railroad.

The adoption in advance of this name abroad has not perhaps tended to clearness of understanding nor correctness of statement in reference to this business, especially as to the part taken in it by the American Minister and the Secretary of the Interior.

Yours truly, EDWARD GILBERT,
Counsel for the Company.

NEW YORK, Aug. 5, 1869.

Journal of Railroad Law.

RAILROAD COMPANIES NOT LIABLE FOR INJURY TO SERVANT OCCURRING THROUGH NEGLIGENCE OF FELLOW SERVANT. WHEN SERVANTS OF A CONTRACTOR DEEMED THE SERVANTS OF HIS PRINCIPAL.

The facts of the late case of Burke Admr. *vs.* The Norwich and Worcester Railroad Company are clearly and fully stated in the following opinion by

MCCURDY, J.—The principle relied upon by the defendants that a master is not liable to a servant for an injury to him occasioned by the misconduct or negligence of a fellow-servant, has so often been recognized both in this country and in England, that it must now be considered as settled law. Two reasons are usually assigned for the rule: 1st. That the employed must be supposed to have contracted with reference to the perils of the business, including those which may arise from the character and conduct of his fellow employees; and 2d. That public policy requires that each servant should be influenced by its operation to be not only careful of his own doings, but as watchful as possible over the acts of his associates. Farwell *vs.* Boston and Worcester R. R. Co., 4 Met., 49.

The justness of this reasoning has been questioned by high judicial authority. Little Miami R. R. Co. *vs.* Stevens, 20 Ohio, 435. However plausible may be the theory, it is very doubtful whether, in fact, a spinner in a factory or a fireman on a railroad ever made an examination into the condition of the machinery, the mode of conducting the business, or the character and habits of the operatives for the purpose of ascertaining the extent of his risk, as an element in calculating the proper amount of his wages. A passenger in a railroad car may well be presumed to have a vivid consciousness of his risk, but it has never been understood that he contracts with reference to it when he buys his ticket so as to be his own insurer. Again, a principal is responsible to an employee for his own negligence—why should he not be liable for that of his agent over whom the employee has no control, and of whom he may have no knowledge?

With respect to consideration of policy, it is by no means certain that the public interest would not be best subserved by holding the superior, with his higher intelligence, his surer means of information, and his power of selecting, directing and discharging subordinates, to the strictest accountability for their misconduct in his service, whoever may be the sufferer from it.

But accepting the law as established, and as assented to by the parties, we are led to inquire whether the defendants have not had the benefit of it in the charge of the Court. The defendants, outside of their regular business, had engaged in discharging coal from the holds of vessels. O'Neil, an employee in their ordinary business, was acting under a special contract with them to raise and drop the coal. He employed Burke. The defendants requested the Court to charge that if Burke was employed in the same general business as O'Neil, and the company had control of him, (Burke,) and could discharge him when they chose, he was to be considered as their servant, and they were not liable.

The charge was substantially as proposed. The Court said "If Burke was an employee of the railroad company, the plaintiff cannot recover. I leave it to you upon all the evidence as a question of fact, to say whether Burke was so in the employ of O'Neil as an independent contractor, or in the employ of the company in their business. Had the company the control of him? Could they discharge him without breaking their special contract with O'Neil. If they could, or O'Neil was their agent in employing him, then he was in their employ and the plaintiff cannot recover." It is difficult to see wherein the charge differed from that which was requested by the defendants, or wherein they could have been injured.

It was conceded by the counsel for the plaintiff that if the relation of master and servant existed between the company and Burke, the action would not lie. The real question was one of fact, whether the relation existed; and even if on this motion we could inquire into the weight of the evidence, we should have no doubt of its sufficiency to sustain the verdict. In discharging the coal O'Neil was working under a particular agreement, in a business entirely distinct from his regular employment, and for a separate compensation. In this respect he was an independent contractor. He alone employed, paid, controlled, and could discharge, Burke. The pay of O'Neil did not depend upon the wages of Burke. O'Neil was paid by the ton, Burke may have been hired by the day or the job. Burke was unknown to the company and his name did not appear on their rolls. He was considered and treated by all parties as in the employment of O'Neil, and not of the company. He was neither in law nor in fact the servant of the defendants.

In the case of Kelly *vs.* The Mayor, &c., of New York, 1 Kernan, 432, Judge Selden, a very eminent jurist, says, speaking of a contract, "The clause in question clearly gave the corporation no power to control the contractor in the choice of his servants. That he might make his own selection of workmen will not be denied. The right of the selection lies at the foundation of the responsibility of a master or principal for the acts of his servant or agent. As a general rule no one can be held responsible as principal who has not the right to choose the agent from whose acts the injury flows." See also Corbin *vs.* The American Mills, 27 Conn., 274. In 1st Redfield's Law of Railways, 506 (ed. of 1867,) the general principle is laid down that one is liable for the act of his servant, but not for that of a contractor or the servant of a contractor. A long list of authorities is there collected bearing upon the question involved in this case. See also American Leading Cases, with Hare and Wallace's notes, 648. It will be noticed that in most of the cases the question has not turned so much upon the legal principles as on their application to the facts of the particular case. This is especially true in the case of Wiggett *vs.* Fox, 36 Eng., Law & Eq. R., 486, so much relied upon by the defendants.

A new trial is not advised.

In this opinion the other Judges concurred.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	------	------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	------	------
Atlantic & Gt. Western ... 50	25,879,923	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 2
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware 100	996,250	------	------
Berkshire*.....100	600,000	J. A J&O	Jly'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,800	------	------
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	326,000	J A J.O.	July'69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A.N	May '69 3
Brooklyn City & Newt'n..100	399,800	------	------
Buffalo, Bradford & Pitts.100	1,100,000	------	------
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	------	------
Camden & Burlington Co.100	331,000	------	July'69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa.....50	1,150,000	------	------
Catawissa, pref.....50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	------	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'69 5
" " pref...100	2,425,400	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy .. 50	12,500 000	M. & S.	M. '69 1½
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000	------	------
Chicago & N. Western....100	14,555,676	J. & D.	Jun.'69 5
" " pref.100	16,856,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific...100	14 000,000	April.	Apl.'69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5
Cincinnati City Passenger....	------	J'n &J'ly	Jan.'68 2
" Street.....	------	J. & J.	Jan.'69 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 1½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 1½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Aug.'69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000	------	------
Columbus and Xenia*.... 50	1,786,200	J. & J.	Jul. '69 3½
Concord.....100	1,500,000	M. & N.	May '69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	400,000	------	------
Conn. & Passum'c. Rivers 100	139,000	------	------
Do. do. pref 100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norw'lk 100	400,000	------	------
Dayton and Michigan*....100	2,392,361	------	------
Delaware*.....50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,388,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	------	------
Detroit & Milwaukee.....100	1,047,350	------	------
" " pref.100	1,500,000	------	------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'69
Dubuque and Sioux City..100	1,673,641	Annual	J'ly '69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,900	------	------
East Tenn. and Georgia....100	2,369,730	------	------
East Tenn. and Virginia...100	667,800	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*. 50	500,000	M. & N.	M'y'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,538,910	Annual	Jan. '68 7
Erie & Pittsburg 50	6 4,300	------	------
Evansville & Crawfordsv.100	1,148,445	------	------
Fitchburg 100	3,340,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248 000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	------	------	Mar.'69—
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A J&O	Jul. '69 5
Hannibal and St. Joseph..100	1,900,000	------	------
Do. do pref.100	5,253,830	------	------
Hanover Branch, Pa..... 50	116,550	M. & N.	May'69 5
Housatonic.....100	820,000	------	------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380	------	------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,800,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	26,692,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 335,000	------	------
Leeds and Farmington*.....	------	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A J&O	July'69 2½
Lehigh Luzerne.....50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami.....50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*.....50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	------	------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,989,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	------	------
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount'n* 50	1,676,915	------	------
Maine Central.....100	1,600,880	------	------
Manchester & Lawrence.100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	------	------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	6,312,725	M. & H.	Mar.'68 3
Memphis and Ohio.....100	570,000	------	------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	------	------
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan '69 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	------	------	------
" " " 1st pref 100	------	------	------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,100	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	------	------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 6
Nashville & Chattanooga..100	2,055,544	------	------
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,588	------	------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '69 3
New Jersey.....100	6,000 000	F & A	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 5½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue.....100	797,400	------	------
North Carolina.....100	4,000,000	------	------
Northern Central 50	4,643,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	165,000	------	May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	------	Jan.'69 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl.'69 4
Ohio and Mississippi.....100	20,000,000	------	------
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J&O	Jul. '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	------	------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb.'69 4
Pacific of Missouri.....100	3614,515	------	------
Panama.....100	7,000,000	J.A J&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv.100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	5,900,700	------	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor'n 50	1,535,560	A. & O.	Ap'l '69 6
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	2,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A J&O	July'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec...100	579,500	F. & A.	Aug.'69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	------	------	Jul. '69 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb'g..100	647,100	------	------
Rich., Fred. and Potomac.100	1,041,800	------	------
Rockport 100	88,400	------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	------	------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	445,598	M. & N.	May '69 3
Sand. Manef. and Newark.100	901,241	------	------
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,269,150	------	------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke.....100	868,200	------	------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottav.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	------	------
South Shore 100	259,685	------	Jul. 68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	------	------
Stockbridge & Pittsfield*100	448,700	------	------ 3½
Summit Branch 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	------	------
Taunton Branch 100	260,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922	------	------
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	------	------
Thirteenth and Fif. (Ph.). 50	------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	------	------
" " (E. D.) pref.100	1,700,000	------	------
" " (W. D. pref.100	1,300,000	------	------
Tol., Wabash and West....100	5,700,000	------	------
" " pref.100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111	------	------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000	------	------
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	------	------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,408	------	------
Virginia Central 100	2,353,679	------	------
Virginia and Tennessee...100	3,497,791	------	------
Western Union 100	2,707,693	------	------
West Jersey 100	804,150	------	Feb.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,468,775	------	------
Winchester and Potomac....	------	J. & J.	Jul. '69 3
Warren.....100	1,547,650	------	------ 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595	------	------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	------	------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 3½
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	------	------
Union..... 50	2,907,850	------	------
" preferred 50	------	------	------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Jun.'69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 3
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	------	J & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb'69 5
Roaring Brook Coal.....	200,000	------	Dec'68 2½
Short Mt. Coal..... 50	800,000	------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	------	------
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	------	------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,571
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,454	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	296,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,560	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	291,770	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,486,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	440,300	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,851	1,518,483	1,574,906	1,135,334	1,001,892	13,443,785
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	1,258,284	1,167,156	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,490	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,005	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329 447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7 817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,277	142,523	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,128
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,130	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,948
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,280,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,650	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093.731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	207,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,320,583
1867	242,793	219,065	279,647	284,720	282,930	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436 990	10.637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	460,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	691,556	914,082	712,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	586,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,609	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	165,753	144,001	138,788	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,206	450,203	429,898	323,274	320,756	3,945,594
1869	284,192	265,137	242,705	311,833	312,529	348,891	.....	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,402	100,312	75,248	54,498	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	126,268	79,431	54,719	774,967
1868	46,415	40.706	39,198	49,231	70,163	77,339	59,762	84,607	97,388	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	66,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Aug. 1, 1869					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	117
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,732,600	6	" "	1881	125
and March 3, 1863 ..... coupon		6	" "	1881	123½
Oregon War Bonds of March 2, 1861	946,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	123½
(5-20s).....coupon		6	" "	1882	123½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	123½
(5-20s).....coupon		6	" "	1884	122½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	123½
(5-20s).....coupon		6	" "	1884	122½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	123½
(5-20s).....coupon		6	" "	1885	122½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	122
(5-20s).....coupon		6	" "	1886	121½
.. .. 3d series (5-20s)...registered	379,583,450	6	" "	1887	121½
(5-20s).....coupon		6	" "	1887	121½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	123½
(5-20s).....coupon		6	" "	1888	122½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	112½
(10-40s) ....coupon		5	" "	1904	114½
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95-'99	110
Certificates of Mar. 2, 1867, and July 2, 1868...	50,810,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	25,700	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	333,472	var	.....	Due.	....
Treasury Notes (7-30s).....	1,033,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,785,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	184,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,116,719	*nil.*	.....	Dem.	....
Fractional Currency	31,030,300	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	63½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	93½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	128
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,392	6	Jan. & July.	'71-'81	99½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	22½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
—Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	64½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,428,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'90	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101
.. —Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	106½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	124½
.. —	720,000	6	" "	'74-'75	122½
.. — .. .. 1862.....	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	107½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'78-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Console. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account).....	.....	.....	.....	.....	.....
Nevada—(No Account).....	.....	.....	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,092,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	101
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	56
.. — .. (new).....	3,059,045	6	" "	'92-'98	50
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	.....	....
.. —	1,642,128	5	Jan. & July.	1870	99
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	93½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	113
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	61½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	.....	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	57
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	61
.. — .. Bonds.....	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	65
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	82
Burlington, Cedar Rapids & Minn.						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,090,608	7	April & Oct.	New York.	1893	88½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	87
2d Convertible bonds	600,000	7	" "	" "	1875	98
3d Convertible bonds	958,545	7	" "	" "	1880	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	—— " ——	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1870	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	92½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'94-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	97
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1885	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage	75,000	7	" "	"	1868	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	*7	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	85½
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee, (45 m'la):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	88
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68-'71	98½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	95½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	8	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1900	86

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	98
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1906	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	81
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,608,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	95½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1896	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	436,680	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1868	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	88½
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	80
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage not guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,668	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	87½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	600,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1867	93
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	88
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	70
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,505,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113¼
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	132
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101½
2d Mortgage (P du C.)	726,000	7.3	" "	" "	1898	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87½
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July.	New York.	1877	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	250.000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	119 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700.000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	360,000	10	April & Oct.	"	1887	100
2d Mortgage	276,500	7	— & —	"	18—	88
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	125,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	90

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	" "	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	750,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	84
Old Colony and Newport:						
Company Bonds	1,458,000	6	April & Oct.	Boston.	'75–'76	94½
Company Bonds	32,000	5	March & Sept.	"	1884	86½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	91
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	Various.	Philadelphia.	var.	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	88
2d Mortgage	4,000,000	7	" "	"	1901	85
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	84
Bonds of 1857, convertible	171,500	6	" "	"	1886	97½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	89
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	— & —	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	— & —	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	" "	Richmond.	'69–'75	....
Company Bonds, dollar	271,390	7	" "	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'60–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	77
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	95
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	— & —	Boston.	1876	98½
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	74½
3d Mortgage	148,000	7	— & —	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Convertible registered	128,893	7	— & —	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	88½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77½
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	" "	1907	82
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	89½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	84½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	1876	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d class	850,000	7	or	"	1890	....
" " 3d class	154,000	7	April & Oct.	"	1890	....
" " 4th class	1,263,000	7	.....	"	1890	....
Funded Coupons	420,000	7	.....	"	.....	....
Special Loan	200,000	8	.....	"	.....	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....
2d Mortgage	23,500	6	" "	" "	1879	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1866	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	18—	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82½
Warwick Valley:						
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	April & Oct.	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	83
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	97½
Dollar Bonds	936,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	92
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	90
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1886	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	" "	"	1886	....
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91½
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99½
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	64½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by C.R.R. Co.,N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$		lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*			4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	—	—	2,241,250	4,000,000	1,801,543	—	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	28.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	80.7	.....	.....	.....	351,077	111,667	8	100	95
Oct. 31, 1868	387.3	88.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	506.7	—	666,924	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,180	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	—	—	—	—	—	—	—	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,488,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,646	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,089	8	100	121
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	.....	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	—	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	—	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	148
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,681	—	—	—	18,639,800	14,904,360	1,967,422	—	108.3	777,049	1,913,253	870,191	1,238,657	223,834	—	100	20¼
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,628	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	140,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	142
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,196,427	381,658	1,171,449	326,882	8	100	135
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,284	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	—	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,750	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	—	—	—	—	—	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,999	9,885,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	121½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	326,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	60½
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,084	*	—	—	447,000	200,000	—	—	—	(Leased | to West Jersey.)	—	—	—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,000	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	—	—	(Leased	to Illinois Central.)	—	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	—	—	(Leased	to Chic. and N. W.)	—	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	84	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,098	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	109½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	26
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	716,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)	—	—	—	—	50	6¼
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	167
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,644,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,851	15	100	200
Dec. 31, 1868	78.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	....
May 31, 1868	800.5	—	166.1	—	245	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,008	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	89½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	117½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	—	—	—	500,000	500,000	.....	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Loss	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,323	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	—	—	(Leased	to Ind., Cin. and Laf.	—	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	—	—	(Leased	to Kentucky Central.)	—	.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased	to Ind., Cin. and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	—	132.1	255,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland Col., Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	77
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland, and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to	Atl. &	Gt. Weste	rn.)	—	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	106
Dec. 31, 1868	112.7	43.9	25.3	—	49	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Sho	re.)	—	7	100	97½
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	34½
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85.846	—	(Ope	rated by	Little Mi	ami.)	—	8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(L	eased to	Concord,)	—	—	7	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,386	288,125	137,010	17,084	1,961,700	553,800	538,067	55,939	110.3	185,392	112,817	74,757	481,809	171,914	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,743	*	43,620	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1868	14.6	—	1.1	—	....	....	....	....	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	382,400	63,957	143,207	74.0	242,146	281,134	231,518	564,518	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	117.5	—	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(U	nder cons	truction.)	—	—	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Nov. 30, 1868	30.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,000	3,683,000	1,008,102	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18	50	112½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.6	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	19,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	110
Dec. 31, 1868	50.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(I	n progres	s.)	—	—	—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progr	ess.)	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	115
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Ba	lt.)	—	—	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	....
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia	Tenn.	—	—	—	—	—	—	—	—	130.0	360,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central	l.)	165,000	5	50	64
Sept. 30, 1868	460.0	96.0	89.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	....
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,389	—	50	....
Dec. 31, 1868	36.0	—	2.2	75.0	—	—	—	—	European and North American	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American	N. Brunsw.	4,044,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,463	63,450	166,768	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,784	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	455,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759	—	86,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	132
Nov. 30, 1868	14 0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	*	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvidere	Delaware.)	—	—	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	—	—	—	1,098,000	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)	—	—	—	—	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	—	—	—	52.0	—	—	—	—	—	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	1,003,724	491,889	6s	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	220.0	105.5	....	—	99	125	30	1,418	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	603,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.2	122,712	39,149	—	320,138	128,055	—	100	....
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph*	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	126⅔
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	210
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,056,000	—	—	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	286,095	123,332	2 000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135 0	—	—	—	897,517	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 382	2,6 6,007	—	19,484	13,932,700	6,074,960	1,167	—	160.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	186
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	—	—	1,810,046	—	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	976.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	141
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	(is now	operating	Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	—	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,165,897	8,232,807	—	—	302.5	—	—	—	—	—	—	100	34
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1868	18.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132.411	35,000	26,399	—	18.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400 000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,1 6	131,393	116.0	—	—	—	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,190	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	65
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central	l.)	—	8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,1 0,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	8	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned	by Chic	ago Burlington &	Quincy.)	—	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec 31, 1868	31.0	—	113	34.0	2	2	1	20	Knoxville and Kentucky	Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,080	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	.....	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	107½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania	10,875,097	2,695,500	.....	(See Le	high Coal	and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325.468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	114
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	.....	241,200	—	39,000	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	17,262	9,140	514,646	44.000	114,049	8,267	—	(Operat	ed by Lo	uisv., Cinc	and Lex.)	45,700	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	961,615	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	.....	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	85
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	—	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55 463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,894,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9 557,860	683,330	11,706	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	149	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	109,605	389,952	211,122	2,116,000	573,445	95,278	94.0	244,054	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5,519	1,108,594	282,519	5,540	185,179	—	(Leas	ed by Lou	isv., Cinc	and Lex.)	103,839	6	100	66½
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919.094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21.807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600.000	—	.....	.....	600,000	—	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63.380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	56.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	204,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester. ¶. Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	.....	(In ha	nds of rec	eiver.)	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	—	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544.950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	131½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600.000	—	.....	.....	200,000	—	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,000	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	666	Memphis and Charles. Tenn., Miss. & Ala.	7,661,418	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,896	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksev. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.0	313 874	.....	.....	514.376	64.343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	251,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	132½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247.141	863,732	595.5	2,667,191	65,165,897	126 931,971	5,024,168	2,046,036	8	100	108½
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11.263	401	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	82½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102.119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	20	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,634	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129.000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289.438	.....	116.9	172,918	.....	.....	411.714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex.....New Jersey.	9,576,875	—	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	89½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck.....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13.294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp. Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	133
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North. ¶. L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	.....	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central.....New York.	36,607,697	*	8,402,478	2,926,844	28,780,300	11,458,904	1,037,193	6,030,913	692.2	6,212,429	201,329,512	366,199,679	14,381,303	5,143,140	8	100	210½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	165
Mar. 31, 1869	62.8	—	63.8	—	37	88	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	1,087,117	114,077	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	135
Sept. 30, 1866	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361.017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	583,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	22,701	1,053,950	845,000	276,937	21,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In progress.)												—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	....
Oct. 31, 1868	55.3	12.0	22.5	—	28	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267				1,015,394	388,240	5a	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8			4,738,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	100¼
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,088,490	*		200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	107
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				140,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,615,694	*		295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170		684,877	221,975	8	100	108¼
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova Scotia.)				145.0	279,621				3,345,141	253.994			....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222		808,981	301,742	4	100	65¼
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000			340.0		30,256,584			2,964,041	663,427	—	100	324
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880				1,197,090	653,185	—	50	82
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842		1,404,295	551,078	6	100	99¼
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,542		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	....	Orange and Newark	New Jersey.	618,549	63,889			13,612	289,550	389,000	26,500		9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387							111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471		269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,648,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535				3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	151	Panama	New Granada.	5,000,000					7,000,000	1,192,000			47.6							24	100	250
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000					(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000				(Leased	to Erie)					—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000				(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000					(Leased to Camden and Amboy.)					—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	115
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0							20	50	225
Mar. 31, 1868	130.0	25.0	....	167.0	13	14	8	102	*Pensacola and Georgia*	Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385		155.0	138,864	1,437,543			295,806	157,371	—	100	....
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000				(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	....
Jan. 30, 1869	80.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000											—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299		82.3					212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,936,561	*				215,000	800,000	212,500		39.0	87,111				156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633		287.5					2,804,250		—	50	60
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950			24.3	342,775				642,639	295,901	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135				8,791,937	3,150,837	10	50	97
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5					995,196	290,585	10	100	129¼
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200				2,393,897	905,891	8	50	105¼
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097				2,358,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	153¾
Dec. 31, 1868	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville	Penn. & W. V.	2,500,000	*			1,000,000	1,500,000					(Leased	to Pbg., Col. and Cincinnati)					—	50	21¼
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000	—	—	782	—		50,080	1,217,879	670,258		108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34,971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	14	20	12	229	Portland and Kennebec	Maine.	2,000,000	*				783,500	1,232,760	4,510		109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.5	—	5.5	—	10	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680		51.3	258,977				518,592	130,420	6	100	118
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000					(Leased	to Concord.)				24,500	7	100	215
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000				(Leased	to Eastern.)				77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,815	*				437,917	150,000			14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	434	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426		54.4	351,060	10,423,316	10,439,958		723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																	—	100	....
Dec. 31, 1868	78 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,390	—	92.3					254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000					159,744				178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000				175.0	585,727	15,355,890	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	2 1	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726		101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073		146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000						(Not in operation.)					—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0							—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under construction.)					—	100	....
Dec. 31, 1868	141.3	48 5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2				1,208,941	429,856	10	100	125
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000				2,100,000	2,050,000				166.3	694,409	4 069,421	11,712,202		993,239		—	100	36
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			4,340,000	6,700,000						(About $5 0,000 a month.)					—	100	33
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			10,000,000	4,000,000				132.0		(Leased to Ind. & St. Louis.)			612,000	517,941	—	100	100
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000					2,725,000				120.0						171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.											(Leased	to Chi. & Alton.)			240,000		—	100	....
Dec. 31, 1868	68 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1 000,000						(Under construction.)					—	100	....
Dec. 31, 1868	68.5	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500.000	*					2,020,000			80.0					209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000					(Leased	to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381.471	82,542		6,679	243,305	226,000	487				(Operated by Boston & L.)				17,500	16,788	—	100	....
Dec. 31, 1867	155.0	10.0	19.7	—	—	—	—	—	Sandusky and Cincinnati	Ohio.	3,897,479	*			2,534,596	1,362,873					(Leased	to Cin., Dayton and Eastern.)				125,000	—	50	44¼
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark	Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544			116.3	241,284				410,698	86,389	—	100	....
Oct. 31, 1867	54.0	—	7.0	—	7	1	3	71	Schuylkill and Susquehanna	Penn.	1,308,896	*			1,269.150	97,000	149,218			54.0	143,124				140,840	18,546	—	50	....
Oct. 31, 1867	9.3	99.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050						(Leased	to Phila. and Reading.)					5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke	Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588		80.0	168,037				396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3					312,577	12,909	—	100	....
May 31, 1867	135 0	—	....	100.0	16	4	3	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,092	1,079,100				135.0	164,118	1,922,936	5,003,900		363,694		—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,502,450				860,450	700,000					(Leased	to Northern Central.)					5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	15	Sheboygan and Fond du Lac	Wisconsin.	457,000	*			250,000					20.0							—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,665				100,000	37,800				20.0	(Operated by Jeff. Mad. and Louisville.)						—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	165,280				294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	....	....	....	....	*Sioux City and Pacific*	Iowa.										71.0	(Opened near close of 1867.)						—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				230,000	560,000					(Leased to Portland and Kennebec.)				36,000		—	100	....
Dec. 31, 1867	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300						(Leased to Central of New Jersey.)					6	—	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	843	South Carolina ¶	South Carolina.	6,990.734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430		243.0	609.871				1,316,066	613,777	—	100	....
Nov. 30, 1867	21.5	—	1.9	—	3	12	2	15	South Shore	Massachusetts.	462.057	39,436			1,159,085	150,000	20,147	100,533		11.5	52,309	2,290,606	22,926	85,509	27,888	—	100	15½
Dec. 31, 1867	21.0	—	....	21.0	8	17	3	18	South Side (L. I.)	New York.	1,300.000	*			450,000	750,000				34.0							—	100	....
Sept. 30, 1867	123.0	0.0	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,728.599	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766		132.5	200,058	1,861,845	5,329,232	330,090	67,921	—	100	....
Dec. 31, 1867	36.5	—	....	43.0	3	2	1	75	Southern Minnesota	Minnesota.										39.5							—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.																100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	91.0							100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.									207.5	333,302	....	....				100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	593,699	....	660,000	200,000	65,000	....	68.0	....	....	....	920,544	342,739	8	100	104
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	....	....	800,000	350,000	....	....	13.0	52,797	2,798,824	....	....	....		130	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	....	448,700	—	—	—	7.6	11,925	8,702	486,794	277,622	103,680	7½	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	....	....	267,300	—	—	1,126	—	(Leased to Housatonic.)			47,908	29,709	7	100	....
Oct. 31, 1868	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.									—	(Leased to Boston & Lowell.			31,409	31,409	7	100	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	....	....	274,400	200,000	....	....	12.0	28,000	....	....	19,773	15,970	5½	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	....	....	1,470,130	1,720,000	....	....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	50	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	....	....	(Will form a part of the Rondout, and Oswego Line.)													100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.																100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	....	148,488	957,278	73.0	459,274	....	....	1,180,386	552,666	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	....	....	576,400	250,000	....	....	34.6	169,516	....	....	337,060	165,980	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	....	....	5,700,000	3,400,000	....	....	111.0	....	....	....	750,625	199,917	—	100	74½
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	....	....	4,013,207	1,123,588	—	100	46
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	....	....	607,111	1,675,000	443,289	....	49.9	178,242	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	....	....	274,400	—	—	—	—	(Leased to Hudson River.)					7	....	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	....	....	....	....	....	....	....	....	—	(Leased to Vt. & Mass., R. R.)			5,066,650	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	....	....	510,000	....	....	....	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	....	....	20,000,000	70,000,000	....	....	—						—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	....	....	1,690,000	3,200,000	....	....	700.0	....	....	....	5,066,650	....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.									100.0	....	....	....	....	....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	....	....	1,670,100	83,000	....	....	405.0	766,201	6,752,750	20,251,545	1,910,162	533,663	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	....	....	1,351,594	....	....	....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	....	....	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	....	....	5,000,000	5,500,000	....	....	—	(Leased to Vermont Central.)					8	100	101½
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	....	....	516,164	793,200	....	....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,097,693	882,533	392,872	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	....	....	....	....	....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	....	....	3,506,300	2,452,852	461,649	....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	....	....	1,547,650	511,400	....	....	113.5	....	7,261,582	15,554,017	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	....	....	99,000	85,000	....	....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	....	....	(In hands of receiver.)						10.3	20,760	289,515	....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	....	....	....	....	....	....	....	....	7.0	....	....	....	....	....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	....	23.0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	....	(Built by State of Georgia.)		1,942,000	....	....	....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	....	....	750,000	1,200,000	....	....	138.0	....	....	....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	....	....	....	1,942,000	....	....	....	43.0	....	....	....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	....	63	Western North Carolina..North Carolina.	1,025,016	....	....	....	1,942,000	....	....	....	45.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	....	....	1,283,600	1,800,000	374,381	....	43.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	....	3,267,693	4,000,000	1,596,447	....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	....	1,209,170	1,221,500	....	....	181.0	439,405	....	....	758,785	149,149	—	50	80
Dec. 31, 1868	32.0	—	....	121.0	....	....	....	....	West Wisconsin .....West Wisconsin.	....	....	(Under construction.)						116.9	....	12,497,271	2,626,929	265,643	164,032	—	100	63½
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	....	....	(Under construction.)						—		(Not in operation.)				—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	....	....	200,000	—	—	—	—		(Not in operation.)				—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Wiconico and Pokomoke .....Maryland.	320,000	100,000	....	100,000	160,000	150,000	1,000	....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	....	....	....	....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	8	4	2	112	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	....	....	....	....	....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	14	13	8	140	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	....	....	....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	21	15	11	267	Wilton.....New Hampshire.	233,000	—	....	....	213,000	—	—	—	—	(Leased to Nashua and Lowell.)			596,169	....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	....	....	....	1,160,782	....	....	—					13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	228	Worcester and Nashua ...N. Hampshire.	1,522,200	*	....	....	1,550,000	65,608	....	....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	124½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	395,535	—	....	....	317,050	52,000	24,333	—	13.0	24,542	....	....	43,788	7,266	—	100	....
CANALS, &c.																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	41
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	....	....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				....	....	8	50	100
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,888,184	—	—	....	14,997,300	2,031,000	—	—	108.0	—	—	—	....	....	14	100	127
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,500,667	—	—	....	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	....	—	—	....	64,000	813,511	—	—	161.0	—	—	—	79,247	....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	....	8,739,800	14,004,387	—	—	108.0	—	—	—	603,067	397,785	—	50	73½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,200	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	29
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	....	2,750,000	701,000	—	—	178.0	—	—	—	258,300	30,107	—	50	40
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	....	4,797,165	7,762,720	536,411	—	108.3	—	—	—	1,026,580	....	—	50	20½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,685,267	—	—	....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	....	2,907,850	3,000,000	—	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	....	1,100,000	749,000	....	—	123.0	—	—	—	267,884	29,513	—	50	....
Oct. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	....	800,000	600,000	....	—	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.								100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	99
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762.491	491,750	200,000		299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12½
Dec. 31, '68				Hoboken and Hudson City..N.J.										....
Dec. 31, '68				Hoboken and Weehawken .N.J.										....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165.627	90,000	62.500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207.587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543.729	1,250,000		177,164	765,981	135,284	10.0	100	100	66
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522.834	400,000	91,902	38,917	206,640	16,659		100	100	69
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)....Pa.	110.907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293 548	285,307	5,500		87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.3	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77.640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	45½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116.918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	205	39	South Boston.....Mass.	401.030	400,000		12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305.828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	—
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62.152	57.250			4,200	3,749	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester.....Mass.	89,573	75 000	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....1.	600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	300,000	7	M.& N	1876	....
Brooklyn & Rockaway B'ch.					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.& D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv.. Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M.& N	1876	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1875	....
Middlesex (Boston):					
1st Mortgage sinking fund	98,500	6	J.& D.	18—	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	85½
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23.000	7	M.& N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48.300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9.300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1.	000.000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,019,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	....
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	166
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	16,356,287	7	10s	98½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	126
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	91
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	35
Mariposa Mining, pref.	1,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	38 — @ 42 —
Pig, American, No. 1 (good to best)	42 — @ — —
Pig, American, No. 2	38 — @ — —
Pig, American, Forge	36 — @ — —
Bar, Refined, English and American	85 — @ 90 —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	90 — @ 92 50
Bar, English and American, Common	85 — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 11 @ — 12½
Sheet, Single D. and T. Common	— 5 @ — 7
Rails, English (gold) per ton	— — @ 56 50
Rails, American	74 — @ 76 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 32
Bolts	— — @ — 33
Braziers'	— 33 @ — 35
Nails	— 38 @ — 40
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 35
Straits (gold).	— 31 @ — 31½
English (gold).	— 31 @ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 50 @ — —	11 75 @ 12 —
I. C. Coke	6 — @ 7 50	9 75 @ 10 75
Coke Terne	5 75 @ 6 —	8 — @ 8 50
Charcoal Terne	8 — @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 17½@ — 17½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 31½
Refined, Standard White (in ship'g order).	— — @ — 32
Refined, prime White (in shipping order).	— — @ — 33
Refined, S. W. (in merchantable order)	— — @ — 32
Naptha, Refined, (60 @ 63 gravity)	— — @ — 10
Residuum per bbl.	4 25 @ 4 50

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	60	....	....	....	....	....
Central of N. Jersey	104½	104½	105½	105½	108½	109
Chicago & Alton	165	165	....	165	....	162
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	196	....	....	....	....	200
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	88	88½	90½	91½	91½	90½
" pref.	97½	97½	97⅝	99½	100⅜	98
" 1st M.	....	91½	....	....	91½	91½
" Interest	....	90½	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	98½	....
Chic., Rock Isl. & Pac.	116½	116½	....	116½	117	117½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94½	....	....	....	95	....
Clev., Col., C. and Ind.	73½	74½	74½	....	75	76
Clev. and Pittsburg	108	....	107½	107½	107	106½
" 2 M.	100	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	86	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	100
Col., Chi., & Ind. C.	....	35	34½	35	34½	....
" 1 M.	....	83½	....	83½	83½	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	35	....
Del. & Hudson Canal	128	....	....	128	....	127
Del., Lack. & Western	112½	112½	112¼	....	112¼	112½
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	93½	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	80	....	....	....	....	80
Hannibal & St. Joseph	126	126½	....	131	127	128
" pref.	....	125½	126½	128½	....	....
Hudson River	185½	183½	186½	....	186½	186
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	142	....	....	....	141	....
" bonds	120	....	....	....	....	....
Lake Shore & Mich. S'th.	107⅜	109½	108½	108½	108½	107⅜
" Div. bonds	....	....	....	....	92	91½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	132	....	....	132½
" S.F. 8s, 1882	....	....	....	....	....	132
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	99	....	....	....	....	....
" 2 M.	93½	....	....	93½	93½	....
Mariposa Mining Co.	....	....	....	....	....	8
" pref.	....	....	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	82½	82½	83⅜	84⅜	84⅜	82½
" pref.	90⅜	90½	90⅜	91½	92	90⅝
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	101	101	....	....	101½	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	88	87⅜	87½	87½	87½	87½
" H. & St. J. 1ss.	90	....	....	....	....	....
Morris and Essex	88½	88½	....	....	89	89½
" 1st mort.	99	....	98½	....	99	....
" 2d mort.	....	....	....	....	....	92
New York Central	209⅜	207½	211½	211½	210⅜	210⅜
" 7s, S.F. 1876	....	....	....	....	100	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	165½	167	165	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	57	....	57½	....	55½	56
" new	51½	....	51½	51½	50½	50
Ohio and Miss.	32½	32½	32½	32½	....	32⅝
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	84½	84½	85⅝	86½	86	86½
Panama	....	....	260	260	....	250
Phila. and Reading	97½	97½	97¼	97⅝	97⅝	97½
Pitts., Ft. W. & Chicago	153½	....	153½	153½	154	154
" 1 M.	102	....	....	....	....	....
" 2 M.	....	99	99	....	....	....
" 3 M.	95	95	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	15½	15½	....	....	....	16
St. L., Alton & T. H.	....	34	....	36	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	82	82	....	....	....	....
" Income bds.	....	77½	....	....	77	....
Tennessee 6s	62	62½	62	61½	62	....
" new	55	56	55½	54½	55	55½
Tol., Wab. & Western	....	74½	75	....	....	74
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	83½	....	....	....	....	....
" Equipment	....	77	....	....	....	....
Virginia 6s, ex-coupon	....	58	....	57	....	....
" new	....	61	61	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	116½	115½	115⅝	115⅝	....	115
U. S. 5s, 10-40s, reg	112½	....	....	112¼	....	112½
U. S. 6s, 1881, reg	....	125	....	....	....	....
U. S. 6s, 1881, coup	124⅛	125	124⅞	125	125	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	124	123½	123⅝	....	123½	....
U. S. 6s, 5-20s, c. 1862	125½	125	125	125	124½	124½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	123½	....
U. S. 6s, 5-20s, c. 1864	124	....	123¾	....	123⅝	122⅞
U. S. 6s, 5-20s, reg. '65	....	....	....	....	123½	....
U. S. 6s, 5-20s, c. 1865	124½	123⅞	....	....	123⅛	123
U. S. 6s, 5-20s, r. n. '65	122⅝	....	....	....	122	....
U. S. 6s, 5-20s, c. n. '65	122⅝	122½	122⅝	122½	122½	121⅝
U. S. 6s, 5-20s, reg. '67	122⅝	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	122⅝	122⅝	122⅝	122½	122½	121⅞
U. S. 6s, 5-20s, reg. '68	123⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	122½	....	....	....	....
U. S. 6s, Pac. R. R. issue	111⅛	111½	111	....	110⅞	110½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa	....	....	....	15	....	....
.. preferred	....	....	....	....	37⅝	....
Camden and Amboy	122	122	122	122	....	122
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	90½	....	....	....	....	....
.. 6s, 1883	85	....	85½	85	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	94	....	....	94½	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	88½
Lehigh Navigation	36½	36½	36⅝	36⅝	37	36⅝
.. 6s, 1884	83	....	83	....	....	....
.. Gold L	97	97½	98½	98½	....	99
.. R. R. L	....	....	88	88	88	....
Lehigh Valley R. R.	57	57	57	57	57	57
.. 6s new coup	94	....	94½	....	....	....
.. 6s new reg	....	....	....	....	95½	95½
Little Schuylkill R.R.	....	....	....	....	....	42½
.. 7s	....	....	....	....	....	....
Minehill	....	....	54	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	36	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	88½	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	50	....	50½	....	....	....
Pennsylvania R. R.	57	57	56⅝	57	57	57½
.. 1st M	....	....	....	99	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	103½	....	104	104	104½	
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	109	....	....	....	....	....
.. 6s, W. L	....	....	100	....	....	....
Philadelphia City, 6s	....	96	....	96½	96½	
.. new	101	101	101⅛	102½	102½	102½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	48⅞	48⅛	48⅛	48⅛	48⅛	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	30¼	30
.. 6s	....	....	....	....	....	....
.. 7s	85	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	20
.. 6s, 1882	64½	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	12½	....	....	....	12½	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	45½	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	19½	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

	W.4.	Th.5.	F. 6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	94	....	....	....	....	....
.. 1886	....	....	....	....	92½	92½
.. 1890	93½	....	94½	94½	94½	94½
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	92½
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	83⅝	....	94
Marietta & Cin. 1st M.	85	88½	88½	88⅝	....	88
.. 2d M	71	....	....	70½	....	70½
Northern Central	50½	50½	....	....	50½	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	148	....	147⅞	....	147½	148
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	141½	....	141½	142
Boston and Providence	....	....	135	....	....	....
Boston, Hartford & Erie	21	21	20⅝	....	20½	20⅝
.. 7s, new	66	65⅞	....	....	65	65
Cheshire, pref	....	....	80	....	....	83
Concord	....	....	....	....	75½	....
Connecticut River	....	....	....	....	....	....
Eastern	114½	....	114½	....	114½	115
Fitchburg	....	....	....	....	132	....
Manchester & Lawr'ce	....	....	131½	....	....	....
Michigan Central	132	....	....	....	....	....
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ. pref.	....	....	....	....	65½	....
Old Colony & Newport	99	99	99	....	99	99½
Ph., Wil. & Baltimore	....	....	....	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	101	....	....	....	....	101½
Vermont & Mass	....	....	....	....	....	60
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	99
Metropolitan ..	....	68	....	....	....	66
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	4	3	3	....	....	6½
Franklin ..	....	....	....	....	....	13
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	6
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. July 23.	July 16.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	22½ — 23½	23 — 24
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 63
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	18¾ — 19½	19 — 19⅛
Do. sterig. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95½— 95⅝	92½— 93⅛
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	94 — 96
Do. General mort. 6 p. c. 1910	84 — 88	84 — 86
Philadelphia and Erie 1st mort. 1881	86 — 88	86 — 88
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, August 14, 1869.

Stock Exchange and Money Market.

Money has been in very full supply nearly all through the week, and though the demand from all classes of borrowers has been fairly active, it has been quite promptly met by lenders at rates within the range of from 5@7 per cent. on call, and 7@9 per cent. per annum. The city banks had nearly four millions added to their deposit averages, last week, bringing the aggregate up to over 200 millions, as against a little ever 183 millions five weeks ago. They augmented their loan and discount averages, nearly 4⅜ millions. Their specie reserve was reduced nearly 1⅞ millions, and their hoard of legal tender notes, $44,793. The U. S. Sub-Treasury closed the week with a coin balance of $77,658,079, against $77,383,685 the preceding week; and a currency balance of $14,535,814, against $15,000,231 week ending with July 31. On Tuesday of the current week, the office held a coin reserve of $78,792,546, and a currency balance of $14,926,667. The gold and greenback note reserves of the city banks are nearly 26½ millions in excess of the 25 per cent. of their liabilities call for by the banking act, which is a gain, on the preceding week, of nearly three millions. The Government received 136.13 per cent. on the sale of $1,000,000 of coin on Thursday of last week, and paid out about 121.46 per cent. for $2,000,000 United States 5 20s purchased on the lowest sealed offers at noon of the preceding day. Further purchases to the extent of $3,000,000 were to have been made on Wednesday and Thursday of the present week, which would add nearly four millions of currency to the supply of money available in the open market.

The specie reserve of the city banks according to the latest return is $26,003,925, against $24,784,427 same time last year. The city bank deposits are now $200,220,008, against $231,716,492 week ending Aug. 8, 1868. The legal tender reserve amounts to $56,056,834, against $74,051,548 same time last year. The circulation now stands at $38,947,985, against $24,074,374 same time last year. The loans are now $264,879,357, against $279,755,786 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $102,479,239 a day, against a daily average of $102,409,248 the preceding week, and $93,975,840 the week ending with July 24, 1869. The current week's exchanges average about $103,000,000 a day. The city banks, last week, reported a loss of $1,868,008 of specie, with an increase of $3,803,565 of deposits, and a loss of $44,793 of legal tender notes. They increased their loans, $4,349,132; and reduced their circulation, $120,692.

The city bank exchanges on Wednesday were $91,642,547, and the resulting balances, $3,238,021.

National Bank notes to the amount of $105,549 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $316,926,219, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $17,179,458, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,746,761. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,054,900; and for the public deposits, $20,909,500—making a total of $365,964,400. The Treasury Department last week redeemed and destroyed $171,000 of worn and mutilated fractional currency, and issued no new. The outstanding amount of fractional currency on the 1st of Aug., was $31,030,300, against $32,062,528 on the 1st of July.

The U. S. Sub-Treasury receipts, week ending with July 31, were $3,528,724 in coin, including $3,190,339 from customs duties, and $4,916,377 in currency; payments, $3,254,330 in coin, including $741,589 of coin interest, and $5,880,793 in currency; balance at the close of the week, $92,193,894, including $77,656,080 of coin, and $14,535,814 of currency, against $92,621,590 at the close of the preceding week, showing a decrease of $427,696. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $1,131,137, including $506,721 from customs, and payments, $860,129, including $76,000 of coin interest. On Tuesday, receipts, $1,114,811, including $615,000 from customs, and payments $542,255, including $187,000 of coin interest. The balance at the close of busi-

ness on Tuesday stood at $93,755,622, (including $14,926,668 of currency, and $78,792,546 of coin,) against $94,192,874 a week previous; and $98,226,136 on July 28, 1869. The aggregate receipts of the office in July were $88,513,855, including $10,502,046 from customs; aggregate payments, $76,502,624, including $17,384,486 of coin interest.

The outstanding amount of coin certificates on the 1st of Aug. was $36,725,840 against $30,489,640 on the 1st of July. The Sub-Treasurer at this port, last week, retired $3,079,339 of coin certificates through the receipts for customs.

Government revenues have been yielding quite satisfactorily, since our last. The excises have been up to a full average, while the customs receipts have been on the increase. The excises, last week, yielded about 4¼ millions; customs at the port of New York, $3,190,339, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $9,636,958 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 26¾ millions.

With a more liberal supply available in the open market, and less of a speculative inquiry noted, Gold has shown less firmness and less buoyancy, the range having from 135@136½, and the closing quotation on Wednesday 135⅛. The customs demand has been on an enlarged scale, having averaged over half a million a week. The export drain last week, slightly exceeded a million and a half; thus far, this week, the shipments have been confined to about $50,000 on Tuesday, and $265,000 on Wednesday. The U. S. Sub-Treasury at this port now controls a coin balance of about 78¾ millions, as against about 77⅜ millions ten days since. The city banks hold a little over 26 millions of specie, as against a trifle more than 31 millions three weeks preceding; and $7,811,780 on the 17th of last April. At the U. S. Sub-Treasury at Boston, the coin balance, last Saturday, was $1,521,615.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 7th day of August, 1869:

Average am't of loans and discounts	$1,432,114
Average amount of specie	862,712
Average amount of deposits	1,655,358

The customs of the port on Wednesday yielded $580,000. The U. S. Sub-Treasury disbursed $64,173 of coin interest, on that day.

The customs revenue at the port of Boston last week was $353,649.

The customs demand for Gold last week, averaged $531,723 a day; thus far, this week, it has averaged $560,860 a day, or equal to a weekly aggregate of $3,365,160. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $17,606, and since Jan. 1, $9,784,778, against $4,264,012 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $78,711,632, again $69,019,966 same time in 1868. At San Francisco, from Jan. 1, to July 21st, 1869, $4,216,000, against $4,385,731 same time last year.

The exports of specie, from this port, last week, were $1,510,842, against $2,896,532 same week last year; total, since Jan. 1, 1869, $23,436,848, against $62,584,689 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $741,589, and since Jan. 1, 1869, $63,739,476, against $59,479,580 same time in 1868. The specie exports from San Francisco, from Jan. 1, to July 16, 1869, were $22,439,532, against $21,780,419 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to July 31, were about 20 millions.

Foreign exchange has been rather more freely offered, and there has been less buoyancy in rates, the demand having been less active. Bankers' prime sixty day bills on London closed on Wednesday at 109⅝@110⅛, and on Paris to 5.18¾@5.13¾; sight bills on London to 110⅛@110⅜, and on Paris to 5.12¾c.@5.11¼. The offering of produce bills has been up to a full average this week. The week's exports of domestic produce have been to the currency value of $3,727,514, making the total since Jan. 1, 1869, $112,617,987, against $102,288,892 same time last year.

Government securities have been in rather better supply in the open market, and with a less urgent demand for the several issues, prices have been quoted weaker, with a downward tendency. Government bought in on Wednesday of the current week, through the U. S. Sub-Treasury at this port, two millions of the U. S. Five-twenty bonds at from 120.85@121.25, and accrued coin interest.

U. S. sixes of 1881 closed here on Wednesday at 123⅛@124; U. S. Five-twenties of 1862, ex coupon, 123¾@124; U. S. Five-twenties of 1864 at 122⅝@122⅞; U. S. Five-twenties of 1865 at 122¾@122⅞; U. S. Five-twenties of 1865, consolidated, 121⅝@121¾; U. S. Five-twenties of 1867, 121¾@121⅞; U. S. Five-twenties of 1868, 121½@121¾; U. S. Ten-forties at 114¾@115; U. S. Six per cent. currency bonds, 110⅜@110½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 28.	Aug. 4.	Aug. 11.
Consols	93⅛	93	93
U. S. 5-20's of 1862	....	83½	83⅜
Erie	18¾	19¾	19½
Ill. Central	93¾	94½	94½

The dealings in railway and miscellaneous stocks have been on a restricted scale, and prices have been quite variable. In the Western shares, the business has been most satisfactory, showing most strength and buoyancy in values. The New York roads have been in less favor with the speculative operators.

The demand for Breadstuffs, Petroleum, Tobacco, Cotton, and Naval Stores has been fairly active. Flour, Wheat and Corn have shown more firmness as to prices. Middling upland cotton closed rather tamely on Wednesday at 33½ cts. per lb. The stock of cotton now here is estimated at about 23,500 bales. The receipts at the port this week, have averaged about 500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,308,500 bales, against 2,347,000 bales same time in 1867–'8; exports, same time 1,428,500 bales, against 1,661,000 bales same time in 1867–'8; stock on hand at latest dates, 40,000 bales, against 72,500 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 15,744 pkgs., against 14,281 pkgs., same time last year. From Boston, 5,977 pkgs., against 6,391 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in more demand, at from 9@16c., per lb.; week's receipts, 6,549. Milch cows, dull at from $40@$110 each, receipts, 116. Veal calves in moderate request at from 6@11c. per lb.; receipts, 2,139. Sheep and lambs in fair demand at from 4½@7c., and 8@10c. per lb.,; receipts, 36,315. Swine quiet at from 10@10⅞c. per lb.; receipts, 25,346.

There has been more movement in the dry goods line, particularly in cotton and woolens, which have been in much better request and steadier in price. The reduction of rates on inland freight have favored increased purchases. Groceries and metals have been more sought after. Other kinds of foreign goods have been rather slow of sale.

There has been a fair degree of activity in ocean freights, and the general market has been quoted stronger. For Liverpool we quote flour at 1s. 10½d.@2s. by sail, and 2s. 4½d.@2s. 6d. by steamer, per bbl.; grain at 7¼@7½d. by sail, and 8¾@9d. by steamer, per bushel; cotton at $\frac{5}{32}$@$\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 25s.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 500.

The New York exports, exclusive of specie, for the week ending Aug. 10, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,209,312	$3,727,514
Prev. reported	99,079,580	108,890,473
Since January 1	$102,288,892	$112,617,987

The imports for the week ending August 7, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,534,163	$2,615,928
Gen. merchandise	3,511,930	2,592,313
Total for the week	$6,046,093	$5,208,241
Previously reported	145,173,534	184,399,151
Since January 1	$151,219,627	$189,607,392

The balance in the Sub-Treasury on Wednesday was $94,203,745 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 84; do., 7s, 92½; Louisiana 6s, 71; do., 6s, Levee bonds, 64⅞; Connecticut 6s, 99½; N. Y. State 7s, Bounty Loan coup., 109; do., reg., 109; South Carolina 6s, new, 61¾; California 7s, 128; Alabama 8s, 93⅜; Brooklyn 6s, W. L., 93; Kings County 6s, 91½; Pacific R R. 7s, guar. by Mo., 91; Central Pacific 6s, 96½; New Jersey Central new bonds, 96; Am. Dock and Imp. 7s, 95; Dubuque and Sioux City R. R., 110; Lehigh and Susq. Coal, 0.77; Western Union Telegraph, 38⅝; do., 7s, 89; Adams' Exp. Co., 59¼; Wells-Fargo Exp., 21; Am. Mer. Union Exp., 39¾; U. S. Exp., 68½; Benton gold, 0.12; Brevoort pet., 2.00; Consolidated Gregory gold, 2.00; Central gold, 0.20; Grass Valley gold, 0.40; N. Y. and Eldorado, 0.37; Quartz Hill Gold, 1.25; Smith and Parmalee gold, 2.70; United States Farm oil, 0.20.

Philadelphia.—Chesapeake and Delaware Canal, 41; do., 6s, 91¼; Schuylkill Nav. Boat Loan, 71; Lehigh Nav. conv. Loan, 81; Warren and Franklin 7s, 82½; Huntingdon and Broad Top 1st mort., 82; Oil Creek and Allegheny River R. R., 41; West Jersey R. R., 65; 5th and 6th streets

R. R., 40; Allegheny County 5s, 74½; Pittsburg 5s, 70¾; Ocean Oil, ¾; St. Nicholas Coal, 3; New York and Middle, 7; Big Mt., 6; Shamokin Coal, 57⅛. The latest quotations are: City 6s, 96¼@96½; do., free of tax, 102½@102⅝; State 5s, coupon, —@93½; do., reg., —@99¼; do., 6s, W. L., 100¼@100¾; do., 1st series, 104@104; do., 2d series, 107½@—; do., 3d series, 112½@113; Reading, 485⅛@485⅛; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@89; Camden and Amboy, 121⅞@122; do., mort. 6s, 1889, 94@94½; do., 1883, 85@85½; Penn. R. R., 57⅜@57½; do., 1st mort., 98@99; do., 2d mort., 97½@97¾; Little Schuylkill R. R., 42½@43; Morris Canal, 30@30; do., pref., 60@63; do., bonds, 79@81; Susquehanna Canal, 10@12½; do., 6s, 53½@54½; Sch. Nav., 10@10¼; do., pref., 19¾@20; do., 6s, 1882, 65@65½; Delaware Div. Canal, 50@53; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 40@42; do., 7s, 1873, 88@89; do., 5s, 59@60; Lehigh Coal and Navigation, 36¾@37; do., 6s, 1884, 83@84; do., R. R., Loan, 87½@87¾; do., Gold Loan, 99@99¼; North Pennsylvania, 36@36½; do., 6s, 88¼@89; do., Chattle 10s, 111@111; Philadelphia and Erie, 30@30¼; do., 6s, 88½@89½; Minehill, 53⅛@54; Catawissa, 16@—; do., pref., 38@—; Lehigh Valley, 56¾@57; do., 6s, new, 93½@94¼; Fifth and Sixth streets, (horse,) 39½@40; Second and Third, 46@47; West Philadelphia, 62@—; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 47¾@47¾; Thirteenth and Fifteenth, 19@19⅜; Girard College, 27@30; Tenth and Eleventh, 70@71⅛; Union, 44@—; Hestonville, 12⅛@12½.

Boston.—Vermont Central 1st mort., 84¾; do., 2d mort., 42½; Central Pacific 6s, 97; Union Pacific 6s, 89¼; Cedar Rapids and Missouri 7s, 92¾; Boston and Lowell 6s, 1879, 96¾; Eastern R. R. 6s, 1874, 96; do., 1889, 96; Old Colony and Newport 7s, 1877, 102⅝; Vermont Central and Vermont and Canada 8s, 102; Cincinnati and Indiana 7s, 1892, 73; White Water Valley R. R. 8s, 1890, 85; Stanstead, Shefford and Chambly 7s, 82; Summit Branch, 23⅜; Boston Water Power Co., 15; Cary Imp. Co., 7¾; Maine 6s, 1889, 99¼; Connecticut 6s, 1883, 98⅝; New Hampshire 6s, 1885, 99½; Massachusetts 6s, 1872, gold, 124¾; do., 1874@1875, 122¾; do., 1894, 107½; Lafayette Co., Mo.,6s, 1878, gold, 77; Cincinnati 7 3-10s, 1889, 102½; Bangor 6s, 1894, R. R. Loan, 87; Cambridge 6s, 1887, 99⅝; Albany 6s, 1879, 91¼; Chicago 7s, 97½; St. Louis 6s, 1887, 83; St. Louis Co. 7s, 94½; Cook Co., Ill. 7s, 97⅜; Brooklyn 6s, 1899, 90½; Boston 5s, 1870, gold, 134¼; Allouez Mining Co., 3⅞; Hancock, 3.

Baltimore.—Western Maryland R. R., 1st mort., 92; Richmond and Danville bonds, 73; Wilmington and Weldon bonds, 91½; Memphis City bonds, 50; Virginia 6s, old, 49. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89@89; Balt. and Ohio, 122@122½; do., 6s, 1875, 92⅛@93; do., 1880, 91@91; do., 1885, 94@94½; Northern Central, 49@49½; do., 6s, 1885, 87@87; do., 1900, 84¼@87; do., 6s, 1900, gold, 99@100½; Parkersburg Branch, 23@23¼; N. W. Va. 1st mort., 93@93½; do., 2d mort., 92@93; do., 3d mort., 1885, 86@88½; Marietta and Cincinnati 7s, 1892,87¾@88½; do., 2d mort., 69½@70; Central Ohio, 25@27; do., 1st mort., 81½@82; Western Md. 6s, 1890, 69½@70; do., guar., by Baltimore City, 90@93; do., 2d mort., guar., 90@—; do., 6s, pref., 48½@50; do., 6s, guar., by Washington Co., 78@80; Richmond and Danville bonds, 72⅝@73; Baltimore 6s, 1875, 94@95; do., 1886, 92½@93; do., 1890, 95¼@95½; do., 1893, 91@92; do., 5s, 1838-'70, 73@78; Memphis City 6s, 50@50½; City Passenger R. R., 18½@19⅛; George's Creek Coal, 70@74; Santa Clara, 1.50@2 50; Atlantic Coal, 2.90@3.00.

Memphis, El Paso and Pacific Railroad.

Three full corps of Engineers have been in the field for several months on the line of road in Texas, making the final location of the line of road, laying off and superintending the work now under contract.

A large number of men are actively at work under able Contractors on the first division of 150 miles, which is under contract to be completed by March 1, 1870.

The iron, spikes, plates, etc., for the first fifty miles, also several of the finest and most powerful Locomotives have been purchased and paid for, ready for shipment to Texas.

Implements, carts, etc., to equip another 1,000 men have just been purchased in this market ready for shipment this week.

☞ Messrs. GEORGE OPDYKE & Co. have recently brought out in this market the first mortgage bonds of the New York and Oswego Midland Railroad. These bonds are payable in gold twenty-five years from the first of July last, and bear seven per cent. gold interest, which is payable semi-annually. Particulars concerning the road and the bonds will be found in another column, to which the attention of investors is invited.

☞ The "Steel Rail" laid on the Chicago, Burlington and Quincy Railroad in June, 1867, shows little or no wear. Seven bars have broken, and in each instance, at the ends where holes for splice bolts had been punched instead of drilled. In some places where these rails are laid it has been necessary, heretofore, to replace the iron rails often as once in four months.

☞ The "Miller Platform, Coupler and Buffer" has been attached to all the Passenger and Baggage Cars on the Chicago, Burlington and Quincy Railroad, and upon several occasions has proved its great value in saving life as well as preventing a great destruction of property.

☞ The chief engineer of the Honduras Interoceanic Railroad reports that large numbers of laborers are constantly arriving from Truxillo, Belize, Lewiston, and other points, and the work of surveying the road and laying the rails is progressing very favorably. The supplementary loan recently made in Paris for the continuation of the work has greatly increased the prospect of its early completion.

☞ The Stockholders of the Michigan Southern and Buffalo and Erie Railroads, have accepted the terms of consolidation previously arranged by the directors, and the Lake Shore and Michigan Southern railroad now extends from Buffalo to Chicago.

☞ The engineers engaged in the service of the Little Rock and Fort Smith railroad are now at work locating the line of the road through Johnson county.

Railroads in Peru.

The proposals for the construction of the Transandine Railroad, from Lima to Oroyo, near the head of navigation upon the Mayro River, were opened at Lima on the 18th of July. There were but three competitors, Henry Meiggs, Senor Montero, and a German by the name of Christian. Meiggs's proposal is for $27,000,000 in Peruvian bonds. Montero asks for £4,400,000 and a guarantee of seven per cent. on the amount. Christian 20,000,000 soles in cash and 13,000,000 in bonds. In all probability the three proposals will be referred to a committee either of engineers or merchants. Proposals for the Pascamayo Road have also been made by Mr. Meiggs. The first cutting was made on the Pisco and Ica railroad on the 18th ult.

Little Rock and Fort Smith Railroad.

We are pleased to announce that Mr. Josiah Caldwell, the contractor on the road, accompanied by Capt. Haney, the secretary of the company, and C. W. Huntington, the attorney of Mr. Caldwell, have arrived in the city to make an examination of the work to be done. We are assured that a large force will shortly be placed upon the road.—*Ark. Gazette*, Aug. 3.

☞ The Detroit *Tribune* says that the Lake Shore and Michigan Southern Railway Company has agreed to guarantee the bonds of the projected railroad from Janesville through Albion to Lansing. This line extends a little to the southwest of Lansing, and with an extension to the new road projected from Port Huron west, it is believed that it would serve to take the business of that line to Chicago over the Michigan Southern.

☞ The Savannah and Gulf Railroad, which now extends from Savannah to Bainbridge, is to be extended to the Chattahoochee, opposite Columbia, Ala., where it is to connect with the Southern Alabama Railroad, which is projected from Columbia to Pollard, the point of junction of railroads to Pensacola and Mobile. This will give the Savannah and Gulf a direct line to those cities, and, eventually, to New Orleans.

☞ The Cambridge and Seaford railroad will be completed, it is stated, on the first of September. It will be thirty-three miles long, and pass through Newmarket and Federalsburg, Md., both thriving towns. Cambridge is the capital of Dorchester county, and has a population of about two thousand.

☞ A new line of railroad has recently been opened in Jamaica, (W. I.) increasing the aggregrte length of all the roads to twenty two miles. The opening of this road was celebrated by a banquet, attended by the Governor, the principal officers and the most prominent men of the colony.

☞ It is now the general belief that the work of constructing the proposed bridge across the Delaware between Camden and Philadelphia will be commenced some time next season, as nearly all the preliminaries have been arranged.

☞ The contract for the construction of the Gosford Wooden Railway has been given to Mr. Hurlbert. He will break ground within a fortnight.

Illinois Central Railroad.

The statement of this Company for the month ending July 31, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,850.68 for	$46,576 91
Acres Int. Fund Lands sold	199.86 for	2,317 48
Acres Free Lands sold	680.00 for	10,614 00
Total sales during month of July, 1869	5,730.54 for	$59,508 39
To which add Town Lot Sales		250 00
Total of all	5,730.54 for	$59,758 39
Cash collected in July		$135,356 68

TRAFFIC DEPARTMENT.

Receipts from Freight		$344,494 00
do. Passengers		129,899 34
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		55,000 00
Total Receipts in July, 1869		$539,751 67
Total Receipts in July, 1868		$481,214 34
Estimated earnings in the month of July, on the D. & S. C. R. R., not included above		$122,042 10
Corresponding month of 1868		$67,301 58

Wetland (Canada) Railway.

REPORT OF THE MANAGING DIRECTOR.

I have the honor to submit for your consideration my annual report of the transactions of the company, for the year ending December 31, 1868, together with the usual revenue accounts, traffic statements, and other departmental returns connected with the working of the railway and propellers during that period:

The gross traffic receipts of the year, from all sources have amounted to $77,482 25, (£15,921 0s. 5d. stg.) as in comparison with $68,615,46 (£14,099 1s. 4d. stg.), in 1867, showing an increase of earnings from traffic of $8,866 89, equal to £1,821 19s. 3d. stg.

THROUGH TRAFFIC.

Elevating	$6,141 46	
Freight	43,649 37	
Other sources	403 00	
		$50,193 83

LOCAL TRAFFIC.

Passengers (35,294)	$12,170 57	
Freight	9,133 34	
Mail service	400 00	
Telegraph	518 75	
Other sources	5,065 86	
		$27,288 52
Total earnings from all sources		$77,482 85

And the ordinary working expenses of the year have amounted to $58,562.66.

Maintaining roadway	$7,007 17	
" works & b'ldings.	476 01	
Repairs of machinery and rolling stock	11,405 30	
Train service	12,874 01	
Station "	4,397 08	
Terminal "	9,154 77	
General supplies	582 46	
Miscellaneous expenses	5,077 23	
General charges	7,588 63	
Total work'g expenses.	$58,562 66	
Loss on conversion U.S. currency in 1868	7,629 44	
		$66,192 10
Net earnings		$11,290 25

Thus after providing for a loss of $7,629 44 by conversion of United States currency during the year our net earnings amount to $11,290 25 (£2,319 18s. 8d. stg.) The following comparative statement shows the gross earnings and expenditure and also the loss by United States currency in 1867 and 1868:

	1867.	1868.
Gross earnings	$68,615 46	$77,482 85
Expenditure	66,756 34	58,562 66
Net earnings	$1,859 12	$18,919 69
Loss by U. S. currency	4,968 55	6,629 44
Net profit	.....	$11,290 25
Loss	$3,099 43	.....

It will be observed by an examination of the above statement that our gross earnings for 1868 show an increase of $8,866 89 (£1,821 19s. 3d. sterling), and our working expenses a decrease of $8,139 68 (£1,683 12s. 8d. stg.) as compared with 1867. In reviewing the operations of the railway for the past nine years, it is satisfactory to observe that our ordinary working expenses for 1868 are much less than in any previous year, and a much larger amount of local freight and passenger business could have been done—did the traffic exist—without increasing our expenditure.

Statement of the number of bushels of grain received and carried over the line during the year 1868:

	Bushels.
Through cargoes (106 vessels)	1,928,014
Lighterages (151 ")	499,990
From Grand Trunk Railway	27,650
From teamsters	5,805
	2,461,459

Disposed of as follows, viz:

Shipped from Port Dalhousie	2,417 283	
Delivered to millers on line	44,046	
Sold at Port Dalhousie	130	
		2,461,459

Our flour traffic for 1868 shows an increase of 16,048 barrels carried, as compared with 1867. During the past year we carried 8,715 tons of local freight and 14,286 tons of lighterage grain, for which we received, on an average, two-pence sterling per ton per mile, being a good paying rate; but for our "through cargoes," which amounted to 54,776 tons, or about 71 per cent. of our gross traffic, we received (after deducting the actual cost of transhipment at Port Dalhousie, elevating, shovelling and shortage at Oswego and Kingston insurance and agencies and loss by United States currency, which currency we are obliged to receive in payment of freight on through grain) a little less than one farthing per ton per mile, a sum insufficient to cover cost of carriage, and yet we are compelled as it were to take the "through freight" at this very low rate, to compete with other routes, or decline it altogether, a course if adopted, you can readily understand would be most injurious to our route. The permanent way, rolling stock, locomotive engines, elevator buildings and machinery, and other property of the Company have been maintained in a serviceable condition, and the expenses attending their maintenance reduced as much as circumstances would warrant, keeping in view the safety of the public and the efficiency of the Company's service.

The gross earnings of the propellers for the year ending 31st December, 1868, amounted to $50,341 74 (being an increase, as compared with 1867, of $15,815 26), derived from the following sources:

Passengers	$934 15
Freight downward	49,078 54
" upward	69 05
Towing	260 00
	$50,341 74

And the ordinary expenditure:

Repairs	$2,344 83	
Running expenses	22,387 71	
Miscellaneous	18,215 79	
		42,948 33
		$7,393 41
Loss by United States currency		14,234 08
Balance deficit		$6,840 67

Showing a deficit of $6,840 67 (£1,405 12s. 4d. sterling) in their working for 1868.

This result is greatly to be regretted, but when it is considered that no less than $14,234 08, (£2,924 16s. 3d. stg.), or say 35⅓ per cent. of their gross earnings is absorbed by the conversion of United States currency (in addition to the low rates of freight previously referred to), it can hardly be a matter for surprise, that under such unavoidable and exceptional circumstances the working of the propellers should exhibit a loss. The loss sustained by the company under this head from 1865 to 1868 (four years), in working the railway and propellers, amount to the large sum of $113,616 02 (£23,345 15s. 1d. stg.), an item of loss which will, it is feared, have to be borne annually by the company until the return to specie payments by the Government of the United States. The following statement exhibits the earnings and expenditure of propellers for years 1867 and 1868:

	1867.	1868.
Earnings	$34,523 48	$50,341 74
Expenditure	42,763 75	42,948 33
Balance	$8,240 27 loss.	$7,393 41
Loss by U.S. currency	9,726 70	14,234 08
Loss	$17,966 97	$6,840 67

The past two years have been very unprofitable ones for vessel owners in general. The speculative policy of grain dealers in Chicago and Milwaukee, in holding back the produce of the Western States from finding its way to the seaboard, has occasioned a great deal of disappointment, and made the two last seasons most unsatisfactory and unremunerative for nearly all kinds of vessel property on our lakes. On the morning of the 6th October last, the propeller Perseverance was totally destroyed by fire, when on her way to Oswego with a cargo of grain. The captain and thirteen of her crew unfortunately perished. She was insured in the undermentioned marine insurance companies for $32,000, gold, viz.:

Phœnix Marine Insurance Company, New York			$11,000 00
Security	ditto		10,000 00
Ætna	ditto	Hartford, Conn.	6,000 00
British Am.	ditto	Toronto, Canada	5,000 00

which amounts were promptly and satisfactorily paid. Shortly after the loss of the ill-fated vessel immediate steps were taken to replace her. With the consent of your London board, a contract was entered into with Mr. Shickluna, a shipbuilder, St. Catherines, to build and equip a propeller having a carrying capacity of from 18,000 to 19,000 bushels, with a speed of nine miles per hour, and to class A1, for seven years, for the sum of $26,000 00=£5,342 9s. 4d. sterling. She will be completed and ready for service on the 1st of May next. Finally, I have much pleasure in bearing testimony to the satisfactory manner in which the duties of the different departments have been performed, and to the efficiency of the officers and employes of the company.

The accounts showed an expenditure on capital account of £348,025. The revenue account for the year showed a profit on the railway of £2,320, and a loss on the working of the propellers of £1,406, leaving the net gain on the railway traffic for the year £914.

Watertown Railroad Bonds.

The Executive Board for the compromise and payment of the Watertown Railroad bonds is at length fully organized, and prepared to enter upon its work. It believes the holders of the bonds issued in aid of the Watertown and Madison Railroad will consult their interest by corresponding with this Board, rather than engage in expensive and useless litigation to collect them, as there seems to be a disposition on the part of the Board to take up such bonds as are offered at the most reasonable rates, upon which costs have not been made, and let those who prefer to resort to the courts collect their claims at the end of the law. M. B. Williams of Watertown is the Secre-

tary of the Board, to whom communications may be addressed on this subject.—*Watertown (Wis.) Dem.*

Paying Weights on Railways.

Mr. B. Haughton has published a paper read by him before the Civil and Mechanical Engineers Society in May last, entitled the "Paying and Non-paying Weights pulled by the Locomotive Engine in 1867," the object of which appears to be to prove that the average fares at present charged to passengers are fair and reasonable considering the amount of work actually performed in conveying them, the speeds at which they travel, together with the comfort and accommodation furnished, and that so so long as the railway Companies adhere to their present tariff, the public have no ground of complaint. Mr. Haughton urges these views in defence of the existing system, in opposition to proposals which have lately obtained some hold on the public mind for a transference of the railways to the Government, and in vindication of the efficient manner in which the service of the railways is performed by the present officers entrusted with the duty of working and maintaining them.

Our first obligation before discussing the points in question is to acknowledge the valuable statistical information which the author has compiled, condensed, and reduced to items for reference and comparison. These statistics are taken from the returns of the Board of Trade for the last year published, viz., 1867, and we learn from them that up to that date there were 14,247 miles of railway made at a cost of £502,563,000, being at the average rate of £35,253 per mile. That during the year the traffic receipts amounted to $39,480,000; the number of journeys was 287,688,000, average 12½ miles each; that 148,253,800 tons of goods, minerals, etc., were carried an average distance of 25 miles; that the distance travelled by the locomotives was 148,542,827 miles; that 3,924,624 passenger trains, weighing 10,708,101,106 tons, were started, each travelling a distance of 19.08 miles, and 2,403,866 goods trains, weighing 14,804,545,302 tons, each travelling 30.64 miles; that this work kept 8,619 locomotives employed, each pulling 2,960,047 tons per mile, and each engine running 17,234 miles. The average distance run by each train per day was 23.47 miles, having an average weight of 165 tons, at an average speed of 26 miles per hour, the average power exerted by each engine being 205.92 horses, the whole power exerted by the engines being equal to 1,774,824 horses, working two hours per day, or 354,965 horses working the usual ten hours.

Mr. Haughton next investigates the paying and the non-paying weights of which both the passenger and goods trains are made up, and the result comes out (so far at least as the passenger trains are concerned) even more unfavorably than is generally assumed. It has been calculated from previous statistics that about 1½ ton of dead weight is usually drawn for each passenger on an average, but Mr. Haughton shows it to be close upon two tons, or estimating the weight of one passenger with luggage at 2 cwt, the paying weight is about 5 per cent. of the gross weight of the train, while the paying weight in goods trains is about 30 per cent.; and he gives all this as a reason why the public cannot hope for a reduction in the fares; he also urges the fallacy of comparing the railway fares in this country with those on the Belgian lines, first because those alluded to in the report of the Railway Commissioners are only the State railway, and were made by Government, who selected the most paying routes, that they cost but £18,000 per mile as against £36,000, the average cost of the English lines, that they were not saddled with parliamentary expenses, and that land and labor is cheaper there than in this country, all of which combine to make the lines at home more costly, and to necessitate a higher tariff.

We cannot, however, quite agree in all Mr. Haughton advances; the cost of land, labor, and Parliamentary expenses are all comprised in the total cost of the lines, and the £18,000 per mile quoted as the cost of the Belgian lines was for the lines alone, and did not include the equipment and other expenses, which altogether brings up their total cost to about £24,000 per mile, and taking the average cost of the English railways at £35,000 per mile, the relative cost of the two would be nearly as 3 to 2, or the Belgian State lines will have cost about 31 per cent. less than the English lines; but the fares on the Belgian lines are on the average considerably more than 31 per cent. less than those of the English lines. In Belgium the fares are not the same in proportion for all distances, being greater for short than for long journeys; there may be wisdom in this arrangement, for the expense of conveying a passenger a short distance, taking all things into consideration, is much greater in proportion than for a long one; there is more wear and tear and loss of service of the engines and carriages, the cost of station accommodations, attendance, and general expenses are the same for a long as for a short journey, so that a slightly proportionate higher fare is but reasonable for short distances. The Belgian fares as compared with those in England are nearly thus: for ten miles distances about 25 per cent. less; for twenty miles 33 per cent.; for fifty miles 60 per cent.; for 100 miles 70 per cent., and for 200 miles and upwards about 75 per cent. less than the fares in this country. This difference is so enormous and so disproportionate to the actual cost of the lines that there must be something else to account for it. It cannot be the greater number of passengers carried, for although there is a slight excess in Belgium over the number in England in proportion to the mileage, the actual amount is insignificant when compared with the great disparity between the rates; thus in England 20,000 passengers were carried per mile of line open, as against 23,600 in Belgium, a difference only of about 18 per cent. Something may be said on our side for the greater speed which obtains in this country, and credit be taken for additional expense in maintaining it, but with all this, comparing our rates with those in Belgium, there does appear a good margin for a reduction, when our railways pay better. The main expenditure, notwithstanding that our carriages are on the average run 80 per cent. empty, is not incurred in the actual working of the trains, or in keeping the engines, carriages, and permanent way in repair, for the amount expended on all these items barely amounts to more than half of the total working expenses. The cost of conveying a single passenger one mile, taking the average of the classes, and allowing Mr. Haughton's estimate of 2 cwt. per passenger, which is a high one, may be taken approximately at—locomotive renewals, and repairs, .08d.; fuel, .04d.; permanent way, maintenance, and renewals, .06d.; carriages, repairs, and renewals, .02d.; making altogether .2d. per passenger per mile. The average revenue per passenger per train mile being .78d., and allowing the working expenses to amount to nearly 50 per cent. of the receipts, the total expense per passenger per train mile would be (say) .38d., leaving .18d. per passenger per mile, which is nearly equal to the whole cost of locomotive power, together with carriage repairs and maintenance of permanent way, paid away in general expenses.

It is to this nearly one-half the working expenses, for which there is really no work to show in dragging the trains, that railway reformers should devote their attention; and it is no doubt in this that the greater portion of the saving is effected in the Belgian State railways; and surely what can be done in Belgium can be done here; therefore, taking the common sense view of the question which Mr. Haughton invites us, and comparing our railway matters with those of other countries, we are not quite so sure, as he appears to be, that we are in the matter of railways, prices considered, the best served community in the world. We certainly have some advantages over our neighbors across the channel, but at the same time we are behind them in many things, and we do not see, while retaining all the good we possess, why we should not remedy our short-comings by taking a lesson out of their book. If these general expenses could only be reduced one-half, and the trains were so adjusted to the traffic as on the average to run even 50 per cent. filled instead of 80 per cent. empty, as is now the case, we should be able to assimilate our fares more nearly to the Belgian standard; and the very fact of doing so would help the object by increasing the number of passengers, lessening the unpaying weight by filling the present emptiness of the carriages, and by increasing the receipts reducing in proportion the general expenses.

While thus differing in some points from Mr. Haughton's conclusions, we must, nevertheless, give him full credit for having compiled a most valuable paper, containing an immense amount of statistical information, which will be found highly useful to every one interested in railway property and progress; and we are glad to find that this important question is receiving the attention it deserves, for this cannot be over-rated, and the more it is ventilated, and that from both sides, the sooner shall we be likely to arrive at a satisfactory solution of the great question of how to confer on the travelling public the boon of cheap fares, and on the Shareholder handsome dividends.—*Herapath.*

Pittsburg and Connellsville R. R.

The work on the extension of the Connellsville Railroad is now progressing in the most satisfactory manner. The contractors are doing everything in their power to push the work forward, having upwards of fifteen hundred laborers employed. A large number of the employees are from Canada. The prospects for the early completion of the road are flattering, and will be hailed with great satisfaction by our merchants and manufacturers. The work of improving the old portion of the road is also being pushed forward. The most important part of this work is the filling in of the trestle work between this city and Port Perry, on which a number of men are employed.—*Pittsburg Chronicle.*

Boston, Hartford and Erie Railroad.

The first division, seven miles, easterly from Willimantic, Connecticut, is all graded, and the masonry all completed, including the abutments for the large bridge over the Natchaug river, fifty-seven feet high, and containing six thousand yards of fine granite bridge masonry. The bridges are being put on and the permanent track laid, and passenger cars can run from Willmantic to Goshen whenever it is thought the local business will warrant.—*Boston Journal.*

☞ Ground was broken on the Green Bay and Lake Pepin railroad on the 29th of July.

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To Contractors.

OFFICE OF THE SHELBY RAILROAD CO.,
SHELBYVILLE, KY., Aug. 5, 1869.

SEALED PROPOSALS will be received at this office until the first day of September next for the graduation and masonry of this road, 18 miles in length, and extending from Hobbs' Depot, on the Louisville, Cincinnati, and Lexington Railroad, to Shelbyville. The work will be divided into ten sections, and the proposals may embrace one or more sections or the whole work. Plans and specifications may be seen at this office at any time before the letting. Several heavy sections and one tunnel of one thousand feet in length are embraced in the letting. The company reserves the right to reject any or all propositions

A. R. SCOTT,
3t33 Pres't Shelby R. R. Co.

ENGINEER'S OFFICE T. & P. R. R.,
LEBANON, TENN., Aug. 2d, 1869.

PROPOSALS for the delivery of rails and fastenings for the main track of the 1st thirty miles of this road are hereby invited and will be received by the undersigned until the 1st day of September next. Rails to be of the T pattern with fish bar fastenings, and to weigh 56 lbs. per yard or 88 Tons per mile of track.

Drawings or patterns of rails, also specimens of rails and fastenings will be required and the same (rails and fastenings) must be warranted to be in accordance with the specimen furnished and of the best quality of native or foreign iron and manufacture.

The price bid for will include the delivery of all material on the track of the Nashville and Chattanooga Railroad at Nashville, Tenn., from the 1st of November to the 1st of January next. The company reserves the right to reject any and all bids.

By order of the Board of Directors,

E. L. FALCONNET,
3t33 Chief Engineer.

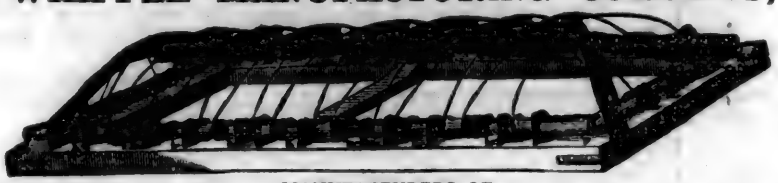
PROPOSALS
FOR $300,000
CITY LUNATIC ASYLUM STOCK.

SEALED PROPOSALS will be received at the Comptroller's Office until TUESDAY, Aug. 31, 1869, at 2 o'clock, P. M., when the same will be publicly opened, for the whole or any part of the sum of three hundred thousand dollars of "City Lunatic Asylum Stock," authorized by chapter 56, Laws of 1869, and by an ordinance of the Common Council, approved by the Mayor, July 29, 1869. Said stock is to be issued for the purpose of providing additional buildings for lunatics in the City of New York, and will bear interest at the rate of seven per cent. per annum, payable half yearly, to wit: On the first day of May and November in each year, and the principal will be redeemed on the first day of August, 1889. The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon. On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment. Each proposal should be sealed and indorsed "Proposals for City Lunatic Asylum Stock," and inclosed in a second envelope, addressed to the Comptroller. The right is reserved on the part of the Comptroller to reject any or all of the bids, if in his judgment the interests of the Corporation require it.

RICHARD B. CONNOLLY,
Comptroller.

CITY OF NEW YORK DEPARTMENT OF FINANCE,
3t33 COMPTROLLER'S OFFICE, Aug. 9, 1869.

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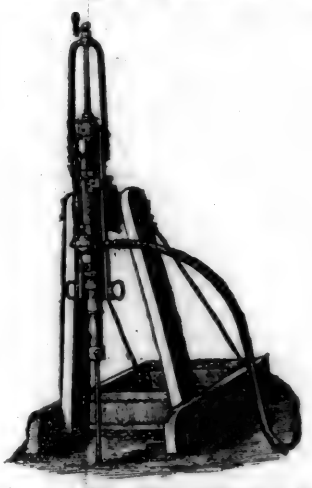
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NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on TUESDAY, Aug. 10. All usual facilities afforded shippers in collecting inland charges, &c.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 34.] SATURDAY, AUGUST 21, 1869. [WHOLE No. 1,740, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 21, 1869.

Port Huron and Chicago Railroad Line.

The location of this line of railway is across the entire State of Michigan, and over portions of Indiana and Illinois, and is, as its name shows, a route from the City of Port Huron to Chicago.

Its projectors avow the intention to furnish an additional through route, which shall claim and receive its full share of the superabundant railroad traffic existing between Chicago and the East, and they claim, at the same time, to have located its route through a section of country, whose uncommon natural resources and great fertility cannot fail to bring very heavy local business to the road, and the facts bearing on the case seem to show clearly that their ideas are sound, and the enterprise an assured success.

This line is continuous, but composed of the roads of four different companies, viz: The *Port Huron and Lake Michigan Railroad* connects Port Huron with the City of Lansing; the *Peninsular Railway* (of Michigan) runs from Lansing to the Indiana State Line; the *Peninsular Railroad of Indiana* from point last named to the State boundary of Illinois, and the *Peninsular Railroad of Illinois* connects last mentioned terminus with Chicago.

It was organized in this manner not only to secure the necessary charters from the three State Legislatures, but also because it was believed that *municipal aid* could in this manner be much more readily obtained from the cities and counties on the route, as all experience in this direction goes to show that such communities are far more interested in and more ready to assist small and purely local enterprises directed and urged on by the principal men of the section than larger projects in the hands of those having no direct interest in the welfare of the State through which the roads pass. And after such municipal aid and local subscriptions to the stock had been secured sufficient to place the roads in readiness for the superstructure, it was intended to consolidate the four roads into one. This aid and the subscriptions to the stock having now been secured, the consolidation, we understand, will be effected without delay.

It cannot be doubted that the through business of this line will be enormous; for when we take into consideration the magaitude of the freight and passenger business between the East and Chicago, it will be seen that an additional line, (and particularly one shorter than any of the existing lines,) cannot fail to verify the most sanguine expectations.

For local business, the prospects of the line are unsurpassed. The three States through which its route lies, viz: Illinois, Indiana and Michigan, stand in the very front rank of agricultural States, and for wheat growing Michigan stands at the very head, excelling even New York. Her soil and climate being peculiarly adapted to its production, the wheat crop here is not only abundant and excellent in quality, but it is *unfailing*, and all this crop when produced, must be manufactured into flour, and when so manufactured, it must be transported to a market; and such transportation furnishes one of the best and surest items of business which a railroad can have.

But more reliable than all other business, is the great lumber traffic that will flow in upon this road. For the production of lumber, Michigan stands at the head of all the States and has no rival. The quality of both her pine and hard wood lumber, is known through all the continent, and the *quantity* is practically unlimited. This line will open new forests, and the supply in that section is sufficient to last for fifty years at least, without scarcity.

Then we are reminded of the great beds of iron ore, and gypsum, and of the production of salt (which is very great in the Northeastern portion of Michigan) all of which will contribute to the traffic of the line now in process of construction, which from the business received from all these sources cannot be otherwise than profitable.

Certain it is that the road is not only needed, but the people on the entire line have long been clamorous for its construction, and we are glad now that their hopes are soon to be realized.

We have not learned whether any movement has been made looking to the usual issuance of Bonds to provide superstructure, but we are informed that the two Michigan Companies have made arrangements by which it is furnished to them as rapidly as needed, and from the rapidity with which Rails are arriving both at Battle Creek for the Peninsular Road, and at Port Huron for the Port Huron and Lake Michigan Railroad we judge the information is correct.

Both roads, the Peninsular from the West, and the Port Huron from the East, are striving to reach Lansing with the track at the earliest possible moment, and when this is done, the whole distance completed will be 157 miles.

From present appearances the track laying forces of the Peninsular Company will first reach the capital (Lansing), the Port Huron Road having been somewhat delayed in the commencement at the Eastern end, by the failure on the part of the contractors to complete the crossing and connection with the Grand Trunk Railway at Port Huron.

Concerning the *manner* in which these roads are being constructed, we wish we could say of all Western Roads as we can of this, that it appears to be the determination of the officers that it shall be done in the best and most substantial manner.

The rails used on the Port Huron and Chicago line are from 6 to 10 pounds per yard heavier than those commonly used by roads in the West, and they are fastened by fish joints at the ends, instead of the antiquated railroad chair, which should have been discarded, long ago by every company which desires to construct a durable and safe road.

The managers of this line seem to be determined to present to the public a road which, when completed, will be fit to compete with the great Michigan Central, and Southern Roads; and, therefore, notwithstanding that nearly or quite fifteen per cent. of the expense for iron might have been saved by the use of the 50 pound rail, they have, (as we are glad to see) resolved to incur the additional expense, and construct a road substantial and *safe*, rightly believing that such construction is, in the end, the most economical; and the parties with whom arrangements have been made for furnishing the superstructure have a prominent Civil Engineer on the spot, to see that the road is completed in a manner strictly first class, and that all material furnished is used to the best advantage.

Railroad from Quincy to Burlington.

The railroad from Quincy to Burlington by way of Mendon and Carthage is nearly completed from the railroad bridge at Burlington to Carthage. The Quincy and Warsaw Railroad Company is authorized by an act of the last legislature to build its road from Quincy northerly through Mendon and Carthage, and has contracted with persons to build the line from Burlington to Carthage, within six months from the time when the *bona fide* subscriptions to the capital stock of the company shall amount to the company's estimated cost of grading the line and furnishing the cross ties; they to take and pay for in cash $10,000 of said subscription. The contractors bridge, iron, stock, complete the railroad in everything but the grading and ties, for stock and bonds of the company. The line from Quincy to Burlington will thus form a part of the great thoroughfare of trade and travel by rail from St. Paul and Milwaukee to St. Louis, and finally to New Orleans.—*Quincy Herald.*

Ashtabula, Youngstown and Pittsburg Railway.

On Wednesday a meeting of the citizens of Youngstown and a committee from Ashtabula was held in Mahoning County, Ohio, to consider the project of the Ashtabula, Youngstown and Pittsburg Railway. The people of Ashtabula have long been desirous of getting connection with the Mahoning coal region. For this purpose the Ashtabula and New Lisbon Railway Company was organized, which in 1860 was obliged to suspend operations. In 1864 the southern portion of that line from Niles to New Lisbon was leased, and under a transfer of that lease, the Niles and New Lisbon road was recently completed. The northern portion of the original line still remains unimproved, with nearly all of the track graded to the amount of thirty-six miles, and at a cost of $150,000. It is now desired to complete this road to Bristol, thence build a road through Vienna and Liberty to the depot of the Pennsylvania Central at Youngstown, there to connect with that road for Pittsburg.

At the meeting, Mr. McCreery said that the Ashtabula road could be brought through, making both the shortest and best line from Youngstown and Pittsburg to the lake. He said that General Cass had expressed himself strongly in its favor, and that the Pennsylvania Central interest was favorably disposed to the project. Mr. McCreery presented the following figures of the cost of freight on the ore for a ton of iron in Pittsburg and Youngstown: In Pittsburg the freights on the ore for a ton of iron is $3 36. In Youngstown the cost is $2 52, to which must be added $2 00 for the shipment of pig iron to Pittsburg, making the cost $4 52. In other words, where there is competition, the freight is $3 36 for a distance of two hundred and twenty-five miles; where there is a monopoly, the cost is $4 52 for one hundred and sixty-five miles. Mr. Moore, who was acquainted with the character of the country between Youngstown and Bristol stated that he thought a line could be made to secure freights and be constructed very cheaply. He stated his opinion that this line would be able to bring ore from Ashtabula at a dollar a ton, and the cost of handling and dockage at Ashtabula would be far less than it is now at Cleveland. With reference to the coal carrying trade, there is at least twenty five miles in favor of the project as compared with the Cleveland and Mahoning Railroad. This will make an immense difference on a coal train. By laying the route from the Lawrence depot up Crab Creek, thence across to the Leslie farm, from where they are taking out three hundred tons of coal daily, and from there by the centre of Vienna to Bristol, a very good route could be secured. The right of way would cost little or nothing, the grades would be almost imperceptible, and there would be hardly five feet of cutting on any part of the line. A committee was appointed to raise funds and have a preliminary survey of the line between Youngstown and Bristol.—*Pittsburg Chronicle, Aug.* 14.

Connecticut and Passumpsic Rivers R. R.

The receipts from operations of this road for the fiscal years ending May 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$170,172 10	$177,346 47
" freights	302,418 55	330,549 64
" mails	11,160 09	11,117 00
" express	4,950 00	6,000 00
" rents	3,107 96	4,333 97
	$481,808 70	$529,347 08
Expenses, viz:		
Maintenance of road	$94,332 17	$106,241 97
Motive power	88,389 31	70,880 46
Fuel	37,466 38	38,528 60
Oil and waste	4,521 74	6,596 70
Passenger department	18,315 88	21,420 35
Freight "	27,141 25	27,031 15
Loss and damage	4,053 27	3,244 14
Repairs of buildings	3,208 65	8,664 96
New wood sheds	.....	5,000 00
Depots and land	.....	4,536 00
Insurance	2,654 61	5,587 55
Tools and machinery	7,910 24	4,350 91
Miscellaneous	31,900 36	35,080 07
	$319,894 46	$337,162 95
Net earnings	$171,914 24	$192,184 13

A comparison of the earnings of the past with those of the preceding year, shows an increase of $47,538 38; with an increase in expenses of $17,268 49—making the increase in net earnings, $20,269 89.

The company have 13 locomotives, 11 passenger, 7 baggage and mail, 131 box, 71 rack, 13 coal, 104 platform, 10 ore, 2 derrick, 20 gravel, 28 hand, 12 wood, 1 drovers' saloon, and 4 freight saloon cars, valued at $330,835. Value of materials on hand, $152,823 76.

There have been added to the equipment during the year, 1 freight locomotive, 1 smoking and baggage car, 20 platfarm cars, 7 rack cars, 14 box cars, and 1 large snow plow. Three locomotives, 11 platform and 1 box car have been thoroughly repaired; and 7 platform, 11 rack, 10 gravel, and 1 freight saloon car rebuilt. A new depot of stone has been built at North Thetford; also a small depot at St. Johnsbury Centre for the accommodation of passengers; and five large wood sheds have been built. In repairs of track, 414½ tons of new and re-rolled iron, 8,866 repaired rails, and 29,969 sleepers have been used. The report says:

The track and road-bed are in good condition. Equipment, (additional,) amounting to $39,894, has been built at our repair shops and charged to construction.

Two dividends of three per cent. have been declared during the year, amounting to $129,691 58, including government tax, ($6,484 58.)

It will be seen, on reference to the Treasurer's trial balance, that the bonded debt of the company has been reduced the past year $53,800, and notes payable $99,000, leaving outstanding, in bonds and notes, $795,000, which mature Dec. 1, 1876.

The repairs of freight and passenger cars, and rebuilding of rack and platform cars, will more than make good all deteriorations.

The increase of freight has made it absolutely necessary to increase our rolling-stock the past year, and the prospective increase will require further expenditures the coming year.

The necessity of a northern connection has been considered of vital importance to this corporation, and in accordance with a resolution passed at the annual meeting of the stockholders, July 31, 1867, the directors have entered into a contract with the Massawippi Valley Railway Company to lease, when completed, their road, connecting ours with the Grand Trunk at Lennoxville, Province of Quebec, for the term of 999 years, on terms satisfactory to both corporations.

The Massawippi Valley Railway is now under contract to be completed, ready for use, July 1, 1870. A large force is now employed in grading and bridging; the iron is all purchased, and some 1,800 tons delivered. The known energy of A. P. Balch, Esq., the contractor, is a satisfactory guarantee that the road will be ready for operation at the time named in the contract.

An examination of the annexed statement of the comparative business, expenses and earnings for twenty years, and the greatly increased business upon reaching Newport, October, 1863, show a steady increase of business that can be relied upon in future, and which must enable our corporation to pay its stockholders satisfactory dividends.

The number of miles run by passenger trains during the year was 89,302; by freight trains, 84,829; other trains, 16,278—total, 190,409. Number of passengers carried, 118,019; do., carried one mile, 3,747,271. Tons of freight carried, 87,222; do., carried one mile, 4,799,290.

TRIAL BALANCE, JULY 20, 1869.

Construction	$2,996,180 99
Notes receivable	5,193 94
Superintendent, including stock and materials on hand, and sundry accounts unsettled	125,847 95
Wood lots	6,378 14
Agent for collections	449 04
Cash	26,640 72
	$3,160,690 78
Lyndon lands	$12,760 07
Massawippi Railroad	5,000 00
Coupons uncalled for	592 50
Dividends	1,824 94
Reserve	93,645 84
Stock issued	2,084,200 00
Bonded debt	500,000 00
Notes payable in 1876	295,000 00
Trustees of sinking fund	93,009 00
Partial payments account subscription	3,683 23
Earnings	68,929 11
New shops	2,055 09
	$3,160,690 78

President.—HENRY KEYES.

Vice President.—JOSIAH STICKNEY.

Directors.—Henry Keyes, Josiah Stickney, Emmons Raymond, William Thomas, Gardner C. Brown, Thomas Upham, Benj. P. Cheney, F. S. Carruth, Elijah Cleveland, Henry Chase, Timo. P. Redfield, Albert Knight, Benj. Pomroy.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Superintendent.—A. H. PERRY.

Central Pacific Railroad.

Messrs. Fisk & Hatch, Bankers and Dealers in Government Securities, and Financial Agents of the Central Pacific Railroad Co. of California, No. 5 Nassau Street, New York, write as follows under date of August 10th, 1869:

DEAR SIR:—The Pacific Railroad, so long the theme of conjecture, is a fact accomplished. Passengers, mails, and freight pass between New York and San Francisco with the same regularity, celerity and convenience as between Boston and Washington; the Pacific coast has been effectually brought within the national railroad system. Considering the extent of the undertaking, the nature of the country to be traversed, the vast distances whence labor, supplies and materials were drawn, together with the rapidity of its construction, it stands unrivalled among peaceful enterprises. Had fifteen years been occupied in the work, instead of five years, its completion would have been hailed as one of the grandest events in our national progress.

The rumors which for awhile prevailed of the faulty character of portions of the work have been dissipated since the opening of the through line has afforded opportunity to thousands of examining it. Although barely three months have elapsed since the opening, the testimony is almost universal to the excellence of the road and to the energy of the Companies in bringing it to the highest state of perfection in the shortest possible time. Railroads *grow* to perfection, and it may be safely asserted that the past affords no parallel to the rapidity of completion of either track, structures or equipment of the Main Line of the Pacific Railroad. Especially is this true of that portion lying west of Salt Lake, owned and built by the Central Pacific Railroad Company; which stands to-day as solid, finished and well-furnished as many of the oldest and most prominent lines in the country. In the words of the Government Commissioners, who but recently inspected the whole line, "we are satisfied that all has been done in good faith."

This splendid monument of the genius, skill and energy of the Central Pacific Railroad Company is due in part, at least, to the efforts of those who aided us in securing the means, without which the enterprise must have halted. It is with peculiar pride, therefore, at this time, that we point to our oft-expressed expectations, which must have seemed sanguine, and to the glorious consummation of the work, as our vindication. From the beginning, we have had faith in the sagacity, vigor and integrity of the Company's operations; and we have the same faith in their wisdom and success of maintaining and operating their great road as they have shown in its construction.

We are gratified to be able to present conclusive evidence of the remunerative returns of the enterprise as a business investment, independently of the important national benefits and prestige to be derived from it. The business of the Central Pacific between Sacramento and Promontory Point, between which places it has been operated for the three months since the opening on the 10th of May, are (approximately) as follows, mainly in gold:

Gross Earnings,	Operating Exps.,	Net Earnings.
$1,703,350	$920,341	$783,009

or a revenue of *over seven millions per annum, of which three millions are net profit*, available for interest payments. The aggregate of the annual interest payments for the past year was $994,010 00, and it is not probable they will be increased materially.

These figures have been attained, of course, while the facilities of the Company were at their newest and crudest stage, and at the same time that a large amount of unproductive transportation was necessary. Both freight and passengers are increasing so rapidly that the Company have made important reductions in the rates as fast as their facilities permitted them. They will adhere to the policy of encouraging the largest traffic consistent with the requirements of their obligations. The mineral deposits along the route of the road continue to attract attention and add to its local business; while the low prices and easy terms offered to emigrants must tend to increased settlement on the Company's lands, which are of great value. We feel, indeed, that the business of the Central Pacific is in its infancy; and that its development to unexampled proportions in a very short period will be a new cause of astonishment.

Yours respectfully,

FISK & HATCH.

Memphis, El Paso and Pacific Railroad.

The completion of the Central and Union Pacific roads, and the opening of the great line of transcontinental railroad communication of which they form an integral part, was an event of more than local, or even National importance. It was undoubtedly a splendid triumph of American enterprise, and the burst of enthusiastic applause and congratulation which greeted the announcement of "the last spike driven," shows that the greatness of the work then completed and its value to the country at large was fully appreciated by all classes of the people. It is unfortunate, however, and deterimental to the commercial interests of a large and important part of the United States, that this event should have distracted so large a share of public attention from other enterprises of equal consequence, that will one day perform as important a part as the line already completed in promoting the material interests, developing the resources and adding to the wealth of the country. Prominent among these stands the Memphis, El Paso and Pacific Railroad. This important enterprise, undertaken and partially completed before the beginning of the late war, has been to some extent lost sight of by the public during the excitements of the past few years; but with the dawn of a new era of peace, prosperity and progress it again demands the attention which, for the time, was bestowed on other and, in some instances, less important subjects. Although between fifty and one hundred miles of this road are already completed, the project of transcontinental communication on the line of the thirty-second parallel of north latitude, the best of all practicable American routes to the Pacific, is still in its infancy, and the facts concerning it which we have compiled for the information of our readers will, doubtless, be found of much general interest and value.

The Memphis, El Paso and Pacific Railroad Company was incorporated by an act of the Legislature of the State of Texas, approved February 4th, 1856, and by an act supplemental and amendatory, approved February 10th, 1858. The first section of the act of incorporation confers upon the president and stockholders all the rights and privileges usually belonging to corporate bodies; the second gives the company so constituted the right to construct and operate a railway "commencing at the Western terminus of the Mississippi, Ouachita and Red River Railroad, or the Cairo and Fulton road on the Eastern boundary of the State of Texas, between Sulphur Fork and Red River, and running thence westwardly to the Rio Grande, opposite to or near the town of El Paso." The point where the two roads come together has been designated by actual surveys and the place named Texarkanna. Since the date of the above mentioned charter the company has been authorized to build a branch road from Jefferson, about forty-five miles south of this point, a town of considerable commercial importance on the Red River from which the annual shipments of cotton amount to over fifty thousand bales.

As will be seen below, the company have acquired, by purchase, etc., not only connections in the East, by which their road will be continuous with all the main lines running to the great Atlantic and interior cities and States, but also the right of way all the distance to the Pacific, with the exception of about 150 miles in New Mexico, which will also be secured. Thus their line will open the "strong box" of the precious metals in both Arizona and Northern Mexico, the road passing between them and near to both. The countless treasures of Sonora and Chihuahua in Mexico are world-renowned, and of Arizona it can be said, that it is a new California and new Nevada combined. This road may, therefore, be considered to be the true way alluded to by the President that shall open the "strong box," from which our national debt can be paid. Up to the present time every condition of the charter has been fully complied with by the company.

To aid the completion of an enterprise of such vital importance to the future agricultural and commercial interests of the State, the Legislature of Texas granted the company, in addition to the right of way, and all important and necessary privileges, 10,240 acres per mile, for every section finished and equipped according to the conditions of the charter. This liberal policy on the part of the State shows the favor with which the people of Texas regard the project. As an evidence of the determination of the company as well as of the State government, to fulfill the conditions mutually imposed by the charter, we may mention the fact that for the section of fifty miles graded by the first of March, 1861, the company received the proper certificates for the tract to which they were entitled. Although the loss and delay experienced by the company during the war prevented an immediate resumption of the work after the cessation of hostilities, the temporary hindrances were not fatal to the prospects of the enterprise. It was decided by the stockholders in 1867, to resume the work of construction as soon as the necessary money can be raised. Before examining the financial condition of the company, or discussing its prospects, let us examine the character and resources of the country along the line of the proposed road as an index to the importance of the scheme and the desirability of prosecuting it to a successful issue.

Our readers do not need to be informed that, in extent of territory Texas is nearly five times as great as the State of New York. Owing to its peculiar topography, Texas is but thinly populated as yet. The absence of navigable rivers has rendered railroads indispensibly necessary to the full development of the vast tracts of fertile land now lying outside the busy circles of the world's activities. The extraordinary natural advantages of the State, notwithstanding the want of navigable streams, has attracted to it a population of the most enterprising and energetic character, and every inducement is offered to the people of the Northern and Western States to emigrate thither, which they are now doing in considerable numbers. The climate is genial and salubrious, and the soil wonderfully fertile, yielding the most valuable products in abundance. Wheat, rye,

oats, barley and sorghum will grow there as well as in New York or Pennsylvania; and besides these, many other staple products, such as cotton, hemp and tobacco, are peculiarly adapted to its generous soil. It is said that there is enough new and untouched cotton land in the State to raise an annual crop equal to all the other Southern States combined, besides a wheat and corn crop equal to any three States of the Union. As a stock raising country it is without a parallel. There is pasturage enough the year round to keep cattle in the best possible condition, without necessitating their being housed or fed in any season. Fruits of all kinds, grapes, peaches, apples, pears, plums and apricots, grow in the most luxuriant profusion. The mineral resources of the State are also proportionate to the extent of its territory. In many localities iron, lead and copper, of the best and purest quality, is found in vast quantities, situated favorably for mining operations. Many of these valuable deposits are known to exist in the lands that will come into the possession of the company with the completion of the road. There are also immense coal beds in the valley of the Brazos, besides marble, gypsum, lime stone and steatite, which are found in great abundance in many parts of the State. In the neighborhood of Pecos river, along the proposed line of the road, there are immense beds of pure salt, found in ponds where millions of bushels may be had for scooping it up. These are but a few of the natural advantages which characterize the country to be opened up by the railroad; but our limited space prevents our dwelling on this interesting topic at greater length.

To properly appreciate the importance of such a line as the Memphis, El Paso and Pacific Railroad, its character as a national work, as well as a local improvement, must be carefully and intelligently considered. By reference to any railroad map it will be seen that the railroad system of the United States is approaching, by converging lines, the Eastern borders of the State of Texas, where this road commences. This has resulted wholly from the geographical conformation of the Southwest, and not from any concerted action on the part of the companies whose lines converge towards the future great railroad centre of that section of the country. By these diverging lines the Memphis, El Paso and Pacific road will open direct communication between the Pacific at San Diego, and San Francisco, with every important commercial center of the East, South and West. By the Cairo and Fulton road it will connect with the Illinois Central, and communication will thus be opened with Chicago, St. Louis, and the entire Northwest, where a market for the products of Texas will at once be opened. By the Memphis and Little Rock road, which intersects the Cairo and Fulton, communication will be established with Charleston, Savannah, Richmond, New York, and all the interior cities on the lines of railroads centering at those points. To effect this latter connection only one hundred and fifty miles has to be built, from Little Rock to the Texas line, and the action of Congress during its last session in reviving the land grants to this road, insures the early completion of the work checked by the late war. Connection with the Gulf of Mexico will be established by the Texas Central road from Galveston to Houston. Besides these there are the Vicksburg and Shreveport and the Gaines Landing roads from the Mississippi, the last of which is graded within forty-five miles of the Texas line. From the North the road from Lawrence, Kansas, will intersect with it about one hundred and forty miles from the initial point. These connections with the Memphis, El Paso and Pacific road will open up the heart of Texas, the best agricultural part of the United States, to the people of the whole country. There is no richer belt of land in any part of the Union than that through which the road passes for several hundred miles. The luxuriant ferility of the Red River valley, and its ability to produce cotton and tobacco, as well as all the cereals, does not need to be proved by facts other than those already known to the people of the United States.

The stretch of country lying between the thirty-first and thirty-fourth parallels of latitude, the most of which would use this road for the transportation of its products, is equal to one hundred and forty-one thousand square miles, or nearly the aggregate area of Georgia, Alabama and Mississippi, and with the capacity to produce as much cotton as the three. The present population of Texas is estimated at less than eight hundred thousand, but it is confidently believed by the State authorities, that the impetus which the construction of this road will give to immigration from other parts of the country will swell the population to three millions within ten years. But aside from these important considerations, the line of the road is along the route which nature seems to have designated for the construction of railroad communication between the Atlantic and Pacific Oceans. Its route is the shortest by several hundred miles, passing through a country capable of sustaining a dense population; and where neither the construction nor operation of the road would be interfered with at any season of the year by the frosts or snows of our Northern winters. The surveys of the several proposed routes to the Pacific, made a number of years ago by the United States Government, demonstrated the fact beyond question that the line of the Memphis, El Paso and Pacific road, following as nearly as possible the thirty-second parallel of latitude, is the shortest, cheapest and best route to the Pacific Ocean. The Secretary of War, in his report, dated February 27th, 1855, dwells on the importance of this road regarded from a military stand point, and treats at considerable length of the necessity of providing such a road for the protection of our Southwestern borders.

In view of the facts above given, it seems hardly necessary for us to discuss the question of whether or not it would pay to build this road; but in addressing the American people it is necessary to satisfactorily answer the question, "Will it pay?" before the public mind is satisfied on the subject of any great material enterprise, whatever its object may be. According to the estimates of Mr. J. M. DANIEL, Chief Engineer of the Memphis, El Paso and Pacific Railroad Co., the total cost of building and equipping a first class road for 813 miles through the State of Texas, will be $21,598,185, and the average cost per mile, $26,566. The average cost of the first six hundred miles, from Jefferson, would be $20,000 per mile; the heavy work within the Rio Pecos and El Paso, together with the additional cost for labor and materials, making the general average given above as the cost of the road per mile. It is believed that these figures are approximately correct, if not absolutely so. Let us now turn to the credit side of the account. At the completion of the road, El Paso would have direct railway communication with the principal cities of the United States, as shown by the following table of distances:

	Miles.
New York	2,227
Washington	1,991
Richmond	1,957
Wilmington	1,792
Charleston	1,641
Brunswick	1,560
New Orleans	1,313
Galveston	868
Vicksburg	1,010
Gaines Landing	933
Memphis	1,068
St. Louis	1,310
Guaymas (Mexico)	400
San Diego	838
San Francisco	1,338

These connections depend on chartered roads being built east of El Paso to the Mississippi River—charters not having yet been granted to them running west of that point; but in either case the construction of these roads is only a question of time, as the charter can be obtained and the work commenced whenever the necessity for them is found to exist. Under these circumstances, the Memphis, El Paso and Pacific Railroad cannot fail to pay a handsome dividend on its cost. Basing calculations upon the products and present population of the country, it is easily demonstrated that the construction of the road would be a good investment without the valuable land grants made by the State of Texas. When completed to Paris, a distance of 141 miles, it would transport one hundred thousand bales of cotton annually, this amount being increased from year to year with the growth of population and the consequent cultivation of a greater number of acres of cotton land. The freights which this would pay, at $2 50 per bale, would be $250,000. The value of goods carried the other way would be equal to this; then add wool, leather, hides and cattle, which in the aggregate would not be less. The lumber trade of the State is also an item of primary importance—not less than one hundred million feet of pine, cedar and other valuable woods being transported at great cost on wagons from the country, to be traversed by the road when finished. In addition to this business now awaiting the opening of steam communication with the Mississippi, the passenger travel and the transportation of United States mails, troops and supplies, would certainly pay the expense of operating the road, leaving as net earnings upon the first 150 miles not less than $750,000, or 40 per cent. of its cost. If such results could reasonably be expected without the land grant, the exhibit shows still more favorably for the company when we consider the grant of 10,240 acres per mile for building the road to El Paso; or 1,536,000 for the construction of 150 miles, for which money is now being raised. The value of such grants in aiding the construction of railroads is not a matter of theory but of experience. On the vast expanse of territory that will come into the possession of the company, no per

centage of its earnings or of the money received from the sale of lands will be paid to the State of Texas. They will be so much added to the value of the franchise, on which only the stockholders have any claim whatever. Estimating their lands worth only $5 per acre, and the bonus from the State is $51,000—or $30,000 per mile more than the cost of the road for the first four hundred miles. For one half of this grant of land the company is privileged to choose from the unimproved public domain in any part of the State, and establish its claim to such quantities and in such places as it shall see fit. It is probable, therefore, that the value of land chosen will far exceed $5 per acre, and that its worth will be greatly increased with the growth of population within the next ten years. With its section already graded and ready for the rails, its reservations of lands, its corporate rights secured and unquestioned, and its freedom from encumbrance by debt, this road certainly presents great claims to consideration as a safe basis for investment.

To facilitate the completion of this great national work, the company, through the agency of General JOHN C. FREMONT, one of the leading directors, are at present negotiating a loan in the French market, in which his efforts have been completely successful. The entire loan of $10,000,000, based on the land grants of the company for the first 300 miles of the road, sold readily to a party of leading French capitalists, by whom the bonds were put on the market. The demand for the stock was so great that their market value rose rapidly from week to week. Through the agency of rival interests, on this side of the Atlantic, however, the *bears* of the Bourse were not idle in their efforts to depreciate the value of the stock. Owing to the popular misapprehension concerning the exact character of the enterprise, some of the French brokers, it is said, secured purchasers for the bonds by representing as accomplished facts what are, as yet, only the purposes and intentions of the company. For these misrepresentations the directors disclaim all responsibility, as all their statements were warranted by official documents, of which copies were freely circulated. Seizing on the misstatements of the bulls, the bears availed themselves of the opportunity thus offered to injure the character of the enterprise and those connected with it. Articles of the most damaging character appeared in some of the French journals, denouncing the scheme as a swindle and denying its official recog nition by the United States Government. With a view to sustaining and vindicating their reputation the agents of the company instituted libel suits against the perpetrators of these falsehoods. At this time Mr. WASHBURNE arrived in Paris, and was immediately appealed to by the defendants for information calculated to damage the company. Without properly appreciating his duty to sustain the reputation of his countrymen, until the fraudulent character of the scheme was proved, Mr. WASHBURNE informed these parties that he would apply to the Department of State for instructions before venturing a favorable opinion concerning the enterprise. Owing to a mistake in the name given Mr. WASHBURNE, designating the road as the "Memphis Transcontinental," or something similar, the Secretary of State, in reply to his inquiries, said that he had failed to find any mention of such a company in the record of Congressional legislation; adding that Congress had not guaranteed the interest on the bonds of any company. Although this reply had no reference to the Memphis, El Paso and Pacific Railroad, the reporters of the press knowing of this company's negotiations in the French market, connected the reply of the Department with that company. Thus it will be seen that the use of a wrong name—unintentionally, we imagine—caused an entire misapprehension with regard to the company. The negative statement of the Secretary of State was, of course, amplified and exaggerated by the French press, and the people were thus made to believe that the enterprise was nothing more than a huge swindle intended to defraud French capitalists out of their money. At this state of affairs the officers of the company interposed to set the matter right. A full and explicit statement of the character and prospects of the enterprise was laid before the Secretary of the Interior, to whom the matter was previously referred, and the result was most satisfactory in every respect. From these documents officially accepted by the Department, the following facts are shown: 1st, the entire validity of the company's charter in Texas; the fact that 10,240 acres of land per mile have been granted by that State; the right of way on the proposed line, and the right to form connections and consolidations with other lines. It was also shown that the House of Representatives had twice passed a bill granting the right of way to the company, and the favorable action of the Senate was only prevented by want of time during the last session; that Senator HARLAN'S bill granting right of way and guaranteeing six per cent. annual interest on the company's bonds for fifty years, was now awaiting the re-assembling of Congress; and that there was no reasonable doubt of the matter receiving favorable consideration by the committees to which such questions are referred. In view of this accumulated evidence, of which we have given only a brief outline, there can no longer be any doubt, either here or abroad, as to the character of the enterprise. As a national work of the greatest importance to the Southwest, and, indeed, to the entire country, it deserves the honest and hearty support of the Government and people of the United States. That this will be freely given it, and that the most liberal policy will be pursued by Congress towards this enterprise, we have no reason to doubt.

This company has acquired by purchase, the rights, franchises and property of the San Diego, Gila and Southern Pacific and Atlantic Railroad Company, which was incorporated under the laws of the State of California, to construct a railroad from San Diego to Fort Yuma upon the Colorado, and which owns some very valuable lands.

An agent who was sent out some months since to examine into the affairs of this company, and to investigate the titles to the lands, reports the titles to the lands complete, and that they are of sufficient value to pay for the construction of the whole road from San Diego to Fort Yuma. Gen. Morton C. Hunter, of Indiana, will leave here the first of September, with a corps of engineers for the purpose of commencing operations at once at San Diego.

This company has also acquired by purchase, the rights and franchises of the Arizona Railway Company, which was incorporated by the Legislature of Arizona, with valuable privileges, to construct a railroad across that territory from the Colorado, opposite or near Fort Yuma, to its eastern boundary line. And thus, it will be seen that the right of way has been acquired already, all the way to the Pacific, excepting through a small portion of the territory of New Mexico, and efficient steps are being taken to secure this.

Railroads in Michigan.

The city of Lansing has reason to be proud of the success of railroad projects in the last four weeks. Five roads are placed in a position that renders their ultimate completion only a question of time. The iron has been secured for the Port Huron and Lake Michigan Railroad from Port Huron to Lansing; also, for the Peninsular Railway, from Lansing to Battle Creek; also, for the Iona and Lansing Railroad, from Lansing to Greenville. The guaranty by the Michigan Southern consolidated line of the bonds of the Northern Central Michigan Railroad will cause it to be speedily completed, and the same company will extend a helping hand in the same way to the Lansing, St. Johns and Mackinac road. The completion of the Detroit, Howell and Lansing road, and the extension of a road from this city to St. Joseph; from Smith's Creek to Lansing, and a direct line from Toledo to Lansing, will give the capital of the state ten iron arms stretching to every point of the compass.—*Lansing Republican.*

Grand Rapids and Indiana R. R.

The announcement that arrangements have been effected by the Grand Rapids and Indiana Railroad, and the Kalamazoo, Allegan and Grand Rapids Railroad, to connect at this point, coupled with the announcement that the building of the former road between this city and Kalamazoo is indefinitely postponed, is calculated to confirm in the minds of those who have all along contended that it was not the intention of the company to build that portion of the line, that their suspicions were well founded from the first. That part of the Grand Rapids and Indiana railroad between Fort Wayne and Sturgis is under contract, and it is to be finished immediately, and trains run over it regularly, in connection with the 'Gardner' road. The tracks of the Grand Rapids and Indiana and the Kalamazoo, Allegan and Grand Rapids roads, have been connected, and cars will hereafter be transferred at this point, avoiding reloading as heretofore.—*Grand Rapids Eagle.*

☞ A project is on foot to connect the Kansas Pacific and Union Pacific railways by a road from Manhattan, Kansas, up the Republican River Valley, intersecting the Union Pacific railroad near the mouth of Plumb creek. The road will be easy of construction, and lies through the finest country in Kansas, already thickly settled. The probable length of this road will be two hundred miles.

☞ The Concord and Rochester railroad company have been organized by the election of the following board of directors: Nathaniel White, James R. Hill, Benjamin A. Kimball, John V. Barron, Concord; Eliphalet Fose, Strafford; John M. McDuffee, Rochester; John M. Babcock, Barnstead. President, Nathaniel White; Treasurer, L. D. Stevens; building agent, G. A. Pillsbury,

☞ Hartford, Conn., has voted to issue bonds to the amount of $750,000 to raise funds to pay the town subscription to the Connecticut Western Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	---- ----	---- ----
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	---- ----	---- ----
Atlantic & Gt. Western ... 50	25,879,923	---- ----	---- ----
" " " pref. 50	1,919,000	---- ----	---- ----
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,680,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	---- ----	---- ----
Berkshire*.....100	600,000	J. A J &O	July'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,600	---- ----	---- ----
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	July'69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A N	Aug.'69 3
Brooklyn City & Newt'n..100	399,800	---- ----	---- ----
Buffalo, Bradford & Pitts.100	1,100,000	---- ----	---- ----
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	---- ----	---- ----
Camden & Burlington Co.100	331,000	---- ----	July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville...100	447,000	J. & D.	Jun.'69 3
Catawissa..... 50	1,150,000	---- ----	---- ----
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J	July.'69 5
Central of New Jersey....100	13,768,600	J. & J.	Jan '69 2½
Central Ohio.....100	2,800,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	---- ----	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'69 5
" " pref..100	2,425,400	M. & S.	Mar.'69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July'69 5
Chicago and Milwaukee*..100	2,227,000	---- ----	---- ----
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	16,356,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Ap'l.'69 5
Cincinnati City Passenger...	---- ----	J'n &J'ly	Jan.'68 2
" Street.....	---- ----	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Jul.'69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	M'y'69 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Aug.'69 2
Cleveland and Toledo*.... 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	---- ----	---- ----
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '69 3½
Concord 50	1,500,000	M. & N.	May'69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000	---- ----	---- ----
Conn. & Passum'c. Rivers 100	139,000	---- ----	---- ----
Do. do. pref 100	1,822,100	J. & J.	Jul. '69 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	---- ----	---- ----
Dayton and Michigan*....100	2,392,361	---- ----	---- ----
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	---- ----	---- ----
Detroit & Milwaukee.....100	1,047,350	---- ----	---- ----
" " pref.100	1,500,000	---- ----	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Aug.'69
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly'69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.).....100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600	---- ----	---- ----
East Tenn. and Georgia...100	2,389,730	---- ----	---- ----
East Tenn. and Virginia...100	657,800	---- ----	---- ----
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J.&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	M'y'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	---- ----	---- ----
Evansville & Crawfordsv.100	1,143,445	---- ----	---- ----
Fitchburg.....100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	180,000	J. & J.	Jul. '67 2
Granite.....100	---- ----	---- ----	Mar.'69
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jul. '69 5
Hannibal and St. Joseph..100	1,900,000	---- ----	---- ----
Do. do pref.100	5,258,830	---- ----	---- ----
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.....100	820,000	---- ----	---- ----
" pref.....100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380	---- ----	---- ----
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '67 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	28,592,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000	---- ----	---- ----
Leeds and Farmington*.....	---- ----	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A J&O	July'69 2½
Lehigh Luzerne..... 50	844,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	---- ----	---- ----
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	96,194	---- ----	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	---- ----	---- ----
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount'n* 50	1,676,915	---- ----	---- ----
Maine Central.....100	1,600,860	---- ----	---- ----
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	---- ----	---- ----
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	---- ----	---- ----
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	---- ----	---- ----
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	---- ----	---- ----	---- ----
" " " 1st pref 100	---- ----	---- ----	---- ----
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	---- ----	---- ----
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	---- ----	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	---- ----	---- ----
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	---- ----	---- ----
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue.....100	707,400	---- ----	---- ----
North Carolina.....100	4,000,000	---- ----	---- ----
Northern Central 50	4,648,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	165,000	---- ----	May '67 4
Northern of N. Hampsh..100	3,06 ,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	---- ----	Jan.'69 5
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	---- ----	---- ----
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jul. '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	---- ----	---- ----
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,516	---- ----	---- ----
Panama.....100	7,000,000	J.AJ&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,996,700	---- ----	Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nort'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 100	1,099,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	July'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	879,500	D. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	---- ----	---- ----	Jul. '69 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	---- ----	---- ----
Richmond and Petersb g..100	847,100	---- ----	---- ----
Rich., Fred. and Potomac.100	1,041,800	---- ----	---- ----
Rockport 100	88,400	---- ----	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	---- ----	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300.000	---- ----	---- ----
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	---- ----	---- ----
Sandusky and Cincinnati.100	2,089,000	---- ----	---- ----
" " pref.100	445,596	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,341	---- ----	---- ----
Savannah and Charleston.100	1,000,000	---- ----	---- ----
Schuylkill and Susqueh'a. 50	1,289,150	---- ----	---- ----
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	---- ----	---- ----
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	Annual.	Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	---- ----	---- ----
South Shore 100	259,685	---- ----	Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	---- ----	---- ----
Stockbridge & Pittsfield*100	448,700	---- ----	---- ---3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Binghm. and N. Y.100	1,314,130	---- ----	---- ----
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922	---- ----	---- ----
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.)....100	1,750,000	---- ----	---- ----
Thirteenth and Fif. (Ph.). 50	---- ----	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000	---- ----	---- ----
" " (S. D.) pref.100	1,700,000	---- ----	---- ----
" " (W. D. pref.100	1,300,000	---- ----	---- ----
Tol., Wabash and West....100	5,700,000	---- ----	---- ----
" " pref 100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	---- ----	---- ----
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	---- ----	---- ----
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	---- ----	---- ----
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'69 0
Vicksburg and Meridian....100	357,408	---- ----	---- ----
Virginia Central 100	3,353,679	---- ----	---- ----
Virginia and Tennessee...100	5,497,791	---- ----	---- ----
Western Union 100	2,707,693	---- ----	---- ----
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,776	---- ----	---- ----
Winchester and Potomac....	---- ----	J. & J.	Jul. '69 3
Warren.....100	1,547,650	---- ----	---- ---8½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595	---- ----	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	---- ----	---- ----
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 8
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	---- ----	---- ----
Union..... 50	2,907,850	---- ----	---- ----
" preferred 50	---- ----	---- ----	---- ----
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	M.J&D.	Sept.'69 3
Union Navigation 100	4,000,000	M.J&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'65 4
Butler Coal..... 50	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	---- ----	J. & J.	Jul. '69 2
Lackawanna Coal..... —	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	---- ----	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... —	200,000	---- ----	Dec'68 2½
Short Mt. Coal.....	800,000	---- ----	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	---- ----
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	---- ----	---- ----
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	---- ----	---- ----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	243,325	415,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	355,985	409,251	401,280	357,956	367,919	236,824	3,860,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,209	322,638	360,223	323,030	271,247	3,695,155
1867	243,787	157,832	235,901	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,801
1868	276,117	275,140	267,084	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,085	353,736	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	328,865	336,617	321,037	3,099,470
1865	305,554	240,351	289,403	196,580	234,612	321,818	244,121	306,251	389,489	307,523	270,073	201,779	3,318,514
1866	241,395	183,385	257,220	209,099	277,506	300,093	238,926	317,977	400,941	428,474	345,028	260,208	3,466,922
1867	292,047	224,021	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,014
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	440,300	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,324	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	623,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,324	1,001,922	13,443,765
1869	871,218	827,254	1,149,258	1,092,378	1,269,934	1,258,284	1,167,156	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,229,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	467,679	424,561	4,571,028
1864	327,900	416,588	459,762	423,797	406,873	510,100	423,578	640,179	799,236	661,394	647,141	663,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,350	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	122,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,656	121,519	125,065	119,109	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,960	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,653	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,654	4,665,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,969	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,964	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,859	1,486,356	1,117,858	14,575,123
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	248,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,185	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,609	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,252	1,196,955	762,685	10,032,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,058	837,351	586,779	9,256,264
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	673,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	108,696	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	285,793	263,259	292,285	260,529	293.344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,594
1869	284,192	266,137	242,705	311,833	312,529	348,891	310,800	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,957
1868	46,415	40,708	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Aug. 1, 1869					
Loan of June 14, 1858 ..... registered	20,000,000	6	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	117
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	122⅝
.. .. coupon		6	" "	1881	123
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	121⅝
.. .. .. (5-20s).....coupon		6	" "	1882	123
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	121⅝
.. .. .. (5-20s).....coupon		6	" "	1884	121
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	121⅝
.. .. .. (5-20s).....coupon		6	" "	1884	121
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	121⅝
.. .. .. (5-20s).....coupon		6	" "	1885	121⅝
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	119½
.. .. .. (5-20s).....coupon		6	" "	1886	120
.. .. 3d series (5-20s)...registered	379,583,450	6	" "	1887	121½
.. .. .. (5-20s).....coupon		6	" "	1887	120
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	121½
.. .. .. (5-20s).....coupon		6	" "	1888	120
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	110
.. .. .. (10-40s)....coupon		5	" "	1904	114
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95–'99	108⅝
Certificates of Mar. 2, 1867, and July 2, 1868...	50,810,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	95,700	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	333,472	var	.....	Due.	....
Treasury Notes (7-30s).....	1,033,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,785,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	184,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,116,719	ast.	.....	Dem.	....
Fractional Currency	31,030,300	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	93⅜
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	126
.. — .. 1860.	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71–'81	99½
.. — .. Oct.'61.(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	84
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97⅜
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69–'06	72
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	65
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98⅜
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	95
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	....
.. — .. .. 1838–'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	101⅛
.. —Relief Loan of 1867.....	100,000	6	" "	1878	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	106⅜
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	102,000	6	June & Dec.	'70–'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72–'73	124⅜
.. —	720,000	6	" "	'74–'75	122⅜
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1888	107⅛
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107⅛
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100⅛
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73–'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	86⅜
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	90⅛
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99⅜
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99⅜
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	108⅛
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	940,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	101
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	102
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'01	57
.. — .. (new).....	3,059,045	6	" "	'92–'98	50⅜
.. — .. (Chatham R. R.)	2,439,900	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103⅛
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	99
.. —	4,724,000	5	Various.	'72–'82	93⅛
.. —Inclined Plane Loan.....	112,000	4½	Jan. & July.	1882	....
.. —Redemption Loan of 1867.....	400,000	6	April & Oct.	1879	....
.. —	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	109
.. —	9,273,050	6	" "	1882	113
.. —	910,200	5	" "	'72&'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101⅜
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99⅜
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99⅜
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99⅜
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99⅜
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	61⅜
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61⅛
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	61⅛
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	100
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	56
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	60
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	64½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,00	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	86
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'78	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	...
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	95½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1879	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	95½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage	75,000	7	" "	"	1868	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	*7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	85½
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	88
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	85½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	98½
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	95
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	276,000	7	May & Nov.	" "	1890	86

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83⅜
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	81
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,608,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	436,680	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1888	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1889	89½
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	83
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	98½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	101
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1889	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	96
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94¼
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	90
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	70
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1893	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	938,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		5*	" "	Mobile.	1882	52
Tennessee Loans	1,609,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1901	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,560,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1883	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'79	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	360,000	10	April & Oct.	"	1887	100
2d Mortgage	276,500	7	— & —	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	125.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	93
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	84
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,388,000	6	April & Oct.	Boston.	1877	
Company Bonds	458,000	5	March & Sept.	"	1875	....
Company Bonds	1,000,000	7	Feb. & Aug.	"	1876	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	71
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	72½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	91
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	97½
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901	86
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	84
Bonds of 1857, convertible	171,500	6	" "	"	1886	97½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.		7*	—— & ——	New York.	18—	....
Pontiac and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	73
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'72–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'66–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	88
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	84½
2d Mortgage	1,500,000	7	" "	Boston.	1891	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	83
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage, endorsed by Balt.	900,000	6	Jan. & July.	Baltimore.	1890	92
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	86
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	90
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	98½
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	64½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna †...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	96
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	.....	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf †.....Georgia.	6,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	185,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †.N.Carolina.	.....	—	—	—	—	—	—	—	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,104	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio †.....Md. & W. Va.	22,591,611	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,762,229	3,222,039	8	100	121½
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,542	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	—	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	—	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,568	3,622,114	1,319,059	6,074,605	1,918,432	—	100	147
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,004	*	—	—	624,800	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Boe., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.8	777,049	1,913,253	370,191	1,238,657	223,834	—	100	20½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	344,136	1,565,492	453,780	10	100	142
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	135
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb., Penn. & N. Y.	2,866,000	—	—	—	2,288,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	—	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,458	10	100	122½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	64.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	200,000	—	—	—	(Leased to West Jersey.)					6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,069	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	105
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	26
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	....	Cheraw and Darlington.....S. Carolina.	.....	—	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	25	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)					—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,587,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	157½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,554	39,781,829	132,435,027	6,197,729	2,721,861	15	100	194½
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	88½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	116½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	5	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	—	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)					—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,815	Cleveland Col., Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	854,449	7	100	80						
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland, and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100						
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	106¼					
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(	Leased to	Lake Sho	re.)		7	100	97½					
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*			11,620,000	17,764,000			(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)		100	34					
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,788,200	248,000	80,667	85,846		(Op	erated by	Little Mi	ami.)		8	50						
Mar. 31, 1868	36.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,628	826,634	346,496	10	50	75¼					
Mar. 31, 1868	27.0	—	2 24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	—	100							
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(L	eased to	Concord,)			7	100						
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,386	288,125	137,010	17,084	1,961,700	553,800	538,067	55,939	110.2	185,392	112,617	74,757	461,809	171,914	6	100	87					
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	639,349	193,584	9	100	130¾					
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)				50						
Mar. 31, 1868	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21,710	15,047	8,828	39,337	14,823	—	100							
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50							
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110					
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	455,558	*	26,000	44,586	400,000	100,000		6,124	23.8	69,830			170,672	51,024	10	100							
Apr. 30, 1869	—	—	117.5	—	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100						
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700		141.4				965,853	273,497	—	100							
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*			76,000	627,449	12,768		31.8	76,128	72,188	60,571	168,420	17,479	—	100							
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				139,355	loss.	—	100							
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*			891,206	892,750			112.5				354,270	61,942	6	100							
Oct. 31, 1868	113.0	—	...	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	112½							
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0							100							
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100							
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100							
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	975,186		4½	100	111					
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217		—	100							
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In	progress.)					100						
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progr	ess.)		100							
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb.	Penn.	259,800				124,800	140,000	2,000			(Leased	to Pennsy	lvania.)				100						
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,800	1,452,212	558,939	8	100	116						
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Ba	lt.)			100						
Dec. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Reading.)			6	50						
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033	—	50							
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339		140.8				512,864	60,969	—	100							
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.									130.0	350,378	82,393	71,288	537,691	133,709	—	100							
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.								(Oper. by		Evansville, Henderson	& Nashv.)		82,923	8,095	—	100							
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Centra	l.)	25,000	5	100						
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leased	to Northe	rn Centra	l.)	165,000	5	50	66					
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18,566,765	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100							
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,066	636,916	245,369	—	50							
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.																100						
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,463	63,460	166,758	35,072	—	100							
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697			455,186	117,920	—	100							
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0							100						
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759		36,631	150,000	200,000	38,450		5.9	10,815	76,770		31,320	5,770	—	100							
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400					(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50						
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000		23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	133					
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000		248,000		21,663		23.0	36,955	115,847	48,956	91,943	16,661	6	100						
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvide	re Delaw	are.)			100						
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100						
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*			3,000,000				154.0							100						
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*							12.5							100						
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.									60.0							100						
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In pr	ogress.)					100						
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100						
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000			52.0							100						
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	(67,607			1,003,724	491,889	64	100	109						
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0							100						
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0							100						
Dec. 31, 1868	884.0	523.0	....	—	328	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*			14,367,950	78,430,550			1,881.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100							
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100							
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495		1,510,374	1,737,500	200,000		164.2	122,712	39,149		320,138	128,055	—	100							
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.					7,600,000	9,760,000			271.0				2,184,167		—	100							
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	110					
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	709,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	210					
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606		2,037,939	2,055,000			122.4	373,153	851,826	182,894	766,351	122,688	—	100						
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,556	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8				581,983	211,545	—	100							
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		185.0				897,617	528,297	—	100							
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.									50.0							100						
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,609 382	2,516,607	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	185¼						
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	296,895	219,211	80,051	—	50							
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110		970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	141						
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.				(Is no w	operating	Terre	Haute,	Alton &	St. Lo	uis R.	R.)					100						
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807			302.5							100		34					
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.									75.0	237,250						100							
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.																100						
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*			132.411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100							
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000		400,000	150,000			11.0			129,013	37,322	2,107	—	50							
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100							
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819			1,063,524	264,955	—	100	65						
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96						
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Centra	l.)		8	100							
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,008,270	79,033	41,037	—	100							
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.						1,159,000			99.0							100						
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			25.0	(Owned by Chicago Burlington & Quincy.)						100							
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.									16.0							100							
Dec. 31, 1868	31.0	—	113	34.0	2	1	1	20	Knoxville and Kentucky ¶	Tennessee.									31.0							100							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	105½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,895,500		(See Le	high Coa	l and Na	vigation.)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	115½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	17,262	9,140	514,646	44,000	114,049	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,665	.....	1,898,814	157,324	—	50	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,080	—	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9 557,800	683,330	11,706	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	149	Louisville, Cincinnati and Lexington.Ky.	2,496,268	*	109,605	389,952	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5,519	1,108,594	282,519	5.540	185,179	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	103,839	6	100	66⅔
Jun. 30, 1868	185.0	163.2	33.7	25.8	60	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	26.0	.....	.....	.....	.....	142,796	102,550	10	100	131½
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	230,286	344,996	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	251,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	131
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick .N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	81½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	108
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,855	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,937	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	133
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,897	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	209½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	182.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	162
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	145
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	87,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....							
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.					(In pro	gress.)												—	100	....							
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶.....Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	100	....							
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania.....Pennsylvania.	5,895,759	799,232		721,132	.....	3,150,000	3,463,839	.....	.....	67.3	421,267	.....	.....	.....	1,015,394	388,240	5s	50	72							
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern .....Canada.	.....	.....		.....	.....	.....	.....	.....	.....	96.8	.....	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837		1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	100½							
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*		200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	108							
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey.....N. J. and N. Y.	524,226	*				159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....							
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶..Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	108½							
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶.....Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621	.....	3,345,141	253,994	.....	.....	....								
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain...N. Y.	5,399,872	1,400,963	.....	.....	.....	4,417 500	938,100	83,143	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	65½							
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi ....Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	32							
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River.....Penn.	6,742,065	807,721	.....	.....	.....	4,259,450	3,170,000	.....	173,897	101.5	248,880	.....	.....	1,197,060	653,185	—	50	82½							
May 31, 1869	72.5	68.5	32.3	—	35	64	18	459	Old Colony and Newport..Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	98½							
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72							
Dec. 31, 1868	5.0	4.0	....	—	.....	.....	.....	.....	Orange and Newark .....New Jersey.	618,549	63,889	.....	13,612		289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....							
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome.....New York.	925,799	*				222,987	717,000	2,387	—					111,196	56,811	—	100	....							
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse .....New York.	1,256,668	142,186	.....	.....	.....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	50	114							
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶.....Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,692	1,064,338	—	100	240							
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	.....	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	....							
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	—	630,000	—	—	—	—	(Leased	to Erie.)	—	—	—	53,400	8	100	....							
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	10,000,000	.....	.....	.....	.....	5,000,000	500,000	.....	.....	—	(Leased	to Erie)	—	—	—	—	—	100	....							
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased	to Erie.)	—	—	—	26,500	5	100	....							
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown.....Penn.	533,786	.....	.....	.....	.....	339,650	160,000	.....	.....	—	(Leased	to Camden	and Amb	oy.)	—	—	—	100	....							
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114							
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal.....Pennsylvania.	2,000,000	*		2,172,500	.....	3,200,000	597,500	375,000	.....	47.0	.....	.....	.....	.....	.....	20	50	225							
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	—	1,200,000	600,000	—	—	—	(Leased	to Chic. R. I. and Pac	ific.)	—	—	125,000	8	100	....							
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville...Illinois.	2,000,000	*	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶.....Virginia.	1,550,337	*	.....	.....	.....	1,323,200	67,926	154,299	.....	82.3	.....	.....	.....	212,892	93,883	—	100	....							
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,336,551	*	.....	.....	.....	218,000	800,000	212,500	.....	39.0	87,111	.....	.....	156,746	12,424	—	50	....							
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶....Pennsylvania.	19,350,998	*	.....	.....	.....	6,004,200	13,000,000	328,633	.....	287.5	.....	.....	.....	2,804,250	.....	—	50	61½							
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown..Pa.	1,139,079	352,380	.....	.....	.....	1,587,700	63,950	.....	.....	24.3	342,775	.....	.....	642,639	295,901	10	50	140							
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading..Pennsylvania.	11,801,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	97							
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,379,164	.....	329,062	.....	.....	1,259,120	.....	.....	.....	26.5	.....	.....	.....	995,196	290,585	10	100	126½							
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore..Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	.....	.....	2,393,897	905,891	8	50	104							
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	.....	5,000,000	4,008,000	4,750,000	.....	222.5	1,568,097	.....	.....	.....	.....	—	50	....							
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶.....Penn.	4,103,728	*	.....	.....	.....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....							
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic..P., O., I. & L	23,400.985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	151½							
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6.322	782	450,000	—	—	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75							
Sept. 30, 1868	23.0	—	....	—	3	2	1	80	Plattsburg and Montreal.....New York.			(In ha	nds of R	eceiver.)				23.0	34,971	.....	.....	60,642	5,313	—	100	....							
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec.....Maine.	2,000,000	*	.....	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....							
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth....Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	118							
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	—	—	—	—	350,000	—	—	—	—	(Leased	to Concor	d.)	—	—	24,500	7	100	....							
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	—	—	—	—	170,000	200,000	.....	.....	—	(Leased	to Eastern	.)	—	77,755	24,737	—	100	....							
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	485,813	*	.....	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....							
Nov. 30, 1868	43.4	1.8	23.4	—	21	23	4	504	Providence and Worcester..R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....							
Dec. 31, 1868	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	92.3	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1868	73 8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	.....	2,530,700	1,524,800	1,226,390	—	—	.....	.....	254,899	30,667	—	100	....							
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	1,914,482	219,883	11,791	.....	.....	505,848	1,000,000	.....	.....	—	159,744	.....	.....	178,456	26,995	—	50	....							
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga.....N. Y. & Vt.	4,732,884	811,575	.....	.....	.....	3,000,000	1,500,000	.....	.....	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93							
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶.....Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....							
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶..Va.	2,297,932	*	126,236	5,628	1,320,676	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....							
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶.....Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,164,190	1,027,073	146,985	58,728	—	100	....							
Sept. 30, 1868	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶.....Virginia.	6,250,000	*	.....	.....	.....	650,000	600,000	.....	.....	—	.....	(Not in o	peration.)	.....	.....	.....	—	100	....							
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	.....	(Under c	onstructio	n.)	.....	.....	—	100	....							
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg.N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	125							
Dec. 31, 1868	119.0	—	—	—	39	31	12	789	Rutland .....Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	—	166.3	694,409	4 069,421	11,712,202	993,239	.....	—	100	32½							
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs...Missouri.	4,150,000	*	.....	.....	.....	2,100,000	2,050,000	.....	.....	—	—	(About $5	0,000 a mo	nth.)	—	—	—	100	....							
Dec. 31, 1868	132.0	34.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	.....	4,340,000	6,700,000	.....	.....	132.0	—	(Leased to	Ind. & St.	Louis.)	517,941	—	100	36½							
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶...Missouri.	14,000,000	.....	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.6	.....	.....	.....	612,000	171,000	—	100	....							
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....							
Dec. 31, 1868	23.7	8.2	....	—	.....	.....	.....	.....	St. Louis and St Joseph .....Mo.	.....	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	—	—	(Under co	nstruction	.)	—	—	—	100	....							
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	(Under co	nstruction	.)	—	—	—	100	....							
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....							
Dec. 31, 1868	86.0	—	....	200.8	7	4	5	111	St. Paul and Sioux City.....Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	282,950	100,415	—	100	....							
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	.....	180,550	100,000	.....	.....	—	(Leased	to West J	ersey.)	—	—	16,533	6	100	....							
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	—	—	(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....							
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark ..Ohio.	3,050,235	*	.....	.....	.....	900,235	2,150,000	50,000	—	116.3	240,299	.....	.....	416,916	106,052	—	100	....							
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna .....Penn.	1,299,845	*	.....	.....	.....	1,299,150	97,000	142,578	—	54.0	152,360	.....	.....	167,518	344	—	50	....							
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	—	576,050	—	—	—	—	(Leased	to Phila. a	nd Reading	g.)	—	—	5	50	....							
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke.Va. & N. Carolina.	.....	.....	.....	.....	.....	.....	290,000	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....							
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....							
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....							
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	—	—	—	—	869,450	700,000	—	—	28.0	178,705	.....	.....	277,763	83,511	5	50	....							
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac..Wisconsin.	985,000	*	.....	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....							
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	—	—	—	—	100,000	37,800	.....	.....	20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)	—	—	100	....							
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line.....Connecticut.	691,200	*	.....	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....							
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....							
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec.....Maine.	2,020,770	*	.....	.....	.....	783,500	1,232,760	4,461	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....							
Dec. 31, 1868	16.0	—	—	—	—	—	—	—	South Branch.....New Jersey.	438,300	—	—	—	—	438,300	—	—	—	—	(Leased	to Central	of New J	ersey.)	—	—	6	100	....							
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	86	South Carolina ¶.....South Carolina.	7,567,414	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....							
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama .....Ala.	.....	.....	.....	.....	.....	900,000	.....	.....	—	—	.....	.....	(In progres	s.)	.....	.....	—	100	....							
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore .....Massachusetts.	501,592	*	.....	.....	.....	259,685	150,000	17,614	15,039	22.0	45,312	2,002,440	.....	77,017	15,961	3	100	....							
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.) .....New York.	1,409,926	*	.....	.....	.....	484,000	750,000	150,000	.....	—	—	(Not in fu	ll operatio	n.)	—	—	—	100	....							
Sept. 30, 1868	123.0	6.5	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	476,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....							
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central.....New York.	.....	.....	.....	.....	.....	880,000	.....	.....	—	(Under	er const	ruction.)	.....	.....	.....	—	100	....							
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota .....Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	250,000	.....	—	100	....							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0		....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,644	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.									68.0							100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....				100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	277,622	103,680	7½	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)		47,908	29,709	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	61.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,666	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	79
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased	to Hudson	River.)			—	100	46
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	ed to Vt.	& Mass.,	R. R.)	32,000	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	—	—	—	510,000	—	—	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	533,663	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	—	—	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermo	nt Central.)			8	100	102
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,087,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	.....	—	(Leased	to Rutlan	d.)			—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,862	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased	to Del. La	c. & W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget..D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	—	.....	.....	1,283,600	1,800,000	374,381	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	3,267,693	4,000,000	1,596,447	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	1,209,170	1,221,500	.....	.....	63.7	(Leased	to Pennsy	lvania.)			—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	(Under construction.)				181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	....	....	....	....	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)						116.9	.....	12,497,271	2,626,929	265,643	164,032	—	100	63½
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.											(Not	in operati	on.)			—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	—	—	200,000	—	—	—	—		(Not	in operati	on.)			—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by	Boston,	Concord a	nd Montreal.)		6	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	.....	.....	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	8	4	2	112	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	1,334,480	39,269	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	14	13	8	140	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	754,996	123,653	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	21	15	11	267	Wilton.....New Hampshire.	341,131	*	341,131	33,027	213,000	—	—	—	—	(Leased	to Nashua	and Lowell.)	596,169	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	233,000	—	—	—	1,160,782	—	—	—	—						—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N, Hampshire.	950,000	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	124¼
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	1,522,200	*	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
										395,535	—	.....	.....													
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	41
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						8	50	100
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	127
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)											
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	—	—	—	64,000	813,511	.....	.....									
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	161.0	—	—	—	912,108	686,547	—	100	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	108.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,750,000	701,000	.....	.....	102.0	—	—	—	603,067	397,785	—	50	71½
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	.....	178.0	—	—	—	450,135	162,972	—	100	20
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,685,287	—	.....	.....	2,002,746	2,628,310	149,296	.....	108.3	—	—	—	258,300	30,107	—	50	40
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	45.0	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	42.0	31.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	87.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	1,800,000	600,000	.....	.....	123.0	—	—	—	60,830	5,307	—	50	....
																						267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.								100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	99
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	224,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443	—			
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—			
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.										
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	66
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	460,000	91,902	38,917	206,640	16,659	—	100	100	67
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929		—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	....
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	....
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000					—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	45½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000					—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000					—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000				—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882	—	50	50	—
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester .....Mass.	89,573	75 800	72,000	26,000			—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	—
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85½
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	600,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Bloesburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	166
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	16,659,097	7	10a	97
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	126
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	100,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	23
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	106
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	91
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	35
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	37 50 @	42 —
Pig, American, No. 1 (good to best)		42 — @	— —
Pig, American, No. 2		38 — @	39 —
Pig, American, Forge		36 — @	— —
Bar, Refined, English and American		85 — @	90 —
Bar, Swedes, assorted sizes	(gold).	82 50 @	87 50
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @	140 —
Bar, English and American, Refined		90 — @	92 50
Bar, English and American, Common		85 — @	87 50
Scroll		120 — @	150 —
Ovals and Half-round		117 50 @	142 50
Band		117 50 @	— —
Horse Shoe		117 50 @	— —
Rods, ⅜@3-16 inch		97 50 @	155 —
Hoop		125 — @	180 —
Nail Rod	per lb.	— 8½@	— 9½
Sheet, Russia, assorted No.'s	(gold)	— 11 @	— 12½
Sheet, Single D. and T. Common		— 5 @	— 7
Rails, English	(gold). per ton.	— — @	56 50
Rails, American		74 — @	76 —
Anvils, Eagle	per lb.	— 9½@	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 18 @	— 22
English Spring (2d and 1st quality)		— 9 @	— 11½
English Blister (2d and 1st quality)		— 11½@	— 19
English Machinery		— 12½@	— 15
English German (2d and 1st quality)		— 14 @	— 16
American Blister "Black Diamond"		— 10½@	— 16
American, Cast, Tool, do.		— 19 @	— —
American, Spring, do.		— 10 @	— 13
American Machinery do.		— — @	— 13
American German do.		— 10 @	— 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @	— 32
Bolts		— — @	— 33
Braziers'		— 33 @	— 35
Nails		— 38 @	— 40
Sheathing, &c., Old		— 20 @	— 21
Sheathing, Yellow Metal		— — @	— 27
Bolts, Yellow Metal		— — @	— 27
American Ingot		— 23½@	— 23¾

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 35
Straits	(gold).	— 31½@	— 32
English	(gold).	— 31½@	— —

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal.... per box.	8 50 @	8 62½	11 75 @	12 —
I. C. Coke	7 — @	7 50	9 75 @	10 75
Coke Terne	— — @	6 —	— — @	8 50
Charcoal Terne	8 — @	8 25	11 — @	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— — @	— 17½
Crude, 40 @ 47 gravity (in shipping order)		— 23 @	— 23½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @	— 30½
Refined, Standard White (in ship'g order)		— 32 @	— 32½
Refined, prime White (in shipping order)		— — @	— 33
Refined, Straw (in merchantable order)		— — @	— 32
Naptha, Refined, (60 @ 63 gravity)		— 10 @	— 10½
Residuum	per bbl.	— — @	4 75

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.		New List.
6 by 8 to 7 by 9	per 50 feet. 7 75 @	6 —
8 by 10 to 10 by 15	8 25 @	6 50
11 by 14 to 12 by 18	9 75 @	7 —
14 by 16 to 16 by 24	10 50 @	7 50
18 by 22 to 18 by 30	12 25 @	8 —
20 by 30 to 24 by 30	15 — @	9 —
24 by 31 to 24 by 36	16 50 @	10 —
25 by 36 to 30 by 44	17 50 @	12 50
30 by 46 to 32 by 48	20 — @	13 50
32 by 50 to 32 by 56	22 — @	14 50
Above	25 — @	16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet. 8 50 @	6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @ 10 —
24 by 32 to 24 by 36	18 — @ 12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @ 16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @ 18 —
30 by 50 to 32 by 58 ....(3 qlts.)	24 — @ 20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @ 23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	Th.12	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston, Hartford & Erie	....	....	....	....	....	....
Canton Co	58½	....	....	....	....	....
Central of N. Jersey	108½	108½	107	....	107	106
Chicago & Alton	159	155	154	156	156	157½
" pref.	162½	....	....	155	....	....
" 1 M.	....	....	100	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	194½
" 8s, 1883	....	....	....	108	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	88½	89½	88½	87½	88½	88
" pref.	97½	98½	97½	97½	98½	97
" 1st M.	....	....	91½	....	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	117½	117½	116½	115½	115½	115½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	95½	....	95½	95	95	95
Clev., Col., C. and Ind.	77	79	80	....	82	....
Clev. and Pittsburg	105½	105	105½	105½	105½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	74½	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	100	....	100	....	....
Col., Chi., & Ind. C.	34	32½	34½	34½	34½	34
" 1 M.	82	82	82½	83½	83½	84
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	35½	....	....	....	....	....
Del. & Hudson Canal	128	128	....	126	127	
Del., Lack. & Western	112½	....	112½	....	....	111½
" 1 M. 7s	....	99½	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	82	82½	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	80½	....	80	....	....
Hannibal & St. Joseph	126½	127	125	125	126	....
" pref.	126	126½	124½	124	....	....
Hudson River	186½	188½	185½	185½	185½	....
" 1 M. 7s, 1869	....	....	....	....	....	99
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	120	....	....	....
Lake Shore & Mich. S'th.	106½	107½	105½	105½	106½	106
" Div. bonds.	92	....	91	92	92	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	9	....	....	....	....
Michigan Central	....	130	....	....	....	131
" S. F. 8s, 1882	....	....	....	....	....	130
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	——
" 1 M. S. F.	....	....	....	98½	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	8	....	8	....	8	....
" pref.	15	....	....	....	13½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	82½	82½	82½	81½	81½	81½
" pref.	89½	90½	89½	89	89½	89½
" 1st mort.	91½	....	....	91½	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	101½	101½	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87½	87	....	87	86½	86½
" H. & St. J. 8s.	....	....	....	90½	....	....
Morris and Essex	89½	88½	88½	88	88	88
" 1st mort.	....	....	....	....	....	....
" 2d mort.	92	92	....	....	....	....
New York Central	210½	211½	209½	209	210½	209½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91½	....	91½	91½	....	....
" 6s, S.F. 1887	....	92	92	....	....	....
N. York and Harlem	165	....	163	....	162	
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	101½	....	101½	....	....	....
N. Carolina 6s	....	....	56	....	57	
" new	49½	48½	50½	50	50	50
Ohio and Miss.	32	32½	32	32	....	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	83½	83½	83	83½	84½	85½
Panama	....	....	240	....	240	....
Phila. and Reading	96½	96½	96½	96½	96½	96
Pitts., Ft. W. & Chicago	153½	154	153½	151½	....	151½
" 1 M.	101½	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s.	....	....	....	....	....	....
Quicksilver Mining Co.	16	....	....	15½	....	....
St. L., Alton & T. H.	35	35	35½	....	....	....
" pref.	....	....	59	59	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	81½	....	81½
" Income bds.	....	76	....	....	....	....
Tennessee 6s	....	....	62	....	62½	....
" new	....	54	51½	52	52	51
Tol., Wab. & Western	74½	74	....	....	77½	78½
" pref.	....	....	....	....	....	....
" 1 M. ex	....	....	89	....	....	....
" 2 M.	....	84½	....	....	....	....
" Equipment.	77½	....	....	....	....	76½
Virginia 6s, ex-coupon	....	56	....	....	....	....
" new	61	....	....	....	....	60

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS :—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	114	114¼	114	113½	112¾	112¼
U. S. 5s, 10-40s, reg.	111	110½	110	....	109¾	110
U. S. 6s, 1881, reg		122¾	....	....	....	....
U. S. 6s, 1881, coup	122⅛	....	....	....	121¾	123
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	121½	121	119⅞	....	....
U. S. 6s, 5-20s, c. 1862.	123½	123¾	....	123	123	....
U. S. 6s, 5-20s, reg. '64	....	121⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	122⅝	....	....	120½	121¼	....
U. S. 6s, 5-20s, reg. '65	....	121¾	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	122⅛	120⅞	....	120⅞	....	120⅝
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	119½	....
U. S. 6s, 5-20s, c. n. '65.	120¾	120⅝	120⅝	119⅞	119½	120
U. S. 6s, 5-20s, reg. '67	....	121⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	121⅛	121¼	120⅞	120	119½	120⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..	121⅛	120½	....	....	....	....
U. S. 6s, Pac.R.R.issue	109⅛	110	109⅜	108½	108	108⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa	....	....	....	....	....	....
.. preferred ..	37⅜	....	38⅜	....	38	....
Camden and Amboy	121⅛	122	121¼	....	121⅛	122½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	 85	....	85½	....	85½	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	94½	....	....	94½	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	36½	....	36⅜	36½	36½
.. 6s, 1884	 84	....	....	83¾	84	....
.. Gold L	.... 99½	99½	99½	99	99½	98½
.. R. R. L	....	....	....	87½	....	....
Lehigh Valley R. R	 57	57	56¾	56⅝	56¾	56¾
.. 6s new coup	94	....	....	....	....	94
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	42½	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	54	54	....	54	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	60	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	36	....	....
.. 6s, 1880	....	....	....	88	....	88
.. 7s	 88	88½	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	.... 57⅛	57⅛	57⅛	57⅛	57⅛	57⅛
.. 1st M	.... 98⅛	....	....	....	....	....
.. 2d M	.... 97⅛	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	109	109	....	....	....
.. 6s, 3d series.	113	113	....	....	112	....
.. 6s, W. L	....	100⅜	100½	101	....	....
Philadelphia City, 6s	.... 96⅛	96⅜	....	....	....	96⅜
.. new	.... 102⅜	102⅛	103⅛	102⅛	102⅛	102
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	.... 48⅛	48¼	48⅛	48	48	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	30⅜	30½	30⅜	30⅞	30⅜
.. 6s	....	....	....	....	....	....
.. 7s	....	85⅜	86	....	....	86
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	.....	....	....	....	....	....
Green & Coates ..	.....	....	....	....	....	....
2d and 3d streets ..	.....	....	....	....	....	....
Spruce and Pine ..	.....	....	....	....	....	....
13th and 15th sts. ..	.....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	.... 92⅜	....	93	....	....	....
.. 1890	 95	95½	95½	....	95½	95⅜
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	121⅜
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	94
Marietta & Cin. 1st M.	88	87	87	88	87½	87½
.. 2d M	 70	....	....	70	....	....
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	87½	87	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	93⅜	....	....	....	....
.. 2d mort	....	70	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Albany	148	147½	148	....	147	147
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	141½	142	....	142
Boston and Providence	....	135	135	....	....	....
Boston, Hartford & Erie	20½	20½	20	19⅝	19¾	20⅛
.. 7s, new	 66	65¾	64¾	....	....	....
Cheshire, pref	....	....	....	84	84	84
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	115	....	....	115
Fitchburg	132½	132⅝	....	....	....	133
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	131	....	131
Northern, N. H	....	....	108½	....	108	108
Ogdens. & Lake Champ	....	....	....	....	....	....
.. pref	....	....	....	....	108½	....
Old Colony & Newport.	99⅛	99	98	98½	....	98⅝
Ph., Wil. & Baltimore	....	....	51½	....	52	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	101½	102	102	....	....	....
Vermont & Mass	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	.....	....	....	....	....	....
Metropolitan ..	.....	....	....	....	....	67
Middlesex ..	.....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	..... 6½	6½	6	7½	7	7⅛
Franklin ..	.....	....	....	....	....	....
Huron ..	.....	....	....	....	....	....
Isle Royale ..	.....	....	....	....	....	....
National ..	.....	....	....	....	....	....
Minnesota ..	.....	....	....	....	....	....
Pewabic ..	.....	....	....	6½	7	....
Pittsburg ..	.....	....	6½	....	....	....
Quincy ..	.....	....	14	....	27	....

London Stock Exchange.

	—Closing Prices.— July 23.	July 30.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	22½— 23½	23 — 24
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	18¾— 19¼	19½— 19¾
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95½— 95½	93½— 94½
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	94 — 97
Do. General mort. 6 p. c. 1910	84 — 88	84 — 86
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, August 21, 1869.

Stock Exchange and Money Market.

Money has been in fairly active speculative demand, most of the week, at from 5@7, generally at 6@7 per cent. on call. The Gold and Stock operators have been the principal borrowers. There has not been much inquiry from the dealers in the public funds, who have been comparatively idle, the better part of the week. The mercantile call for money has been somewhat brisker, and discounts on prime to good business paper, have been quoted at from 7@9 per cent. per annum, The city banks have lost strength, since our last. the deposit averages having been reduced over 1¼ millions; the legal tender reserve, nearly 1¾ millions; and the specie hoard nearly 1⅞ millions; while the loan and discount averages have been increased about 1⅝ millions. The U.S. Sub-Treasury closed the week with cash balances of 94⅛ millions, of which 11⅛ millions were in currency On Tuesday, of the current week, its aggregate balances were 92⅛ millions, including nearly 11½ millions of currency. Of the currency reserve, about two-thirds are in legal tender notes, and one-third is in national bank notes. The U. S. Sub-Treasurer at this port this week, will disburse $2,350,000 in the purchase of $2,000,000 Five Twenty bonds and will take in about $1,340,000 in payment for gold.

The specie reserve of the city banks according to the latest return is $24,154,499, against $22,-953,850 same time last year. The city bank deposits are now $198,952,711, against $223,-561,087 week ending Aug. 15, 1868. The legal tender reserve amounts to $54,730,089, against $72,935,481 same time last year. The circulation now stands at $38,992,257, against $24,114,087 same time last year. The loans are now $266,-505,365, against $277,808,620 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $97,136,934 a day, against a daily average of $102,479,239 the preceding week, and $102,479,239 the week ending with July 31, 1869. The current week's exchanges average about $96,195,000 a day. The city banks, last week, reported a further loss of $1,849,426 of specie, $1,267,297 of deposits, and of $1,326,745 of legal tender notes. They increased their loans, $1,626,008; and their circulation, $44,272.

The city bank exchanges on Wednesday were $92,813,175, and the resulting balances, $3,622,-587.

National Bank notes to the amount of $212,347 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $317,138,566, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $17,377,235, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,761,331. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $343,133,-850; and for the public deposits, $20,394,500—making a total of $363,528,350. The Treasury Department last week redeemed and destroyed $301,500 of worn and mutilated fractional currency, and issued $146,808 of new. The outstanding amount of fractional currency on the 1st of Aug., was $31,030,300, against $32,062,528 on the 1st of July.

The U. S. Sub-Treasury receipts, week ending with Aug. 14, were $4,031,427 in coin, including $3,299,423 from customs duties, and $2,167,154 in currency; payments, $2,504,194 in coin, including $382,659 of coin interest, and $7,290,145 in currency; balance at the close of the week, $94,312,-140, including $79 185,214 of coin, and $11,199,-399 of currency, against $92,193,894 at the close of the preceding week, showing an increase of $2,118,246. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $597,630, of coin including $501,000 from customs, and $607,704 of currency and payments, $76,672, in coin including $57,103 of coin interest and $371,963 in currency. On Tuesday, receipts, $890,554, in coin including $462,000 from customs, and $200,697 and payments $63,746, in coin including $38,487 of coin interest and $203,755 in currency. The balance at the close of business on Tuesday stood at $92,-111,546, (including $11,432,081 of currency, and $80,532,973 of coin,) against $93,755,622 a week previous; and $94,192,874 on July 31, 1869. The aggregate receipts of the office in July were $88,-

513,855, including $10,502,046 from customs; aggregate payments, $76,502,624, including $17,384,486 of coin interest.

The outstanding amount of coin certificates on the 1st of Aug. was $36,725,840 against $30,489,640 on the 1st of July. The Sub-Treasurer at this port, last week, retired $3,178,422 of coin certificates through the receipts for customs.

Government revenues have been on a more liberal scale, since our last, particularly in the form of customs. The excises, last week, yielded about 5⅜ millions; customs at the port of New York, $3,299,423, and at the outports about $1,050,000 (in coin) more, making the grand total income for the week equal to about $11,246,721 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 31 millions.

Gold has been offered much more freely, and as the speculative demand has been spiritless, most of the week, the price has been seriously depressed, the range having been from 132¾ to 135⅛ and the closing quotation on Wednesday 133¼ as against 135⅛ on Wednesday of the preceding week. The customs call has been more than usually active, but has been easily met at the going rates. There has been less demand from shippers. The exports last week were $784,116; on Tuesday of this week $124,500.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 14th day of August, 1869:

Average am't of loans and discounts	$1,415,361
Average amount of specie	769,073
Average amount of deposits	1,536,382

The customs of the port on Wednesday yielded $438,000. The U. S. Sub-Treasury disbursed $118,792 of coin interest, on that day.

The customs demand for Gold last week, averaged $549,904 a day; thus far, this week, it has averaged $481,500 a day, or equal to a weekly aggregate of $2,889,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $30,592, and since Jan. 1, $9,815,380, against $4,524,114 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $82,075,092, again $71,896,966 same time in 1868. At San Francisco, from Jan. 1, to July 21st, 1869, $4,216,000, against $4,385,731 same time last year.

The coin balances of the Government at this port on Wednesday morning, was about 80½ millions.

The exports of specie, from this port, last week, were $784,116, against $653,493 same week last year; total, since Jan. 1, 1869, $24,220,964, against $63,238,187 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $382,659, and since Jan. 1, 1869, $64,122,135, against $59,757,581 same time in 1868. The specie exports from San Francisco, from Jan. 1, to July 16, 1869, were $22,439,532, against $21,780,419 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Aug. 14, were about 26 millions.

Foreign exchange has been more abundant and quoted a fraction lower on a limited business. Bankers' prime sixty day bills on London closed heavily on Wednesday at 109⅝@109⅞, and on Paris to 5.18¾@5.15; sight bills on London to 110⅛@110½, and on Paris to 5.13¾c.@5.11⅞. The offering of produce bills has been quite extensive this week. The week's exports of domestic produce have been to the currency value of $4,568,552, making the total since Jan. 1, 1869, $117,186,539, against $105,061,555 same time last year.

Government securities have been more freely offered, though not in very large amounts; and as the demand from all sources has been much restricted, prices have declined, Government bought in through the Sub Treasury here on Wednesday, bonds to the amount of only $1,136,200 all that were actually offered, at from 117.75 a 119 net. This circumstance was interpreted in the street as indicating a real scarcity of the Public Funds. As an immediate consequence the demand revived promptly, partly on speculative account, and prices, which opened weak and lower, closing more firmly and buoyantly, the improvement, from the lowest figures of the day, being ⅝@1 per cent.

The foreign houses have been sellers rather than buyers, at the prevalent figures.

U. S. sixes of 1881 closed here on Wednesday at 123@123⅛; U. S. Five-twenties of 1862, ex-coupon, 123@123⅛; U. S. Five twenties of 1864 at 121⅜@121½; U. S. Five-twenties of 1865 at 121⅜@121½; U. S. Five-twenties of 1865, consolidated, 120@120⅛; U. S. Five-twenties of 1867, 120¼@120⅜; U. S. Five-twenties of 1868, 120@121⅜; U. S. Ten-forties at 113½@113⅝; U. S. Six per cent. currency bonds, 108⅜@108⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 4.	Aug. 11.	Aug. 18.
Consols	93	93	92⅞
U. S. 5-20's of 1862	83⅛	83⅜	83¼
Erie	19¾	19½	18½
Ill. Central	94⅛	94½	94¾

Railway and miscellaneous stocks have been less active, as a rule, and quite variable in price.

There has been less inquiry for Breadstuffs and Provisions, at irregular prices. Coal has been in limited request, and anthracite from yard has been reduced in prices $1.50 per ton of 2,000 lbs. Cotton has been brisker and firmer. Middling upland cotton closed buoyantly on Wednesday at 33¾@34 cts. per lb. The stock of cotton now here is estimated at about 15,000 bales. The receipts at the port this week, have averaged about 350 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,308,500 bales, against 2,347,000 bales same time in 1867–'8; exports, same time 1,435,000 bales, against 1,661,000 bales same time in 1867–'8; stock on hand at latest dates, 27,500 bales, against 57,500 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 15,810 pkgs., against 14,404 pkgs., same time last year. From Boston, 6,025 pkgs., against 6,391 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in far demand, at from 10@16c., per lb.; week's receipts, 6,802. Milch cows, very dull at from $40@$110 each, receipts, 84. Veal calves in more request at from 7@12c. per lb.; receipts, 2,020. Sheep and lambs less active at from 4½@7c., and 7@9c. per lb.,; receipts, 31,655. Swine in demand at from 10@10⅜c. per lb.; receipts, 22,378.

Foreign goods have been moderately dealt in without any remarkable changes in values. The week's dry goods imports were valued at $2,059,677, and of general merchandise $2,738,937.

Freights, have been less active but quoted higher on a light supply of room. For Liverpool we quote flour at 2s.@2s. 3d. by sail, and 2s. 9d. by steamer, per bbl.; grain at 8d. by sail, and 10⅛d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 472.

The New York exports, exclusive of specie, for the week ending Aug. 17, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,772,663	$4,568,552
Prev. reported	102,288,892	112,617,987
Since January 1	$105,061,555	$117,186,539

The imports for the week ending August 14, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,933,412	$2,059,677
Gen. merchandise	2,379,486	2,738,937
Total for the week	$4,312,898	$4,798,614
Previously reported	151,219,627	189,607,392
Since January 1	$155,532,525	$194,406,006

The balance in the Sub-Treasury on Wednesday was $93,550,243 20.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 55½; Georgia 7s, 92; Alabama 5s, 64; Louisiana 6s, 72; do., 6s, Levee bonds, 65; California 7s, 126; N. Y. State 7s, Bounty Loan reg., 109½; do., coup., 108½; Jersey City W. L., 92½; Brooklyn 6s, W. L., 94; Buffalo, N. Y. and Erie 1st mort.,90; Toledo, Wabash and Western consol. bonds, 83½; Long Dock bonds, 91; Central Pacific 6s, 95⅞; Am. Dock and Imp. Co., 7s, 95; Galena and Chicago 1st mort., 97; Gt. Western 1st mort., 1888, 83; New Jersey Central new bonds, 96; Mil. and St. Paul 1st mort. Iowa Civ., 88; N. Y. and N. Haven R. R., 145; Dubuque and Sioux City R. R., 111; Western Union Telegraph, 88¼; do., 7s, 90⅛; Wilkesbarre Coal, 65; Adams' Exp. Co., 58; Wells-Fargo Exp., 19½; Am. Mer. Union Exp., 38; U. S. Exp., 68¼; Mer. Union Exp., 11; Buchanan Farm oil, 0.53; Central pet., 0.66; Consolidated Gregory gold, 2.00; Grass Valley gold, 0.35; La Crosse gold, 0.17; N. Y. and Allegheny oil, 0.65; Phillips pet,, 0.15: Smith and Parmalee gold, 2.75; Tudor Lead, 4.15.

Philadelphia.—West Penn. R. R., 80; Oil Creek and Allegheny River R. R., 41¼; Camden and Amboy scrip, 67½; Morris Canal scrip, 64¼; Pennsylvania State coupon 6s, 91½; St. Louis 6s, gold loan, 103¼; Curtin Oil, 1; McClintock, oil, ½. The latest quotations are: City 6s, 96¼@97; do., free of tax, 101¼@101½; State 5s, coupon, 91@91¾; do., reg., —@99¼; do., 6s, W. L., 101@—; do., 1st series, 104@104; do., 2d series, 108¾@109; do., 3d series, 111¾@112; Reading, 48⅜@48⅜; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@90; Camden and Amboy, 122½@122¾; do., mort. 6s, 1889, 94@

95; do., 1883, 85½@86; Penn. R. R., 56¼@57; do., 1st mort., 98¼@99½; do., 2d mort., 97½@98; Little Schuylkill R. R., 42¼@42½; Morris Canal, 30@30; do., pref., 60@61; do., bonds, 79@81; Susquehanna Canal, 10@13; do., 6s, 53½@54½; Sch. Nav., 9@10; do., pref., 19@20; do., 6s, 1882, 65@65½; Delaware Div. Canal, 50@53; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 40@42; do., 7s, 1873, 89@90; do., 5s, 59@60; Lehigh Coal and Navigation, 35⅝@35¾; do., 6s, 1884, 84@84¼; do., R. R., Loan, 87@87½; do., Gold Loan, 98⅜@98½; North Pennsylvania, 36@37; do., 6s, 86¾@87½; do., Chattle 10s, 111@111; Philadelphia and Erie, 30½@30¾; do., 6s, 89@89½; Minehill, 53⅞@54; Catawissa, 14@—; do., pref., 37⅜@37½; Lehigh Valley, 56⅝@56¾; do., 6s, new, 94¼@—; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 46@47; West Philadelphia, 60@—; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 47½@47¾; Thirteenth and Fifteenth, 18½@19½; Girard College, 28@30; Tenth and Eleventh, 70@71⅛; Union, 44@—; Hestonville, 11¾@12½.

Boston.—Rutland and Burlington 3d mort., 6; Vermont Central 1st mort., 84½; do., 2d mort., 40; Union Pacific 6s, 88; Eastern R. R. 6s, 1875, 94; do., 1889, 96; Old Colony and Newport 7s, 1877, 102½; Cedar Rapids and Missouri 7s, 95⅝; Vermont Central and Vermont and Canada 8s, 101¾; Burlington and Missouri R. R. 8s, 1879, 99¼; Rutland R.R., 32¼; Cape Cod R.R., 68; Boston Water Power Co., 15; Cary Imp. Co., 7⅝; Locust Dale Coal, 9; New Hampshire 6s, 1885, 99¾; Maine 6s, 1883, 99¼; Connecticut 6s, 1883, 99; Massachusetts 5s, 1893, 107¼; do., 6s, 1872, gold, 123½; do., 1874, 121; do., reg., 1887, currency, 101; Maine 6s, 1889, 99¼; Bath 6s, 1896, 90; Cincinnati 7 3-10s, 1889, 102½; Chicago 7s, 97¼; St. Louis Co. 7s, 94¾; Cook Co., Ill., 7s, 97½; Hartford 6s, 1876, 91¾; Bangor 6s, 1894, R. R. Loan, 87¾; Allouez Mining Co., 4½; Atlas, 50c.

Baltimore.—Virginia 6s, old, 47¼; do., 1867, 54; Maryland Defense Loan, 101⅝; Orange and Alexandria 2d mort. 7s, 73½; Central Ohio pref., 29; do., 1st mort., 82; George's Creek Coal, 71. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 85@89; Balt. and Ohio, 121½@122½; do., 6s, 1875, 92¼@93⅛; do., 1880, 93½@96; do., 1885, 93½@94½; Northern Central, 49@49½; do., 6s, 1885, 85@88; do., 1900, 86@87; do., 6s, 1900, gold, 99@100½; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 93@93½; do., 2d mort., 92@93; do., 3d mort., 1885, 86@88½; Marietta and Cincinnati 7s, 1892, 87¼@87¾; do., 2d mort., 69@70¼; Central Ohio, 25@26; do., 1st mort., 81@81; Western Md. 6s, 1890, —@66; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 46@50; do., 6s, pref., 48@50; do., 6s, guar., by Washington Co., 78@80; Richmond and Danville bonds, 72⅝@74; Baltimore 6s, 1875, 95@96; do., 1886, 93½@93½; do., 1890, 93½@93½; do., 1893, 91@92; do., 5s, 1838-'70, 73@78; Memphis City 6s, 49½@51; City Passenger R. R., 18½@19½; George's Creek Coal, 70@72½; Santa Clara, 1.50@2.50; Atlantic Coal, 2.90@3.00.

☞ The dividend of the Portland, Saco and Portsmouth railroad, is payable August 16th to stockholders of record May 31.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st ult., inclusive, during the years 1868 and 1869, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	115,900	4,993,000	7,313,900	326,500
1869..	163,600	6,993,200	2,473,300	11,800
Inc ..	47,700	1,999,800	*4,840,600	*314,700

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 447,660 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July in the years indicated:

	1867.	1868.	1869.
Canal opened—	May 6.	April 23.	May 6.
Flour, bbls..	54,000	115,900	163,600
Wheat, bushels...	286,000	4,993,000	6,993,200
Corn, bushels	4,812,300	7,313,900	2,743,300
Barley, bushels..	30,100	326,500	11,800
Oats, bushels	1,551,100	3,956,600	1,577,200
Rye, bushels.....	125,800	159,500	210,600
Malt, bushels....	116,700	217,300	112,600
Feed, lbs.....	.....	.....	4,144,900

The figures for 1868 cover 45,200 bbls. flour 2,811,500 bush. wheat, 694,500 bush of corn, 321,700 bush. barley, 104,100 bush. rye, 941,900 bush. bush. oats, 54,300 malt, estimated to have been detained on the canal by ice during the winter of 1867 and 1868.

Delaware, Lackawanna and Western R.R.

This company is once more offering increased facilities to the public. Its latest enterprise is the extension from Boonton to New York, *via* Paterson, giving direct communication with the coal regions of Pennsylvania and the flour markets of Northern New York, as well as the lumber districts of Southern and Central New York. When the new road is completed there will be three avenues by which New York is supplied with coal through the State of New Jersey, the others being *via* the Erie, supplying Pittston coal, and the Morris Canal, carrying the Lehigh and Scranton coal. The new line will have a double track, and will be able to carry immense quantities of coal at a reasonable rate.

Crossing the Passaic west of Paterson there will be constructed a bridge six hundred and fifty feet long, four spans one hundred and sixty feet long each, with an elevation of eighty feet above the river bed. This bridge will be constructed on the same principle as the bridge on the Paterson and Newark Railroad. It will cost $80,000 at least, and in all probability will exceed that sum. Its exact location will be on the south side of the Paterson and Little Falls turnpike, and about nine hundred feet from the canal. The truss work will be sixty feet above the turnpike. Two spans will carry the bridge to the shore on either side, leaving only one pier in the river. The foundation of the bed of the river is rock, washed by seven feet of water. When completed Paterson will thus have one of the largest bridges of New Jersey. There will be depots at Clifton, Passaic and Rutherford Park in its route to New York, the line crossing the Hackensack river three hundred yards east of the Morris and Essex Railroad bridge. At this point the Hackensack has been found by recent soundings to have a depth of fifty-five feet. The construction of the bridge has already been commenced.

Progress of the Hoosac Tunnel.

Work on the central shaft over the Hoosac Tunnel is progressing at the rate of a foot a day. It is now down 705 feet. Some of the New Burleigh Drills are being put into the shaft. At the east end they are putting in six of the New Burleigh Pattern Drills. The heading at the west end is being driven very fast, eight drills to work them. The rock is penetrated at the rate of from 40 to 50 feet per week. At each blast that is made on the enlargement, 20 cubic yards of rock are displaced. At this rate of progress the Tunnel will be completed in three years. When the Tunnel is running the way the contractors intend it shall be, there will be about 30 of the Burleigh Drills in use, and some 7 or 8 Air Compressors. The Mt. Cenis Tunnel work, that has cost over $25,000,000 gold already, will not compare with the Hoosac in regard to Drills, Compressors, &c.

☞ At a recent meeting of the parties interested in the construction of a railroad from Parkesburg to Delaware City, everything was satisfactorily settled, and the contractor, Colonel Clark, it is understood, will soon commence the grading of the road. The corporation embraces two companies, one chartered by Pennsylvania and the other by the State of Delaware.

☞ The *Western Railroad Gazette* says it is reported that the Indianapolis, Crawfordsville and Danville Railroad, now nearly completed, has been consolidated with the Danville, Urbana, Bloomington and Pekin Railroad, which has the cars running at both ends of its line, and requires little more work to complete it. The consolidated line is to be known as the Indianapolis, Bloomington and Western Railroad.

☞ A survey of the route of the Southern railroad from Cincinnati has been commenced by Mr. W. A. Gunn, Chief Engineer. The route will pass by Georgetown, Scioto county, Williamsport, Grant county, and it is expected to be twenty miles shorter than the Kentucky Central. The survey will be completed in two months.

☞ The Winona *Republican* says that arrangements are now in progress to extend the Winona and St. Peter Railroad from its present terminus at Waseca to some point on the Minnesota river—either Mankato or St. Peter, or possibly both—at as early a day as possible, and the 1st of May has been fixed as the limit of its completion.

☞ The Western Pacific Railroad, running from Sacramento to San Francisco, is completed between Sacramento and Stockton, and trains commenced running over it on the 11th of August.

☞ The engineers of the St. Louis and Southeastern Railroad have made a preliminary survey from Ashley to Shawneetown. They find the distance 82 miles and the route not difficult.

☞ The first train of cars passed over the newly completed section of the Kent and Queen Anne's railroad to Millington on the 4th inst. The road is operated by the Delaware railroad company.

Journal of Railroad Law.

CONTRIBUTORY NEGLIGENCE. A PERSON CROSSING A TRACK MUST USE HIS ORDINARY FACULTIES, AND KNOWING THAT A TRAIN IS DUE, MUST LOOK IN THE DIRECTION FROM WHICH IT SHOULD COME.

The fact of the recent case of Conzales *vs.* The New York and Harlem Railroad Company (38 N. Y. 440), are fully and clearly stated in the following opinion by

DWIGHT, J. The rules of law, applicable to this case, must be considered as settled viz.: First, that the parties seeking to recover for injuries occasioned by the negligence of another, must be shown to be free from negligence contributing in any degree to occasion the injury complained of.

Second, that a person attempting to cross the track of a railroad must make use of his ordinary faculties to ascertain if there is danger in the attempt, or he will be held guilty of negligence. Ernst *vs.* The Hudson R. R. R. Co., 36 How. 84.

Third, that the question of negligence, the facts being uncontroverted, is a question of law for the Court.

Applying these principles to the uncontroverted facts of this case, and I am constrained to conclude, that the judgment cannot be sustained. The deceased was attempting to cross the west track of the defendant's road at the moment when an express train passed over that track. He had been frequently a passenger by the train from which he alighted at the same moment and lived in sight of the crossing. He must have known that the express train was due at that point within one minute of the time, and, allowing for every slight delay on the part of the accommodation train, that the express train was liable to pass at that very moment. With this knowledge, it was especially his duty to look out for the train before going upon its track. He either did look out for it or he did not. If he did not, he was guilty of negligence in the omission; if he did, he must have seen the approaching train within a few feet of him, and his attempt to cross in front of it was recklessness. In Ernst *vs.* The Hudson River Railroad Company (*supra*), WOODRUFF, J., says "A traveller approaching a railroad track is bound to use his eyes and his ears, so far as there is opportunity, and where, by such use of his senses, he might avoid danger, notwithstanding the neglect to give signals or warning, his omission is concurring negligence, and should be so peremptorily declared by the Court; and when proof of this is clear, the plaintiff, thus negligent, should be nonsuited." It was undisputed, in this case, that the track was straight and the view unobstructed, for from five hundred to six hundred feet north from the point at which the deceased stepped from the cars, and the conclusion is inevitable, either, that the deceased omitted to look up the track, or that he saw the approaching train. It cannot be said that he was required to alight at that point where he did, and between the two tracks; so far from this, it seems to me proof of additional negligence on his part that he did so. It is very doubtful whether the train by which he was a passenger had stopped at all when he got off, and if it had it is certain that its stop was only momentary, and not for the purpose of discharging its passengers. It had not reached its stopping place, and when the deceased fell it was moving on toward the platform where it usually discharges its passengers. It is true, that the station-house was on the west side of the track, but there was a platform for the up trains on the east side, and the deceased was not going to the station house, but to his own house, by a shorter route. It seems to me very clear how this casualty occurred: The car in which the deceased was riding had reached the crossing of the street upon which he lived; to get off there saved him a few steps of distance and a few moments of time, and forgetful of the danger from the express train, of which a moment's reflection would have reminded him, he stepped from the car at the street crossing and on the side nearest his home, without so much as looking up the track to see if the express train was coming. That train passed at the moment of his coming to the ground; he started back to avoid it and slipped or stumbled under the wheels of the train in motion behind him. Had he kept his seat until the train in which he was seated had stopped to discharge its passengers, or, in default of that, had he looked up the track before stepping down from the platform of the car, either precaution would have saved his life. He omitted both and was guilty of negligence, which gave occasion for the injury complained of. In my opinion, the motion for a non suit should have been granted; but if not, it is very clear, under the decisions of this Court, above cited, that the defendant was entitled to the instruction to the jury asked for, viz., that it was the duty of the deceased to look in the direction from which the express train was due before attempting to cross the track, and that if he omitted to do so he was guilty of negligence which precluded a recovery, and that the court erred in refusing so to charge.

Upon both of these grounds, I think the judgment should be reversed and a new trial granted.

Judgment reversed.

The Indus Valley Railway.

Mr. W. P. Andrew, Chairman of the Scinde, Punjaub, and Delhi Railway Companies, has just published a Letter,* addressed to the Duke of Argyll, the Secretary of State for India in Council, in which he most clearly and exhaustively discusses the whole question of the Indus Valley Railways, both present and prospective, strongly urging the immediate, or at any rate proximate, construction of at least four new lines, to effectually complete and supplement the existing railway system.

At present the Scinde, the Punjaub, and the Delhi railways, together with the Indus Steam Flotilla, serve to connect the important and rapidly growing sea-port and harbor of Kurrachee, on the Arabian sea, via the Indus Valley and the towns of Kotree and Hyderabad, Mooltan, Lahore, and Umritsur, with the city of Delhi, in the following manner—the Scinde Railway, 109 miles in length, starting from Kurrachee, passes along the right bank of the Indus to Kotree, opposite Hyderabad. From Kotree to Mooltan, a distance of about 600 miles by the river, the traffic is carried on by the Indus Steam Flotilla. At Mooltan, on the Chenaub, is the lower terminus of the Punjaub Railway, 246 miles long, which proceeds thence between the Chenaub and Ravee, and the Sutlej, via Lahore, to its further terminus at Umritsur, where the Delhi Railway, which will, when finished, be 314 miles long, in its turn commences, and after crossing the rivers Beas, Sutlej, and Jumna, terminates within the walls of Delhi, after previously affecting a junction at Ghazeeabad with the East Indian Railway. The Delhi Railway will probably be fully opened for traffic in 1870. These are the only railways now existing in the upper parts of Scinde and the Punjaub.

In this long line of communicating of 1,270 miles, there is one very serious break, viz.: the portion between Kotree and Mooltan, now served by the Indus Steam Flotilla. The navigation of the Indus is at the best of times exceedingly difficult and very uncertain. Shallows, shifting sands, floods, and droughts, sunken obstacles, and strong currents, combine to render the river journey extremely variable. The down journey usually occupies 9½ days, while the up passage fluctuates between 20 and 35 days. The postal service between the two points is therefore necessarily still performed by dak; and an enormous amount of traffic is diverted from its legitimate channel, it being now quite impossible to accommodate it.

The first new lines advocated by Mr. Andrew is the one needed to supply this "missing link," viz., the Indus Valley line proper, about 500 miles long, from Kotree to Mooltan. An enormous amount of testimony in its favor is adduced in the work before us, emanating from such competent authorities as Lord Lawrence, the late Viceroy; the Hon. H. S. Maine, of the Governor-General's Council; Sir Bartle Frere: Sir Charles E. Trevelyan; Major General Sir Henry Durand, R. E.; &c. The second extension of the railway system of the N. W. frontier proposed is about 290 miles of lines from Lahore to Peshawur and the Khyber Pass, very important from a military point of view, and affording access to an immense extent of new country.

The third line suggested would run from Sukker on the Indus, situate half way between Kotree and Mooltan, via Shikarpore and Jacobabad, to Dadur, at the southern entrance to the equally important Bolan Pass.

The last line advocated is one that has been strongly recommended by the local authorities in India, in completion of the N. W. frontier railway system, viz.: A railway from Hyderabad, via Oomercote, to Deesa, effecting a junction with the Bombay, Baroda, and Central India railway and thus affording to Scinde, the Punjaub, and North Western India the advantage of access to an additional port on the Western Coast.—*Herapath.*

* "On the Completion of the Railway System of the Valley of the Indus." By W. P. Andrew, Esq., London, 1869.

Fort Scott, Sprinfield and Memphis Railroad.

With much pleasure we call attention to this new and grand enterprise, the exact counterpart and complement of the Selma and Memphis Railroad. To appreciate the importance of this road, its influence on Memphis and this entire region, the reader must have recourse to the map. Fort Scott is about as far north-west as Selma is north-east of us; so that a road from Selma to Memphis, continued in the same north-westerly course a further distance of 350 miles, passes by Jacksonport, Ark., along the rich valley of White river, and through a rich and beautiful part of south-west Missouri (in which Sprinfield is situated,) to Fort Scott in eastern Kansas, from which place a railroad is already running to Kansas City, tapping the great Pacific road, recently completed. The entire route from Memphis to Fort Scott, is through a rich agricultural region, much of which is already and all of which will soon be thickly settled. The products of this region—cotton, tobacco, wheat, live stock, etc.—will find their best and nearest market at Memphis; and here its people will buy and sell. The carrying business and the local travel furnished by these sources, independent of the immense tide of through travel would support the road.

The enterprise was begun only a few months ago, at Sprinfield, and a sufficient amount has been subscribed in Missouri to secure a charter in that state, under which a board of directors has been elected, who are actively pressing the work in Kansas and Arkansas—their surveyors and engineers being now en route to Memphis. We learn by a letter from Maj. Eldridge, recently of this city, that a number of gentlemen connect-

ed with this work will reach Memphis soon, to present this matter to our people.--*Memphis Appeal.*

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first seven months of the year:

	1868.	1869.
Ashes, bbls.	3,616	5,912
Breadstuffs—		
Wheat flour, bbls.	1,130,022	1,500,355
Cornmeal, bbls.	205,807	154,894
Wheat, bush.	4,353,968	9,105,057
Rye, bush.	217,807	236,805
Oats, bush.	3,138,519	2,664,876
Barley, bush.	762,788	361,407
Peas, bush	203,005	35 199
Corn, bush	9,896,470	5,503,656
Cotton, bales	377,592	364,328
Naval Stores—		
Crude turp., bbls.	6,022	10,877
Spirits turp., bbls	34,450	40,304
Rosin, bbls	255,402	330,809
Tar, bbls.	22,474	55,971
Pitch, bbls	3,486	2,790
Provisions—		
Pork, pkgs	75,492	65,707
Beef, bbls.	33,860	48,982
Cutmeats, pkgs	59,809	66,589
Butter, pkgs.	226,007	358,298
Cheese, pkgs	367,070	461,596
Lard, tcs. and bbls	69,794	54,017
Do., kegs	10,299	6,928
Whiskey, bbls.	10.177	103,313
Petroleum, pkgs	361,247	533,291

Exports from New York to foreign ports of certain leading articles of domestic produce for seven months of the year:

	1868.	1869.
Ashes, Pots, bbls	2,407	2,923
Do., Pearls, bbls	151	79
Beeswax, lbs	290,078	136,122
Breadstuffs—		
Wheat flour, bbls.	538,371	779,718
Rye flour, bbls.	4,682	2,568
Cornmeal, bbls.	115,758	93,653
Wheat, bush.	3,185,693	8,769 954
Rye, bush	153 093	72,811
Oats, bush.	39,625	42,527
Barley, bush.	.....	.....
Peas, bush	87,128	65,823
Corn, bush	4,647,869	1,529,456
Candles, bxs.	49,619	34,548
Coal, tons	38,893	37.690
Cotton, bales	206,403	163,567
Hay, bales	22,626	18,343
Hops, bales.	408	45,047
Naval Stores—		
Crude turp., bbls	209	496
Spirits turp., bbls	9,447	13,144
Rosin, bbls	215,096	317,929
Tar, bbls	8,129	29,646
Pitch, bbls	2,253	2,859
Oils—whale, galls	156 534	4,347
Do., sperm, galls	236,898	425,786
Do., lard, galls	117,849	22,647
Do., linseed, galls	28,653	11,407
Provisions—		
Pork, bbls.	54,270	45.713
Beef, bbls.	14,797	19,273
Do., tcs	39,525	42,150
Cutmeats, lbs	23,887,218	36,711,945
Butter, lbs.	625,241	706,655
Cheese, lbs	18,909,847	24,582,740
Lard, lbs.	27,286,935	20,078,752
Rice, tcs	226	249
Do., bbls	10,635	4,485
Tallow, lbs	7,878,942	13,927,595
Tobacco, crude, pkgs.	46,135	68,318
Do., manf., lbs	4,150,233	3,691,437
Whalebone, lbs	449,988	158,638
Petroleum, galls	27,405,599	36,744,803

☞ Five miles of section six of the Intercononial Railway has been completed.

Baltimore and Ohio Railroad.

THE COAL TRADE AND TARIFF RATES.

At the regular monthly meeting of the directors of the Baltimore and Ohio Railroad Company, in Baltimore, on the 11th inst., President Garrett made the following statement in reference to the coal trade of the road:

The demand for the semi-bituminous and gas coals from West Virginia, George's creek and the Cumberland regions have largely increased, the Baltimore and Ohio Company, in addition to the great facilities furnished by the completion of its double track to Piedmont, has added largely to its equipment of locomotives and coal cars. The aggregate of coal transported eastward for ten months from the 30th September, 1867, to the 31st July, 1868, was 658 676 tons. For the same time, ended 31st July, 1869, 1,088,304 tons have been transported, showing an increase for that period of 429,628 tons, being upwards of 65 per cent. 243,423 tons of this coal have been carried three hundred miles upon our railway for the supply of the gas companies of Baltimore, New York and other cities. Coal carrying interests in Pennsylvania have urgently pressed this Company to advance materially its tariff rates. It has been urged that an advance of one dollar per ton which would now make a difference in the net receipts of the Company of $150,000 per month, the great demand for coal would still cause the full capacity of the Company to be used. The Company, however, looking comprehensively at all the great interests involved, has continued the very low rate which was established in the spring of 1868, viz: $2 30 per ton of 2,000 lbs. from Cumberland to Locust Point shipping wharves, and proportionate rates from other points. Whilst this rate is but little over one and a quarter cents per ton per mile--a rate deemed by railway companies generally to be unremunerative--yet it is believed that it will be the policy of the Company to continue it during the present and the approaching season. This policy is directly the reverse of that pursued by the coal-carrying interests of the anthracite regions. The Reading Road, for ninety miles has advanced its rate to $2 50 per ton, thus doubling the rate per ton per mile charged by the Baltimore and Ohio Railroad Company. Notwithstanding the greatly shorter distances of the anthracite regions from Baltimore, as compared with the bituminous coal regions, yet the rates of the Northern Central Railroad and other companies have been such as to cause, in combination with the cost of that coal, the price charged to consumers in Baltimore to be from $9 to $9 50 per ton.

The vast advantages to the manufacturing and commercial interests of Baltimore which are secured by the low tariffs on coal maintained by the Baltimore and Ohio Company, can be appreciated by contrasting the market rates for Cumberland coal, viz: $4 50 to $5 per ton of 2,240 lbs., delivered at manufactories accessible by water in the harbor, for steamship purposes, etc. The enormous difference (upwards of $4 per ton) betwixt the price at which coal transported by the Baltimore and Ohio Railroad Company is furnished, as compared with anthracite coals, is causing many consumers to substitute the former for the latter.

It will be noted that while the tariff on foreign coals protects measurably the interests of the mineral regions of West Virginia and of Maryland, the consumer in New York and New England of the coals of these States has not been required to pay any advance thereon in consequence of the maintenance of its low rates of transportation by the Baltimore and Ohio Company.

The traffic in coal on the road in June and July, including 27,752 tons for the use of the company, was 315,597 tons, and, large as the demand is, the company is promptly meeting all the present requirements, both for local purposes and for shipment. The deliveries in Baltimore frequently exceed 5,600 tons per day. Statements have recently been published which estimate the combined capacity of the Northern Central Railroad Company and the Tidewater Canal Company as but 1,400 tons of coal per day, and this limited delivery is given as one of the leading causes for the large charge for anthracite to the consumer in Baltimore.

It will be noted that the capacity of the Baltimore and Ohio Company for coal transportation at present, is *four times* as great as the combined water and rail capacity from the anthracite regions to Baltimore, as thus represented. The large deliveries by the Baltimore and Ohio Company are being made, too, from much greater distances, namely: from 178 to 300 miles. It is trusted that the policy which the Baltimore and Ohio Company has so steadily pursued, and which it has determined to maintain through the fall, and even during the expensive period of the winter, of charging only its low rate for transportation, will continue, as heretofore, not only to benefit directly the interests of our community, but that it will also thus aid in reducing the high prices charged for other descriptions of coal.

☞ The St. Louis and Iron Mountain railroad has been completed, and regular trains have commenced running, between St. Louis and Belmont, opposite Columbus, Ky., a distance of 195 miles. A connection is made with the Mobile and Ohio railroad at Columbus, by transfer boat, which will transport all trains across the Mississippi river from Belmont to Columbus.

☞ Ground was broken on the 4th inst., on the Monadnock railroad, at Winchendon, Mass. The work will be pushed rapidly forward and the road will be finished from Winchendon to Peterboro', N. H., by August 1, 1870. Messrs. Phelps & Co., are the contractors.

☞ The earnings of the Union Pacific railroad from May 10, 1869, the date of its completion to June 1, were $442,475 67; during the month of June, $676,949 11; and during July, $653,729 19 —total, $1,773,153 97.

Notice to Railroad Companies.

OWING TO A CHANGE IN OPERATING, THE Second Avenue Railroad Company offer for sale, at their depot, corner of Sixty-third street and Second avenue, in the City of New York, the following described Cars:

Two attached 16-horse power Dummy Engines, built by Grice & Long.

Seven 20-horse power double end Dummies, with Grice & Long Engines and Whittaker Boilers.

Also seven 50 Passenger Cars, all in good running order, and will be sold cheap.

Communications addressed as above will meet with prompt attention.

MONTGOMERY QUEEN,
Vice President
4t34 **Second Avenue Railroad Co.**

RAILROAD TIES.

4,000 CEDAR AND HACKMETACK ON hand, and for sale in lots to suit, by
JNO. BOYNTON'S SON & CO.,
3m34 **32 Broadway.**

PASSENGER CARS.

8 NEW PASSENGER CARS FOR SALE, AND ready for delivery; first class in every respect. Address
A. S. WHITON,
No 19 Broad st., N. Y.

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—Very thorough instruction in Civil and Mining Engineering, Chemistry, Metallurgy, and Natural Science. Graduates obtain desirable positions. Re-opens Sept. 8. For annual Register, giving full information, address Prof. CHARLES DROWNE, Director. 6t32

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IMPORTERS OF

Railway Car and Carriage Linings,

Plushes, Cloths, Carpets,

Satins, Curtain Silks, Cotelines, &c.

E. SIDNEY LUNT, (Formerly Lunt & Howell.)
CHAS. D. DEFORD. GEO. C. LEE.

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until **October 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

PROPOSALS FOR $300,000

CITY LUNATIC ASYLUM STOCK.

SEALED PROPOSALS will be received at the Comptroller's Office until TUESDAY, Aug. 31, 1869, at 2 o'clock, P. M., when the same will be publicly opened, for the whole or any part of the sum of three hundred thousand dollars of "City Lunatic Asylum Stock," authorized by chapter 56, Laws of 1869, and by an ordinance of the Common Council, approved by the Mayor, July 29, 1869. Said stock is to be issued for the purpose of providing additional buildings for lunatics in the City of New York, and will bear interest at the rate of seven per cent. per annum, payable half yearly, to wit: On the first day of May and November in each year, and the principal will be redeemed on the first day of August, 1889. The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon. On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment. Each proposal should be sealed and indorsed "Proposals for City Lunatic Asylum Stock," and inclosed in a second envelope, addressed to the Comptroller. The right is reserved on the part of the Comptroller to reject any or all of the bids, if in his judgment the interests of the Corporation require it.

RICHARD B. CONNOLLY,
Comptroller.

CITY OF NEW YORK DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, Aug. 9, 1869.

3t33

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer. - - - - - DETROIT.
C. A. TROWBRIDGE, General Agent, 37 William Street, NEW YORK.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: *107 Liberty Street, New York City.*
Manufactory, *Junction Shop, Worcester, Mass.*

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Belting and Packing Co.,

MANUFACTURERS OF

VULCANIZED RUBBER FABRICS,

Adapted to Mechanical Purposes.

Patent Smooth Belting, (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

Hose never needs oiling, and warranted to stand any required pressure.

Steam Packing in every variety, and warranted to stand 300 degrees of heat.

Solid Emery Vulcanite —Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

JOHN H. THEEVER, Treasurer.
Warehouse, 37 & 38 Park Row, N. Y.

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J. F. WHITNEY & CO.,

58 Washington St., & 26½ Broadway,

Importers of and Dealers in all kinds of

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New Castle, Wickersley, Nova Scotia and Ohio Grindstones

OF ALL SIZES.

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Nos. 46, 48 & 50 TERRACE SQUARE,

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Importers and Dealers in Hardware,

PROPRIETORS OF THE

BUFFALO IRON & NAIL COMPANY,

And the

Fletcher Blast Furnaces.

MANUFACTURERS OF

Refined Bar Iron, Splice Plates, Bolts and Nuts, Railroad Spike and Boiler Rivets, Cut and Wrought Nails, Boat and Bridge Spike, Coach Screws, Coil Chain, Crowbars, etc.

We keep constantly on hand a large and varied stock of general Railroad Supplies for Machine Shops, Track Work, Bridges, Car Building, etc. Orders solicited.

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notif ma nagers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authorit from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.

Per **E. Trowbridge, Treas.**

DETROIT, May 23d, 1869.

THE UNION IRON MILLS,

OF PITTSBURGH.

N. Y. Office 19 Broad Street,

ROOM NO. 42.

Beams, Girders, Channel Bar, Angles, Plates, Post Iron, Splice Bars, Axles, &c.

Special Attention given to Unusual Shapes, Sizes and Lengths.

ALL IRON WARRANTED.

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NEW & COMPLETE

RAILROAD MAP,

OF THE

United States and Canada.

SIZE, 3½ BY 4½ FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, - - **$3 00**
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NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.
Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.
Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.
TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

VAN ZANDT BRO.'S, General Agents, 38 John-St., New York.

To Contractors.

OFFICE OF THE SHELBY RAILROAD CO.
SHELBYVILLE, KY., Aug. 5, 1869.

SEALED PROPOSALS will be received at this office until the first day of September next for the graduation and masonry of this road, 18 miles in length, and extending from Hobbs' Depot, on the Louisville, Cincinnati, and Lexington Railroad, to Shelbyville. The work will be divided into ten sections, and the proposals may embrace one or more sections or the whole work. Plans and specifications may be seen at this office at any time before the letting. Several heavy sections and one tunnel of one thousand feet in length are embraced in the letting. The compan. reserves the right to reject any or all propositions

A. R. SCOTT,
3t33 Pres't Shelby R. R. Co.

ENGINEER'S OFFICE T. & P. R. R.
LEBANON, TENN., Aug. 2d, 1869.

PROPOSALS for the delivery of rails and fastenings for the main track of the 1st thirty miles of this road are hereby invited and will be received by the undersigned until the 1st day of September next. Rails to be of the T pattern, with fish bar fastenings, and to weigh 56 lbs. per yard or 88 Tons per mile of track.

Drawings or patterns of rails, also specimens of rails and fastenings will be required and the same (rails and fastenings) must be warranted to be in accordance with the specimen furnished and of the best quality of native or foreign iron and manufacture.

The price bid for will include the delivery of all material on the track of the Nashville and Chattanooga Railroad at Nashville, Tenn., from the 1st of November to the 1st of January next. The company reserves the right to reject any and all bids.

By order of the Board of Directors,
E. L. FALCONNET,
3t33 Chief Engineer.

F. McSWEGAN,

DEALER IN
NEW & SECOND-HAND MACHINERY
295 WATER ST., N. Y.
Near Dover st.
Steam Engines, Boilers and Steam Pumps, Lathes, Planers, Shafting, Pulleys, Hangers, Leather Belting, Lace Leather.

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64 & 66 BROADWAY,
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Railroads, Bridges, Explorations.
Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

THE 38TH INDUSTRIAL EXHIBITION

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Will be held between Sixty-third and Sixty-fourth sts., on Third Av., in a structure so enlarged as to cover
400 ft. by 170.
It will be open for the reception of steam engines and other heavy machinery on the
FIFTEENTH OF AUGUST,
For the reception of other articles from the
FIRST to the SEVENTH of SEPTEMBER next,
and to the public on the EIGHTH.

Persons desiring to exhibit works of art, labor-saving inventions, and new products, can obtain circulars and blank applications for space by writing to

S. D. TILLMANN,
American Institute,
1t34 **New York.**

STEAM COAL,

From the Clover Hill Virginia Coal Mines,
A SUPERIOR ARTICLE FOR STATIONARY ENGINES.
FOR SALE LOW BY THE CARGO. Apply to
JAMES B. CUNNINGHAM & CO.,
3m33. ***AGENTS, 130 PEARL-ST.***

Railroad and Machinery SUPPLIES.

F. P. CORBY & CO.,
707 North Second St., St. Louis, Mo.
PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

MACHINERY SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO. offer for sale their entire stock of MACHINERY, TOOLS and ENGINEERING PLANT.

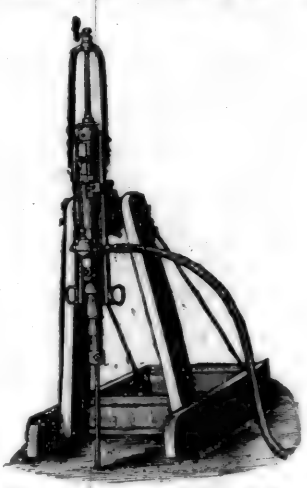
The machinery was procured from celebrated manufacturers, and has been kept in the best of order. Any information relating thereto will be furnished, together with descriptive catalogue and price list, on application to the Company's Agent,

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Office corner Steuben & Warren sts.,
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BROKER & DEALER IN
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Highest Market rates paid for all Southern and Western Securities.
Money Advanced on Stocks, Bonds, and Real Estate.

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Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

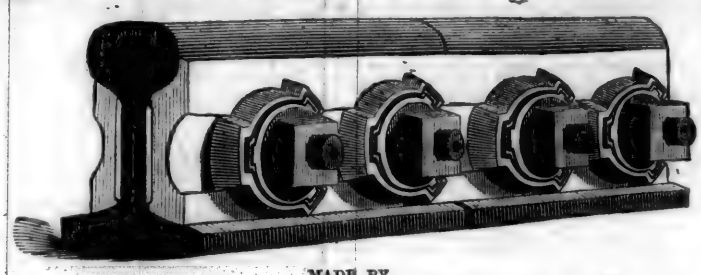
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HERTHEL'S PATENT TRUSS,
And other Iron Bridges, Roofs and Turn Tables.
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HOWE'S PATENT TRUSS,
And other Timber Bridges, Roofs & Turn Tables.
Corrugated Iron Doors, Shutters, and Iron Building Material generally. Contractors for
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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

STEEL & IRON RAILS,
American, English & German,

FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
HEYERDAHL, SCHONBERG & CO.,
22 William Street New York.

HARRISBURG
Car Manufacturing Co.,
HARRISBURG, PENNSYLVANIA,
MANUFACTURE
Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of
RAILROAD CARS,
RAILROAD CAR WHEELS AND CASTINGS, BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,
AND
RAILROAD FORGINGS.
W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

EAST RIVER SCREW BOLT WORKS.
RYLANCE & CASKELL,
Manufacturers of Screw Bolts,
No. 433 EAST 25th ST., N. Y.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

WILLIAMS, PAGE & CO.'S
PASSENGER CAR LAMPS
FOR KEROSENE OR COAL OILS.
Centre Lamps for High Roof Cars.
SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

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MANUFACTURERS OF
Ship's Compasses,
BINNACLES, LOGS, &c.:
Surveyor's & Engineer's Instrumen's,
MARINE, OPERA & FIELD GLASSES,
Sextants, Quadrants and Spy Glasses,
141 Water-St., N. Y.

WHEEL BARROWS,
and Store Trucks. Pugsley & Chapman, 30 Platt street, New York. Wheels, Trays, Handles, &c., always on hand. Iron Wheels to order.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

Through rates, New York to San Francisco:

First Cabin.			
Outside.	Inside.	Second Cabin.	Steerage.
$275	**$225**	**$150**	**$75.**

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Aug. 21, HENRY CHAUNCEY, CAPT. CONKER, connecting with SACRAMENTO, CAPT. HUDSON.

Steamer leaving Aug. 11, connects closely with steamer JAPAN, leaving San Francisco Sept. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer HENRY CHAUNCEY, received until 4 P. M. on FRIDAY, Aug. 20. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill and Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES.

WHEELS and AXLES FITTED COMPLETE

DANAS & LITCHFIELD,
18 William-St., New York,
RAILROAD IRON
of best American, English and Welsh make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight, and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the U. S. or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 35.] SATURDAY, AUGUST 28, 1869. [WHOLE No. 1,741, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, August 28, 1869.

Tebo and Neosho Railroad.

The annual report of the Tebo and Neosho Railroad Company, for the year ending May 31st 1869, has just been received, and the statement therein contained of the financial operations and condition of the company up to that date is highly encouraging to the friends of the enterprise. Under the able management of the officers and directors of the company, the road has already assumed an importance second to no uncompleted line in the State of Missouri. The people interested in its construction seem to have fully appreciated its advantages, and $1,424,700 has already been subscribed to the capital stock, of which amount $1,262,166 10 is available for the construction of the road. Thirty eight miles of the line are now under contract, and will be ready for the iron as soon as it can be procured. Up to June 7th the amount expended on account of construction, engineering and contingent expenses, was $165,428 19, and these expenses have nearly all been paid off, leaving the company unembarrassed and free from debt. The favorable nature of this exhibit is certainly a cause for congratulation to all who are directly or indirectly interested in the success of the enterprise.

The Tebo and Neosho Railroad Company was organized in 1860, and received from the State of Missouri a charter investing it with the most liberal corporate powers and privileges. Under its provisions the stockholders are exempt from individual liability, except as to the amount of stock by them subscribed. Counties, incorporated cities and towns may subscribe to the capital stock of the company, without the expense and delay of incidental elections. In view of this provision, County Courts have recently made liberal subscriptions to the capital stock, upon petitions signed by the citizens, without any reference to the qualifications of the petitioners as voters. The charter also provides that the company may build branch roads into and through any counties the Directors may deem advisable, and may bridge any of the navigable streams of the State which may be crossed by the main line and branches. The future control over the charges of the company, for the transportation of freight or passengers, cannot be interfered with by the Legislature without the consent of the company, and the State reserves no right to alter, suspend or repeal the charter.

The surveyed line of the Tebo and Neosho road lies through the most fertile counties of Southern Missouri, and will open to the trade and enterprise of the North and East the richest agricultural country West of the Mississippi River, constituting an important through line for the commerce and trade of Southwest Missouri, Southeast Kansas; Northwestern Arkansas, and the rich section of country known as the Indian Territory. An important connection with the Northern Missouri road will be made at Moberly, by which the centers of Iowa and Minnesota may be reached, and another connection with the Missouri, Fort Scott and Galveston road at Fort Scott, through which channel communication with Texas will be opened. Two very important branches will also be built—one departing from the main line at a designated point in Henry County and running West to the State line, whence it will be extended, by a connecting road organized in the State of Kansas, to Burlington or Ottawa on the Neosho river; and the other, from a point near the Eastern boundaries of Henry County to Springfield, one of the most important cities in that section of the State. These branches are projected on practicable routes, and when completed will materially aid in developing the resources of Central and Western Missouri.

The section of country traversed by this road and its branches is characterized by the elements of great wealth. The soil for most of the distance rests upon limestone formation, and in Cooper and Howard counties the marly bluff formations and rich alluvial bottoms are crossed. Within a few miles Southwest of Boonville, the carboniferous limestone formation is reached, extending for nearly fifty miles to Henry County, where the bituminous coal measures begin that extend to the Western limit of the State. The coal beds are continuous, and some of the veins now worked show a thickness of from five to six feet. Through these valuable coal fields the road will run for a distance of about one hundred and thirty miles. South and West of the point to which the Southern line of the road has already been surveyed, both in Missouri and Arkansas, are vast deposits of lead, some of which are now being worked with large profit to the operators, notwithstanding the slow and costly modes of transportation to which the product of these mines is subjected. The day is not far distant when this will prove one of the richest mineral regions of the West; and, with adequate facilities for transportation, the development will be rapid. Attracted by such extraordinary natural advantages, an enterprising and thrifty population will soon gather in this fertile and healthy district, and it is not extravagant to predict that, in proportion to its length and the cost of construction, the local traffic alone will soon make the Tebo and Neosho road one of the best paying lines in the United States. The office of the company is at Sedalia, Mo. The officers are: A. C. Marvin, President; Harvey Bunce, Vice President; Cyrus Newkirk, Treasurer; R. H. Melton, Secretary; E. A. Smith, Chief Engineer.

☞ All the bids for grading the first 16 miles of the Portland and Ogdensburg Railroad, *via* Sebago Pond, were rejected, being considered too high. The Boston *Bulletin* says "the work will be leased by the directors by private contract."

Railroad Switches.

LETTER FROM E. S. PHILBRICK.

SIR:—About twelve years ago I happened to be employed as assistant superintendent of one of the important lines of railway leading from Boston and being responsible for the safety of the track, my mind was naturally exercised to no small degree on the subject of "open switches," and the whole history of railroad switches became a matter of study. It became more and more evident to me that it was culpable negligence on my part if I depended on the fallible Hibernian, the more reliable but slower-witted German, or even on the ever-ready Yankee, whose sole business it might be to see that certain switches were always left latched on the main track. Human memory is not and never will be infallible, and any mechanical contrivance, simple and effieient, which can relieve the traveling public from the necessity of depending for their safety on the memory of any mortal, would be hailed as a relief not only by the railroad superintendents and the public, but by the switch tenders themselves, who would thenceforth be needed, just as much as before, to move the switches, but who would be relieved of the fearful responsibility and fearful consequences of leaving them open.

Now, among such contrivances the one most in use, used in fact all over Europe ten years ago, and probably still used there, is the "point" or "tongue" switch, which has had its day in America, having been used very extensively in Ohio and other States, but gradually being condemned of late. It seems to be less reliable here than in Europe, chiefly, I think, because the American rail is in nine cases out of ten only three and a half to four inches high, giving the "point" or "tongue" too little vertical stiffness to be always safe, and rendering its rapid wear and frequent renewal a source of risk, from the necessity of the case. The rails used almost universally in Europe are five inches high and upwards, enabling the "tongue" to be of sufficient stiffness to wear longer and be more efficient and reliable than here. A similar reason has made the use of "fish plates" and bolts at the rail joints a measure of undoubted utility in Europe, but of very doubtful utility here, except as an expensive substitute for the cure of bad drainage and bad ballasting, the bane of American railroads. This tongue switch appearing to be ill adapted to our wants, my attention was drawn to a device called the "Tyler switch," originating in this State, but not then used to any extent. There had been a patent on it, but the patentee had failed to make the device sufficiently practical in its details, and the patent grant had expired before it had attracted much notice.

Satisfied that there was merit in the device, I set myself to develop it in a more practical form and get rid of its objectionable features. In a few months I had made a set of patterns; had the castings made for a dozen sets, and put them in use on the main track of the Boston and Worcester line. I experimented with them first at low speed and then at high speed, till, satisfied of their entire safety, they were applied to all the main track switches from Boston to Worcester as fast as they could be made, at a cost of about $20,000. Whether or no this was a good investment may be judged from the fact that I have known several express passenger trains to pass over them when left "open" or set to the side track, at a speed of thirty miles an hour, without any one on the train becoming aware of it, and without the slightest damage to the switch itself or any part of the train. Moreover, my patterns were borrowed and copied freely by the superintendents of other roads, and this safety switch has now come into general use on many of the lines leading from Boston, while the line where I first introduced it have never taken one up since it was laid except for repairs or change of turnouts. The first cost of this switch is considerable, but the cost of its repairs is no greater than that of ordinary switches, for its peculiar features, as now used, are permanent and not subject to wear. The rail is taken out when worn, and replaced, just as in the case of a common switch.

In fact, after ten or twelve years of constant use of several hundreds of these switches under a traffic of thirty or forty trains per day at high rates of speed, I can see no good reason why they should not be introduced everywhere, at least on all lines of passenger travel, and where the American low pattern of rail is used. The reason why this has not been done already is chiefly from want of information on the part of railroad superintendents and on the part of the public, for public opinion will force the adoption of any such improvement as soon as its merits are established by the test of experience, and as soon as the public know about it. Now that such a thing exists and has been in successful use so long, it seems as if those companies who do not adopt it should be held liable by the Courts for neglect of duty, in continuing to trust to the fallibility of human memory, in a matter which may jeopardize the life of every passenger who passes over their lines. There is no patentee to deal with, nor any living man or ring, to my knowledge, whose private interests would be served by the adoption of this device. The above statements can be verified by applying to A. Firth, Esq., Assistant Superintendent Boston and Albany Railroad, Boston.

EDW. S. PHILBRICK.

Boston, August 5, 1869.

Shore Line Railroad.

The annual meeting of the stockholders of this company was held in New Haven on the 16th inst., S. H. Scranton, President, in the chair, and Wm. T. Bartlett, Secretary. After a recapitulation of the work of the Company during the past year, and an allusion to the prospects for the coming year by Vice President S. B. Chittenden, and the reading of the Treasurer's report, an election for Directors for the ensuing year was held with the following result: S. B. Chittenden, Charles C. Landon, New York; C. S. Bushnell, Edward Ingraham, New Haven; James M. Townsend, East Haven; S. H. Scranton, Madison; A. N. Ramsdell, New London. At a subsequent meeting of the Directors, S. H. Scranton was elected President and Superintendent; S. B. Chittenden, Vice President; Wm. T. Bartlett, Secretary and Treasurer.

From June 1, 1868, to May 31, 1869, the receipts of the company have been: Passengers, $221,931 88; freight, $55,880 61; mails, $10,067 04; express, $9,993 36; rents and interests, $4,259 46; sale of steamer *Union*, $8,000; total receipts, $610,181 85.

The expenditures for the same period have been: For operating the road, including labor, materials, &c., $197 664 64; renewals, damages, &c., $65,093 01; total, $262,858 65. Deducting this sum from the receipts, shows the net earnings to have been $47,424 20; from which subtract the amount paid to the stockholders in dividends, $38,471, and there is a surplus of $7,953, to be carried over to the account of the current year.

In the account of expenditures for renewals, damages, &c., there is included $11,013 for one new locomotive; $5,000 for land adjoining the depot ground at New London; $17,784 48 for expenses incurred on account of the bridge across the Connecticut River, in all $33,788 48.

The condition of the road exhibits a most gratifying improvement during the year just past. The rolling stock is in excellent condition, four new passenger cars have been added, the track has been materially improved, and the most thorough scrutiny is observed in all the departments. The bridge across the Connecticut is rapidly pushed forward, and it is thought will be ready for travel by January, when the through travel by this route will necessarily be increased. Under the efficient officers just elected, the Company will, without doubt, show a gratifying progress a year hence.

Ogdensburg and Lake Champlain Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From freight	$701,462 28	$849,474 60
" passengers	173,227 99	171,883 99
" mail	10,710 00	10,710 00
" express	4,999 91	5,000 00
" rents	7,995 52	8,153 11
" use of engines	585 00	
	$898,980 70	$1,045,221 70
Expenses, viz:		
Repairs of road bed	$98,689 40	$102,047 02
Renewal of iron rails	71,864 23	116,135 86
Repairs of buildings, bridges, docks and fences	32,956 21	22,267 50
Taxes, including internal revenue	37,152 33	37,637 04
Insurance	6,420 92	12,312 79
Repairs of engines, cars and machinery	83,642 12	100,931 21
Agents and clerks	39,854 12	42,962 41
Handling freight, porters, watchmen, switchmen, and wood and water attendance	53,237 21	50,489 50
Conductors, baggagemen and brakemen	37,201 79	88,211 71
Enginemen & firemen	28 877 55	30,184 60
Fuel	52,061 37	61,596 65
Oil and waste	8,114 27	9,877 24
Contingencies	13,822 71	13,894 56
Elevating		10 707 89
Loss and damage	2,037 46	4,490 20
Salaries, office rent, etc.	32,805 45	33,636 28
	$597,238 18	$688,382 46
Net earnings	$301,742 52	$356,839 24
Net earnings on hand April 1, 1868		130,891 31
Premium on preferred stock sold		28,134 22
Total		$515,864 77
From which has been paid—		
One dividend of three per cent. on the common stock	$92,310 00	
Two dividends, four per cent. each, on the preferred stock	95,104 00	
One year's interest on First Mortgage bonds	65,491 54	
One year's interest on Equipment bonds	24,000 00	
Revenue tax on dividends and coupons	10,570 70	
Bridge timber on hand	7,433 59	
New locomotive	12,032 39	
		306,942 22
Net earnings April 1, 1869		$208 922 55

Compared with the previous year, the gross earnings show an increase of $146,241; with an increase in expenses of $91,144 28—making the increase in net earnings, $55,096 72. The report says:

The large expenditure upon the road bed and track, which it was deemed judicious to make, has added about fifty thousand dollars to the expenses; a similar expenditure will be necessary the ensuing year, after which, the track will probably require only the ordinary renewals.

No depreciation has been permitted in the value of the rolling stock: one locomotive, used for switching purposes, has been rebuilt entire, and two others partly rebuilt.

For the first time since the road was opened, its business has been seriously interrupted by snow. In the months of February and March, a heavy expense was incurred in keeping the track clear and repairing the damage caused by breakage of machinery. The same cause interfered with the passage of freight trains, thereby adding to our expenses and diminishing our earnings.

The business of the road is, and must be for many years to come, mainly confined to the transportation of freight; its passenger business is comparatively small.

The quantity of freight carried the past year was equivalent to hauling 31,199,413 tons one mile, or 263,724 tons the entire length of the road; while, for the year previous, the quantity hauled was 26,654,154 tons and 225,882 tons, the same distances, showing an excess of 37,842 tons hauled over the entire length of the road.

Through rates have ruled low, and they never can be high so long as there are six lines competing for the business.

It is the favorite theory of many people, to ascribe the high price of food, and of almost everything else that is consumed, to the high cost of transportation. No greater fallacy can possibly be stated: there is no business so poorly compensated as the transportation of freight between the great distributing points at the West and tide water. It is safe to say, that for two years past, the through business between Chicago and the East, in both directions, has not averaged more than one cent. per ton per mile; it will be difficult for any person, however astute he may be, to discover a large margin for profit in a business like that; it costs the farmer, in many localities, as much to get his crops the *short distance* to market, paying the local rates, as it costs the purchaser to transport it the *long distance* to tide water.

The progress of railway improvements, both east and west of us, will in the future largely increase our business.

The Portland and Ogdensburg and Plattsburg and Whitehall roads, to which allusion was made in our last report, are being pushed forward by the people along the lines of country through which they run. The former has been organized, and their Board of Directors, comprising some of the most substantial and enterprising gentlemen in Maine, assure us that the road will be put under contract without delay.

The latter has already been opened a distance of twenty miles, and we are now receiving from it a considerable amount of iron and other freight.

In the West, more remote and yet almost as directly connected with us in point of fact, is the Lake Superior and Mississippi River Railroad. This road is 150 miles long, running from St. Paul in Minnesota to Du Luth on Lake Superior: it will be completed in the course of the year, and will open one of the richest grain growing, as well as lumber and mineral regions, on the continent, a country, the products of which, now find a market by rail, a distance of 500 miles to Chicago, but with the completion of this road will reach Du Luth, a point as near Ogdensburg as is Chicago, and quite as favorable for navigation, and save 350 miles of railway transportation. The Northern Transportation Company propose to run their boats to Du Luth as soon as the road is completed.

The $300,000 of equipment bonds issued a year ago have been invested in rolling stock, by the building and purchase of 327 freight cars, 3 passenger cars, and 4 locomotives.

From our earnings, we have built one locomotive, rebuilt another, and partly rebuilt two. Our equipment at the present time consists of 817 freight, 16 passenger, and 8 baggage cars, and 31 locomotives, and one locomotive building in the shops.

The requirements of the road are such that the Board have decided to make a still further issue of bonds to the amount of $200,000, to procure additional rolling stock, for all of which we shall have ample use; and with this addition we shall have one of the most completely equipped roads in the country.

The wisdom of the expenditures already made, in building the elevator and furnishing rolling stock, is clearly demonstrated.

Since we took possession of the road in August, 1865, we have paid to the stockholders—

Nine per cent. dividend and tax	$288,000 00
Dividends on preferred stock and tax	157,000 00
Interest on 1st mortgage bonds and tax	295,000 00
Interest on equipment bonds and tax.	25,000 00
Paid for new bridges	50,000 00
Paid on account of the elevator	55,000 00
Paid for new iron and ties	400,000 00
Surplus of profits on hand	208,922 55
	$1,478,922 55

This amount has actually been paid out of the earnings.

Previous to August, 1865, the parties who then had possession of the road had been able to earn sufficient to pay the interest on the first mortgage bonds (keeping six months in arrears) and expend not more than $50,000 annually for iron—in all say $150,000 per annum, or about $600,000 in the same space of time that we have realized and expended $1,478,922 55.

Whatever gain has been achieved, by economy and prudent administration, has been more than offset by low rates of freight, and it is clear that but for our elevator, which enables us to receive and store a large amount of grain, and our new equipment, enabling us to move it, we should have earned less money than was earned previous to 1865, and to-day we should have had a worn out track, a feeble equipment, and a bankrupt treasury, while, with the issue of preferred stock and bonds, we have their full value in cars, engines and real property, and a good track, besides having paid to our stockholders nine per cent. in dividends (the first they have received since 1854,) with a handsome surplus left.

To demonstrate this more clearly, we compare the tonnage and prices of 1865 with those of 1868: In 1865 we hauled what was equivalent to 159,614 tons the entire length of the road. In 1868 we hauled the same distance 263,724 tons. Our equipment in 1865 was about 400 cars; in 1868 it was 817; through rates in 1865 were 50 per cent. higher than in 1868. As our equipment was taxed to its utmost extent to carry the freight in 1865, it therefore follows, as the connecting roads have hardly added to their equipment more than their own local traffic requires, that with the same number of cars we should have hauled no more freight in 1868 than in 1865, and at a great reduction in rates.

As has been before stated, the earnings prior to 1865 were not adequate to put a large amount of iron in the track, or even to make the renewals that were absolutely necessary; consequently we found it in poor condition and requiring heavy expenditures. We have made very great improvements, having in three years and eight months laid down sixty miles of new iron, fifty miles of repaired iron, and 200,000 ties. The past year we have put in twenty miles of new iron, twenty-one of repaired iron, and 60,000 ties. With the renewals that we propose to make the ensuing year we shall have a first class track.

The bridges have been kept in proper condition for the safety of trains: none have been rebuilt, but several have required a considerable outlay for repairs.

The bridge at Rouse's Point will, the ensuing year, require an expenditure of about fifteen thousand dollars. Most of the timber required for it is on hand and charged off, so that the cost of the repairs will be reduced to that extent in the next year's expenses.

The roofs of the stone buildings at Malone are covered with shingles, greatly jeopardizing their safety from passing trains. During the past year it has been necessary to slate the blacksmith's shop, and the freight house and repair shops will require it this year.

The wooden building at Ogdensburg, used for the storage of freight received from and delivered to the Northern Transportation Company, the Board have determined to rebuild of brick, making it as nearly fire proof as practicable. The large amount of property in store from time to time in this building, with the outside exposure from steamboats and locomotives, render it indispensable that this improvement should be made. The cost of this building will not exceed twenty-five thousand dollars.

There remains outstanding of first mortgage bonds $605,700; they mature in July next, and the money is in the Treasury to pay them.

$3,040,900 second mortgage bonds have been converted into stock, leaving outstanding, $36,100.

$1,994,000 preferred stock has been issued to provide for the payment of the first mortgage bonds and equipment purposes, and the account is closed; as will be seen from the financial statement, $28,134 22 has been received for premiums on the same.

Appended to this report will be found a statement and decision of the Supreme Court at General Term held in January last, as delivered by Judge Bockes, having reference to the suit of persons interested in the stock of the old corporation. The statement is clear, and the decision unqualified and conclusive.

The equipment of the road consists of 31 locomotives, 16 passenger, 8 baggage and 817 freight cars. Miles run by passenger trains, 145,076; by freight trains, 387,044. Total length of road 118 miles. Per centage of expenses to gross earnings, 66. Earnings per ton per mile of freight, including elevating and car service, 2.7 cents. Total income per mile run, $1 96.4; expense do., $1 29.3. Cost of road repairs per mile run, including new iron, 41.2.

TRIAL BALANCE, March 31, 1869.

Cost of road	$5,071,900 00
Equipm't purchased by loan of 1868	300,000 00
Bills receivable	15,210 22
Northern Transportation Co. stock	30,000 00
Material on hand	73,568 89
Fuel	72,234 68
Real estate, wood lots, &c.	45,357 15
Sundry accounts	47,538 03
Cash and due from other roads	618,400 57
	$6,274,209 54
Capital stock	$3,040,900 00
Preferred stock	1,994,900 00
First mortgage bonds	605,700 00
Second mortgage bonds	36,100 00
Bills payable	60,000 00
Coupons due	4,111 25
Unpaid dividends	4,598 00
Equipment bonds of January, 1868.	300,000 00
Sundry accounts	18,977 74
Net earnings	208,922 55
	$6,274,209 54

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, Hollis Hunnewell, Thomas Upham, Samuel M. Felton, E. T. Farrington, William C. Brown, I. D. Farnsworth, Arthur Williams, Calvin T. Hulburd, Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Gen'l Superintendent.—DEWITT C. BROWN.

☞ The July products of some of the Lake Superior copper mines were as follows: Pewabic, 50 tons, 131 pounds; Franklin, 75 tons, 535 pounds; Quincy (June) 150 tons, 1,550 pounds; Knowlton, 9 tons; 1,488 pounds; Evergreen Bluff, 16 tons, 594 pounds; Ridge, 18 tons, 904 pounds.

Commerce of China.

From our correspondent at Foochow, China, under date of May 22, we have received the following interesting trade statistics:

The revenue due the Chinese Government on imports and exports on foreign vessels is collected by foreigners. The Chief of this Revenue Bureau is Mr. Robert Hart, who resides at Pekin. He employs principally Englishmen and Americans to assist him, though there are a few persons of other nationalities. The pay of these in the higher ranks of the service is ample and generous. In this way he secures men of business talents of a high order to carry out his plans.

The number of these Custom Houses in China is fourteen, viz: At Shanghae, Canton, Swatow, Amoy, Foochow, Takao, Tamsui, Ningpo, Hankow, Kin Kiang, Chin Kiang, Cheloo, Tien-tsin and Newchwang. Of these, Takao and Tamsui are on the Island of Formosa, and Hankow, Kin Kiang and Chin Kiang are on the River Yangtse Kiang. The rest are on or near the seacoast.

The following table will show either that the trade to and from China is increasing, or that the Custom House officials are becoming more efficient or more honest:

Annual values of Imports and Exports from 1864 *to* 1868.

	Imports. Taels.	Exports. Taels.	Total. Taels.
1864 ..	51,293,578	54,006,509	105,300,087
1865 ..	61,844,158	60,054,634	121,898,792
1866 ..	74,563,674	56,161,807	130,725,481
1867 ..	69,329,741	57,895,713	127,225,454
1868 ..	71,121,213	69,114,733	140,235,946

It will be observed that the value is given in taels, a tael being an ounce of silver, and worth from $1 38 to $1 40.

The amount of revenue collected in 1864, was 7,845,365 taels; in 1865, 8,296,275 taels; in 1866, 8,685,630 taels; in 1867, 8,785,336 taels; in 1868, 9,425,656 taels.

To show the comparative annual value of the trade between China and foreign countries, exports and imports, the following table is given. The sum represents the total value:

	1867. Taels.	1868. Taels.
Great Britain	52,197,794	66,519 679
Hong Kong	22,296,337	24,642,974
India	32.282,412	26,362 615
United States of America	8.196,001	7,416,069
Japan	3,395,191	3,551,489
Australia	3,123,474	3,584,354
Singapore and Straits	1,238,630	1,087,571
Continent of Europe	2,409,770	4,911,856
Siam	965,401	768,924
Phillipine Islands	747,036	498,862
Java	501,270	492,915
Cochin China	627,973	429,984
British Channel	182,221	634,080
Amoor Provinces	121,930	101,747
South America	122,996	299,948
Canada	.....	237,039
New Zealand	118,781	102,899
Siberia, Russia *via* Kiachta	970,019	796,240
Cape of Good Hope	35 667	44 122
Total taels	129,582,903	142,433,367
Less re-exports to foreign countries	2,307,449	2,197,421
Net total, taels	127,225,454	140,235,946

It will be seen at a glance the great disparity between the trade of Great Britain and the United States of America with China, that of Great Britain exceeding the United States of America nine fold in 1868. The trade with France is so insignificant as not to demand a separate account but is probably included under the specification of "Continent of Europe." Great Britain supplies the Continent of Europe with teas, silk and other productions of China to a very great extent, and this is the reason of the vast disparity between those two items, the former being over 66,000,000 taels, and the latter only a little less than 5,000,000 taels. The reason why the trade between Hong Kong and China is so great is that the former is a general rendezvous of ships trading with China, and large quantities of Chinese goods are taken there for exportation to Western countries, and large quantities of Western goods are landed there previous to shipping for Chinese ports.

The following table will exhibit the kinds and quantities of cotton goods imported into China during the last two years:

	1867.	1868.
Shirtings, plain gray, pieces	2,398 410	4,920,831
Shirtings, plain white, pieces	358,316	575,357
Shirtings, plain dyed, pieces	50,297	34,217
T-cloths, pieces	730,604	2,058,021
Shirtings, Spots & Brocades, white, pieces	77,409	82,449
Shirtings, Spots & Brocades, dyed, pieces	128,958	112,265
Drills, gray, pieces	228,427	87,475
Drills, Dutch, pieces		72,701
Drills, American, pieces		190,935
Sheetings, pieces	3,979	47,834
Jeans, pieces	22,776	40,514
Chintzes and furnitures, pcs.	222,541	248,601
Chintzes Japan, pieces	2,058	40
Turkey Red Cloth, or cambrics, pieces	99,802	82,404
Damasks, dyed, pieces	31,772	33 799
Velvets, pieces	33,650	48,333
Velveteens, pieces	15,631	22,871
Fustians, pieces	1,850	
Cambrics, pieces	31,320	54,678
Lawns, pieces		
Muslins, pieces		
Dimities, pieces	6,744	34,400
Domestics, grays, pieces	2,298	2,817
Twills, pieces	432	11,766
Taffachelas, pieces	3,502	8,394
Ginghams, pieces	.....	2,834
Cottonades, unclassed, pcs	15,360	22,814
Handkerchiefs, dozen	151,530	196,437
Cotton Yarn, piculs	33,274	.....
Cotton Thread, piculs	233	55,998

I now subjoin a table showing for two years the flag and tonnage of the shipping which is employed in the China trade:

Flag.	Vessels entered and cleared in 1867.	Tons.	Vessels entered and cleared in 1868.	Tons.
American	2,926	1,673.754	3,623	2,237,327
Austrian	8	2,920	....	.....
Belgian	2	1,600	2	1,206
British	7,964	3,711,080	7,163	3,332 092
Chinese	561	34 600	571	32,732
Danish	139	25,870	135	23,737
Dutch	253	82 628	124	35,105
French	217	112,587	249	139,165
Hawaiian	8	1,200	12	1,920
Italian	13	11,595	4	1,642
Japanese	1	809	12	4,168
N. German	2,232	611,841	1,772	467,087
Norway and Sweden	82	22,171	106	26,163
Portuguese	6	400	....	.....
Russian	54	8,987	32	12,099
Siamese	166	71,924	222	91,312
Spanish	71	21,863	44	11,147
San Salvador	2	986	2	1,600
Total	14,704	6,396,815	14,075	6,418,503

Vessels bearing the American flag are the second most numerous class, North German the third, but those vessels are of a small and inferior description, used principally for trading along the coast and going from port to port. The vessels called in the above table Chinese are not common junks, but vessels owned by Chinese, built in foreign style, and conforming to the regulations which relate to foreign vessels. There are quite a number of steamers of this class. The Chinese Government have two navy yards, where the manufacture of vessels after foreign models is going on, and probably from year to year the number of such vessels will become greater and greater. The Chinese of late years patronize much more largely than formerly vessels rigged in foreign style for the transporta ion of Chinese produce, timber, &c., from port to port.

The statistics found in these letters relating to trade, revenue, &c., have principally been derived from documents published by the Custom House officers.—*N. Y. Times.*

Russian Railways.

The development of Russian railways is one of the most remarkable industrial phenomena of the present century, and well merits a brief review. The subject is especially rich in instruction for the Turkish Government, and as such we recommend it to the attention of the Minister of Public Works.

The first railway in Russia—an attempt made on a small scale—dates from 1837. Its main object was to give the inhabitants of St. Petersburg facilities for pleasure excursions to the fine imperial castles and grounds of Tsarskoe-Selo and Pavlovsk, at about 25 and 30 kilometres distance from the capital. This line was constructed by a Company, consisting of persons of mark in the political and financial worlds, and although it promised a good pecuniary return, the result fell short of the expectations of its promoters. The little railway served no commercial end. The good folks of St. Petersburg used it only during the few fine days which the abominable summer of that capital affords, to run into the country for a breath of fresh air. In autumn and winter the Zarskoe railway did not run, but, like the bears of the country, hibernated in deep slumber.

The consequences of this state of things were soon made manifest. The shares of the Company, partaking of the inactivity of the line, fell in the market, and they are even at the present day quoted below par. The signal, however, had been given, and the Emperor Nicholas, conscious of the importance of railways to a country of such vast extent as Russia, firmly made up his mind that his empire should become possessed of a network of iron lines. He began by promulgating a decree for the construction of a railway between St. Petersburgh and Moscow, uniting in this way both capitals of the empire, of which Moscow is the pivot of the trade of the interior, and the centre of Russian industry, and St. Petersburg is the principal seaport. The distance from city to city is 700 kilometres, through a country consisting of stony soil, sand, and marshes, the latter predominating. The Czar sketched the line of route with his own pencil, and it was found that upon the ground over which he had laid it there were marshes extending in all upwards of 400 kilometres in length, and of an average depth of 50 feet. Engineering works on a gigantic scale were found necessary to make the line through deep marshes, upon a saturated soil with the water pouring in on all sides. Various stages of massive piles had first to be laid to give a solid foundation, and the permanent way was then completed, with good firm earth carefully banked up. These extensive works were executed by Russian engineers, under the orders of Generals Mesnikoff and Kerbes. The rigors of a northern climate prevented the work being carried on for more than five months of the year, the months of May, June, July, August, and September, and less rapid progress was made than the Emperor wished. Nevertheless, 100 days sufficed to construct the line and throw it open to the public. The first sod was turned in May, 1844; in 1848 there was a year's interruption of the works on account of the cholera, which raged throughout the whole of these damp and unhealthy districts with unusual severity; but in October, 1851, the public were conveyed over the line. It is difficult to say exactly how much the construction of this railway cost, for the State, which constructed it, and has worked it until recently as its own property, has never thought fit to publish any account of its expenses; but it is calculated that they amounted to 500,000 francs per kilometre; nor can this outlay be considered exorbitant, bearing in mind the period at which the line was made, and the difficulties of the ground over which it passed.

The two capitals being thus linked together, the Emperor Nicholas next turned his thoughts to the extension of railways east and south of the empire, in order to join the Black Sea and the Caspian Sea with the Baltic, but the events of 1853 and the Crimean war prevented his carrying out his projects. The impulse, however, as has been already said has been given, and the experience of the war having made it plain to the Russian Government that it is impossible to transport armies with the requisite stores and munitions effectually without railways, the scheme of railway extension was resumed with fresh energy. Capitalists and contractors were sought for at home and abroad, and, after many offers, the Russian Government eventually closed with the proposals of Messrs. Pereire & Co., of Paris. After some preliminary skirmishing, the contract was signed, by which the Messrs. Pereire & Co. bound themselves in 1857 to lay down 4,000 versts (4,500 kilometres) of rail. They would seem, from the result, to have entered into this engagement without having sufficiently made themselves acquainted beforehand with the climate and other circumstances of the country, the damages accruing from the overflow of Russian rivers in the spring, and the multitude of local difficulties which must inevitably hamper the progress of the works; for at length, having constructed 1,750 versts (2,000 kilometres), they threw up their contract, and considered themselves very fortunate in withdrawing from the enterprise with an indemnity from the Russian Government of 70,000,000 of francs.

While the Pereires were commencing the lines which were to connect St. Petersburg with Warsaw and Prussia, as also Moscow with Nijni-Novgorod, other Companies, Russian and foreign, were undertaking similar work in other directions. One company has contracted for the Moscow-Riazan line, another for that from Moscow to Jaroslaw, a third for the line of the Volgo Don, and a fourth had undertaken a railway from Riga to Dunaburg. As all felt that in railway-making loss of time is loss of money, every effort was made to push on these works. Gangs of "navvies" were to be met with in all parts of Russia on their way to the lines they were to be employed upon; and the different custom-houses were choked up with railway material coming in in vast quantities from abroad. To the previously completed railways from St. Petersburg to Moscow (700 kils), and from Warsaw to Cracow (400 kils), Russia was able to add the following lines in four years: St. Petersburg to Warsaw, with a branch to Eldkuhnew (1,500 kils.); Moscow to Nijni-Novgorod (500 kils,); Moscow to Kolomna (120 kils.); Moscow to Troytza (80 kils.); and Riga to Dunaburg (260 kils.)—a total of 2,460 kilometres of additional lines of rail.

In 1863 Russia was possessed of 8,560 kilometres of railway. Since then the work of further construction has not slackened, and the following table will show the number of lines open to the public in 1868:

STATE LINES.

	Kilometres.
Petersburg-Moscow	700
Moscow-Koursk	600
Odessa-Elizabethgrad	400

COMPANY LINES.

Moscow-Riazan	200
Peters-Zarsk	30
Riazan-Kzolow	400
Moscow-Nijni	500
M. Jaroslaw	70
Warsaw-Antriche	300
Petersburg-Peterhoff	30
Petersburg-Warsaw and Eydkuln	1,400
Riga-Vitebsk	550
Volga-Don	100
Warsaw Piusse	300
Kozlow-Morschausk	200
Kozlow-Voroneje	300
Gronechevka Rostow	300
Total kilometres	6,480

In the course of the current year, 1869, the network of Russian railways will be further extended as follows:

	Kilometres.
Koursk Kiew-Balta	1,000
Balta-Kremenschong	300
Balta-Volotchisko	800
Vitebsk-Orel by Smolensk	600
Total kilometres	2,200

Adding this figure to 6,480, Russia will thus possess in 1869 8,680 kilometres of railway. The works are carried on with sustained activity, and while the lines above mentioned are being completed the Poliakoff Company have entered upon other engagements. Its principal work in hand at present is the completion of the railway from Koursk to Taganrog, passing by way to Charkoff.

This line will be 1,000 kilometres in length, and will be ready for public use in 1870. The eagerness of these different companies to carry out their work arises from a natural desire to get as speedy a return as possible for their capital without suffering it to become frittered away through long stoppages, as happens in the case of those unprofitable lines which are begun one fine day and never finished.

Russian railways afford a good investment, and as capital comes in freely from all directions, the works are not delayed by want of means, but pushed on uninterruptedly. The average of the total gross receipts for the year 1868—amounting to 41,000 francs per kilometre—is a tangible proof of the good returns they yield. The Russian lines may be, therefore, well described as in a satisfactory position, more especially when the short time since they have been working is considered, and when their returns are contrasted with the French returns—the highest in repute of those of the long standing lines of Western nations—and which yield an average of not above 46,000 francs per kilometre. At their commencement in 1842, the French lines yielded only a gross average of 25,000, but soon afterwards their receipts augmented to 43,000 francs per kilometre, and they have since risen to the present high figure.

In 1865 the whole of the Russian railways brought in an average of barely 20,000 francs per kilometre. They have in three years more than doubled that amount, and there is every prospect of the returns continuing to augment from year to year. The present returns of some of the lines much exceed that average. The St. Petersburg and Moscow railway brings in 100,000 francs per kilometre. The Moscow and Riazan line returns 80,000 francs, and the Riazan and Koslow and Moscow and Nijini line 60,000 francs the kilometre. The most marked increase has been upon the railway which unites the two capitals. In 1863 the St. Petersburg and Moscow line returned scarcely 23,000 francs per kilometre; but since the construction of the intermediate lines connecting the interior of the empire with Moscow the gross receipts have risen as high as 100,000 francs per kilometre. The revenue of the Moscow and Rizan line has tripled within three years. The returns of the Riga and Dunaburg railway have increased from 15,000 to 24,000 francs per kilometre. The receipts of the line from St. Petersburg to Warsaw—which has to encounter the competition of Baltic navigation during six months of the year, and runs only in winter—have augmented from 19,000 to 27,000 francs in the space of two years. The traffic on the Russian railways is principally a commercial traffic, and consists mainly of the transport of merchandise. The accumulation of goods for carriage is so great as to crowd the stations in all directions, and call for continual additions to the rolling-stock. The Moscow Kozlow and Woroneje line figures conspicuously for the quantity of goods forwarded along its rails, and is likely to prove a very prosperous undertaking, as the lines from Moscow to Saratoff, and from Borigsaglebsk to Tzaritzen will always have Moscow and Riazan for outlets. The more intermediate stations are erected on the Russian lines, the more goods pour in in larger quantities.

Efforts have been made to intimidate the Russian Government, by representing the possible embarrassment to which it has exposed the State revenues by the facility with which it has given guarantees to the lines of rail constructed by these various companies. But the Government was right in not heeding these alarmist views. The receipts are nearly everywhere sufficient to cover the working expenses and to pay interest on the shares. Even the St. Petersburg and Warsaw line, which is the least remunerative of all, earns sufficient to meet the interest on the capital of 440,000,000 francs which it cost in construction. So, also, with the other Rassian lines; and although the Russian Government has assumed the responsibility of paying an annual guarantee of 73,000,000 francs, if need arise, it was only called upon in 1868 for payment of 16,000,000 francs upon this engagement. The State itself, and the commerce of the country, are prosperous; and the receipts realised by the railways, in consequence, from the busy traffic which passes over them, place them in a position not only to defray their working expenses, but to meet the interest accruing upon the capital provided for the construction of the lines.—*Levant Herald*, July 14.

Detroit, Howell and Lansing Railroad.

The engineer of this road has, with the concurrence of the President, made the following statement of its condition: Total length, 84 miles, viz: Detroit to Plymouth, 22.40 miles; Plymouth to Howell, 29 miles; Howell to Lansing, 32.60 miles. Of the 51.40 miles to Howell, 36 miles right of way has been donated, together with station lots, &c., amounting in value to $46,400. The remainder of the right of way and station grounds at Detroit and vicinity will cost $75,877, out of which has been paid $29,752, and $25,000 more is payable in instalments covering ten years, leaving a balance to be provided of $21,125, with addition of $4,500, making $25,625 unpaid. The amount of earthwork completed is 499,969 cubic yards, and all the bridges, culverts and cattle guards on forty miles of road, 26,818 ties have been delivered, about 10,000 fence posts delivered, and nearly six miles of fence built. The total expenditure up to date amounts to $199,471.

Great Indian Peninsular Railway.

The progress that is being made in the construction of the final link that is to unite by rail Bombay with Calcutta, is a subject which command the interest, not only of the commercial and traveling public, but of all India. We may reasonably suppose that the results flowing from complete communication from Western India with Bengal and the Upper Provinces will be as fruitful of political advantages as they must be of material results. Until lately it was thought impossible that the north-eastern line of this railway would be finished so as to admit of any traffic until the close of 1870. Judging, however, from the work that has been done during the past season, and estimating what remains to be accomplished, we can assure the public with tolerable certainty that the first through train will be run in May next.—*Times of India, June* 29.

☞ Interest on the bonds of the Western Maryland Railroad, endorsed by Washington County, due July 1, is now being paid at Hagerstown, Md. The interest on the bonds guaranteed by the City of Baltimore is being paid at the Farmers and Mechanics bank in that city.

☞ Work on the Illinois Southeastern Railroad is progressing satisfactorily. About eight miles are graded, and a force of one hundred men are fast grading the rest of the route between Fairfield and Flora.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,745,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	July'69 1½
Blossburg & Corning.*.... 50	250,000	J. & O.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,000	----------	----------
Do. do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,380,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City.....10	1,000,000	F.M.A.N	Aug.'69 3
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 1½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921 412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camd n & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 60	721,926	J. & J.	July '69 5
Cape May and Millville...100	447,000	J. & D.	Jun.'69 3
Catawissa.....50	1,150,000	----------	----------
Catawissa, pref.....50	2,200,000	M. & N.	M'y '69 5½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J	July.'69 5
Central of New Jersey....100	13,768,800	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	----------	(Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2 435,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy.. 50	12,500 000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July '69 5
Chicago and Milwaukee*.100	2,247,000	----------	----------
Chicago & N. Western....100	14 590,162	J. & D.	Jun.'69 5
" " pref.100	16,856,287	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Apl.'69 5
Cin., Ham. & Dayton.....100	3,521,684	April.	Apl.'69 5s
Cincinnati City Passenger....	----------	J'n &J'ly	Jan.'68@2
" Street 100	----------	J. & J.	Jan.'6 @2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug.'69 3
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y'69 3½
Cleveland and Pittsburg... 50	5,424,091	J A.J &O	Aug.'69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*.....50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	M'y'69 5
Concord & Porte., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passump. Rivers.10(	139,00	----------	----------
Do. do. pref 100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*.....50	594,260	J. & J.	Jul. '69 3
Del., Lackaw & Western.50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'69—
Dubuque and Sioux City..100	1,673,641	Annual	J'ly '69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly '69 2½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,100	J. & J.	Jul. '69 4
Eastern (N. H.) 500	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,000	----------	----------
East Tenn. and Georgia...100	2,389,750	----------	----------
East Tenn. and Virginia...100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	M'y'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'69 4
Do. pref.....100	8,536,910	Annual	Jun. '68 7
Erie & Pittsburg.....50	6 4,300	----------	----------
Evansville & Crawfordsv.100	2,143,445	----------	----------
Fitchburg 100	3,940,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248 000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750, 00	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 1
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sep. '69 4
Green and Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300.000	J.A J&O	Jul. '69 3
Hannibal and St. Joseph..100	1,903,000	----------	----------
Do. do pref.100	5,258,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top .. 50	494,390	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2.000.000	J. & J.	Jan. '6 5
Joliet and Chicago*..... 100	1,500,000	J. A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	26 692,000	F. & A.	Aug. '69 4
" " guar. 100	583,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	July'69 2½
Lehigh Luzerne.....50	344,550	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami.....50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint...100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,050	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,869186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence.100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '68 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '68 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	9,325,102	J. & J.	Jul.'69 5
Middlesex (Boston).....100	400,000	----------	----------
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '69 6
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	----------	----------	----------
" " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	5,775,000	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 6
Nashville & Chattanooga..100	2,066,544	----------	----------
Naugatuck 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'69 5
New London Northern.....100	895.000	M. & S.	Sept'68 4
New York Central.....100	28,795.000	F. & A.	Aug.'69 4
" Int. certificates.... 100	32,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,255,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 6
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,06 400	J. & D.	June'69 4
North Pennsylvania.....50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J	July '69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jul.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.A J&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,940,700	----------	Jan. '68 3
Philadelphia and Reading 50	21.304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July '69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 1 0	1,0v9,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby ... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,897	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A J&O	July'69 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	2,000,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb'g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	----------	F. & A.	Feb'69 1½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,241	----------	----------
Savannah and Charleston.100	1,000,900	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	2,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	449,700	----------	---------- 3½
Summit Branch.....50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	634,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	6,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'69 0
Vicksburg and Meridian...100	367,408	----------	----------
Virginia Central 100	3,383,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,698	----------	----------
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,482,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jul. '69 3
Warren.....100	1,547,650	----------	---------- 1½
Worcester and Nashua ... 75	1 672,500	J. & J.	Jul.'69 4½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,638,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y'67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 176,000	F. & A.	F. '69 3s
Schuyl. Navigation (cons.) 50	1,506,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,505	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,004,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....	----------	J & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,248	466,898	568,589	583,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,863	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508 643
1869	339,762	304,823	393,648	331,149	345,556	391,685	353,736	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	288,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,388,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	384,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	440,300	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,892	13,443,765
1869	871,218	827,254	1,149,253	1,092,378	1,269,934	1,258,284	1,167,156	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,206,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,284
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	509,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,527	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,528	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,619	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402.219	407,107	448.934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,765	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306.186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,087,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463.873	466.557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815.902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.668	837.351	586,770	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466.300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712.495	795,938	858,501	712,363	580,964	8 439,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648.201	654,926	757,441	679.935	556,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784.800	690.598	573,727	7,242.126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,026	244,114	248,840	221.570	220.200	265,154	2.050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	280,520	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,194
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61.770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,202	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,706	39,198	49,231	70,163	77,330	69,762	84,807	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,564	41,592	65,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Aug. 1, 1869					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
" " " ..... coupon		5	" "	1874	121
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 } registered	282,732,600	6	" "	1881	123
and March 3, 1863 ..... } coupon		6	" "	1881	123½
Oregon War Bonds of March 2, 1861	946,000	6	" "	1881	....
" " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	121½
(5-20s).....coupon		6	" "	1882	122
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	121½
(5-20s).....coupon		6	" "	1884	121½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	121½
(5-20s).....coupon		6	" "	1884	121½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	121½
(5-20s).....coupon		6	" "	1885	121½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	120½
(5-20s).....coupon		6	" "	1886	120½
" " 3d series (5-20s)...registered	379,583,450	6	" "	1887	120½
(5-20s).....coupon		6	" "	1887	121½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	121½
(5-20s).....coupon		6	" "	1888	120½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	111½
" " " (10-40s)....coupon		5	" "	1904	115
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95-'99	110
Certificates of Mar. 2, 1867, and July 2, 1868...	50,810,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	95,700	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	333,472	var	.....	Due.	....
Treasury Notes (7-30s).....	1,033,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,785,910	6	.....	Due.	....
Temporary Loan of June 30, 1864	184,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,116,719	nil.	.....	Dem.	....
Fractional Currency	31,030,300	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
" — " " (extended).....	2,414,800	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	8	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	93½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	126
" — " " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
" — " Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
" — " Oct.'61.(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	....
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	93
" — " " (").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	83½
" — " " (" ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	102
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	71
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	66
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	85½
" — " " (Funding).....	494,800	6	Various.	'88-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	....
" —War Loan of 1861.....	800,000	6	"	1871	99
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	99½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " "	2,252,112	5	" "	'89-'90	....
" — " " converted.....	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	3	" "	1890	90
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	95
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	....
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101½
" —Home Relief Loan of 1867.....	100,000	6	" "	1878	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	106½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " "	650,000	6	" "	'72-'73	124½
" — " "	720,000	6	" "	'74-'75	122½
" — " "	1,430,000	6	" "	1876	....
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	107½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	107½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	....
" —Two Million Loan	1,728,000	6	" "	'73-'83	....
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
" —Consols, (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	86½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,589,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
" — "	5,726,800	6	" "	1873	102
" — " "	2,250,000	6	" "	1874	102
" — " "	500,000	6	" "	1875	100
" — " "	900,000	6	" "	1877	....
" — " "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
" — Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	55½
" — " (new).....	3,059,045	6	" "	'92-'98	49½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	100
" — " (").....	4,095,309	6	" "	1881	102
" — " (").....	2,400,000	6	" "	1886	103½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds.....	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	105½
" — " "	7,909,600	6	" "	1877	107½
" — " "	9,273,050	6	" "	1882	112
" — " "	910,200	5	" "	'72½'87	....
" —Military Loan.....	2,820,750	6	" "	1871	101½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99½
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	61½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60½
" — "	2,9,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	60½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	54
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	55
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	60½
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2 l Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,320	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	64½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	390,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,090,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1890	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £837,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,00	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	96
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	2,586	7	Jan. & July.	New York.	1916	92½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	95
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage	75,000	7	" "	"	1868	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	91
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1882	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	*7	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	85½
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	88
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,595,500	7	Feb. & Aug.	" "	1886	90½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	133,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,925,000	10	May & Nov.	" "	'68–'71	98½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	101
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1896	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	372,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	74
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	88

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sk'g fund	15,000,000	7	April & Oct.	New York.	1908	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	81
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage sk'g fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,608,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,611,639	6	.....	" "	1880	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	436,660	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1888	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	88½
Income Bonds	570,000	5	April & Oct.	"	1872	80
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1866	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96½
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	97
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	97
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,356,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	53
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	2,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1889	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1889	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	93
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,000,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'60–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & K. n. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	70
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1.300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,307,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	91
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1898	101
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86½
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	45
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8½	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556.421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	98½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	92
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,959,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	360,000	10	April & Oct.	"	1867	100
2d Mortgage	276,500	7	— & —	"	18—	83½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	68
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	125,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	431,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	92
2d Mortgage, W. Div	556,000	7	" "	" "	1874	
Income, W. Div	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	
Consolidated Mort. sterling	83,420		" "	London.	1898	84
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	
Old Colony and Newport:						
Company Bonds	1,388,000	6	April & Oct.	Boston.	1877	101½
Company Bonds	458,000	5	March & Sept.	"	1875	
Company Bonds	1,000,000	7	Feb. & Aug.	"	1876	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73½
3d Mort. " "	573,500	6	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	72½
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'90	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91
St. Louis Loan	700,000	6	" "	" "	'71–'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	
Peninsula (C. & N. W.):						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. }	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. }	2,283,840	6	" "	London.	1875	
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901	86
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	99½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	84
Bonds of 1857, convertible	171,500	6	" "	"	1886	97½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	
Bonds of 1867	945,000	6	" "	"	1887	
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$250,000	6	April & Oct.	Boston.	1883	
Consolidated Bonds	200,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	73
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	919	96
Rock Isla and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	90	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	82
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	82½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($16,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1896	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	96½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	
Funded Coupons	860,000	7	" "	" "	1875	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,800,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77½
Consol. M. (T.,W. & W. 490 m.)	2,332,000	7	F. M. A. & N.	" "	1907	88
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	85½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	85
2d Mortgage	1,500,000	7	" "	Boston.	1891	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct	Philadelphia.	1890	....
" " " 2d class	850,000	7	or	"	1890	....
" " " 3d class	154,000	7	Jan.&Jul.	"	1890	....
" " " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1886	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1894	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	800,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. &c.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058				4,185,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.									70.0						—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857			1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jun. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*			2,241,250	4,000,000	1,801,543		132.0	.....	342,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000								68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000				201,000	195,000			—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	80.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166		505.7	.....	606,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130		285.0	.....	43,640	.....	603,059	165,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Dec. 31, 1868	2.3	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris...N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.0	8.0	329.0	—	290	157	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,280	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121¾
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.									103.5	525,832	.....	.....	[illegible]35	.....	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293		67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000				600,000				—	.....	.....	.....	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346				250,000				—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	146¼
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*			624,800	400,000	69,598		29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H	2,850,000	*	366,916	96,464	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75¾
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631				18,639,800	14,904,350	1,967,422		108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	18
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135¾
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,069	1 0,288	4,299,724		306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	142
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000		290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	136
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000				2,268,000	580,000			—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234		43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	.....	.....	428,473	.....	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,999	9,895,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	127½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102				1,109,406	990,000	75,179		60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	710,902				331,525	335,000	44,437		—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192		63.8	113,571	201,728	47,880	219,517	75,638	6	100	68
Dec. 31, 1868	41.2	....	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,634	*	.....	.....	447,000	200,000	.....	.....	—	(Leased to West Jersey.)					6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	.....	402,875	.....	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.0	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110				589,110				—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000		.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000		.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15 000,000	3,034 675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	105½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	26
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	...	...	...	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.0	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000				380,000				—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	...	...	...	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,250	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,000				871,900	500,000	420,000		—	(Leased to Phila. and Read.)					—	50	6½
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586.067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	153½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy..Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,564	39,781,829	132,435,027	6,197,729	2,721,851	15	100	194½
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900		.....	.....	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	....
May 31, 1868	800.5	—	166.1	—	248	139	107	5,487	Chicago and N. West'n. Ill., Wis. & Mich.	47,547,196	*	1,684,908	1,509,092	30,911,963	18,073,400	1,735,351	20,477	1,153.4	.....	88,807,502	.....	12,614,846	4,741,200	10	100	85½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	114½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Lessees of San. & Cin.							Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	485,000	.....	70,456	191.0	481,581	.....	.....	679,999	157,123	13a	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,054	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000		.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000		.....	.....	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)			.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000		.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun 20, 1868	132.1	—	9.0	—	5	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*			1,669,361	1,300,000	.....	.....	132.1	253,046	107,573	93,877	355,954	17,075	—	100	....

Dec. 31, 1868	340 0	49.9	70.8	—	83	47	22	1,345	Cleveland Col., Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	530,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	78½
Dec. 31, 1868	67.5	12.4	59.6	—	—	—	—	—	Cleveland, and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,760	1,652,100	—	—	—	(Leased to	Atl. & Gt. Weste	rn.)	—	—	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	104
Dec. 31, 1868	212.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Shore.)	—	—	7	100	97½
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	....	....	11,620,000	17,764,000	....	....	(Le	ased to	Pittsburg	Cincinnati	and St. Louis.)	—	100	35½
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)	—	8	50	....
Nov. 30, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	....	....	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	....	....	595,587	374,500	....	....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	27.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	....	....	350,000	—	—	—	—	(L	eased to	Concord.)	—	—	7	100	....
Mar. 31, 1869	58.0	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv.	Vermont.	2,667,386	288,125	137,010	17,084	1,961 700	553,800	538,067	55,939	110.3	185,392	112,817	74,757	481,809	171,914	6	100	87
May 31, 1868	110.3	—	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130½
Nov. 30, 1868	50.0	4.4	12.1	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	....	....	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	....	....	200,000	30,000	....	....	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Mar. 31, 1868	14.6	—	1.1	—	....	....	....	....	Cumberland and Pennsylvania	Maryland.	3,300,000	*	....	....	1,500,000	1,674,000	....	....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	....	....	3,000,000	2,000,000	....	....	—	(Un	der cons	truction.)	—	—	—	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	—	—	—	—	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Mar. 31, 1868	142.4	—	15.1	—	21	4	4	357	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210.846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	....	....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	....	....	309,276	738,000	....	....	42.0	....	....	....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	....	....	891,208	892,750	....	....	112.5	....	....	....	354,270	61,942	6	100	....
Oct. 31, 1868	112.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	....	....	14,100,000	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	113
Dec. 31 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	....	....	168.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	....	....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,894	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	....	....	480,000	—	—	—	—	(Leased to	Boston & Maine.)	—	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	975,186	—	4s	100	111
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	....	....	680,372	550,000	377	.....	79.0	....	....	....	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	....	....	280,000	—	—	—	—	(In	progres	s.)	—	—	—	100	....
Sept 30, 1868	—	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	....	....	—	—	—	—	(In progr	ess.)	—	100	....
Sept. 30, 1868	10.0	—	—	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	114½
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	....	—	—	(Leased	to Phila.,	Wil. & Balt.)	—	—	—	100	....
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,589,847	....	....	....	654,600	576,900	....	....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	175	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,990	2,385,770	141,339	.....	140.8	....	....	....	512,864	60,969	—	100	....
Jun. 30, 1868	110.8	20.0	8.2	—	19	13	4	185	East Tennessee and Virginia ¶	Tenn.	....	....	....	....	....	....	....	....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	50	64
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	56,486,600	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	....
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	....	....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	246,369	—	50	....
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	35.0	—	2.2	75.0	....	....	....	....	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	....	....	20,268	108.0	182,212	171,433	63,450	166,758	35,072	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	368,321	.....	14,334	1,144,010	1,240,000	52,366	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	.....	31,520	5,770	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsville.)	—	7.6	50	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,097	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	133
Nov. 30, 1868	50.9	42.5	26 8	—	31	37	10	507	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Flemington	New Jersey.	375,000	—	....	....	150,000	100,000	125,000	—	—	(Leased	to Belvidere	Delaware.)	—	—	—	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*	Michigan.	—	—	—	—	1,098,600	1,520,500	....	....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*	....	....	3,000,000	—	—	—	154.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*	....	....	....	....	....	....	12.5	....	....	....	....	....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida, Atlantic and Gulf Central*	Florida.	....	....	....	....	....	....	....	....	60.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	....	....	....	....	1,000 000	1,500,000	....	....	—	(In pr	ogress.)	....	....	....	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N.J.	329,305	*	....	....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	(57,607	....	....	1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*	....	....	475,000	167,000	....	....	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	....	....	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk ¶	Canada.	92,798,500	*	....	....	14,367,950	78,430,550	....	....	1,831.0	5,479,787	1,424,254	1,663,144	7,014,800	1,800,572	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.2	122,712	39,149	.....	320,138	128,055	—	100	....
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	122½
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	....	....	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	110
Oct. 31, 1868	30.0	18.0	20 6	—	—	—	—	—	Hartford and New Haven	Connecticut.	4,630,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	580,123	1,697,334	529,117	12	100	210
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	466,449	341,606	.....	2,037,939	2,055,000	.....	.....	122.4	373,153	851,826	182,894	766,351	122,688	—	100	....
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,923	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central ¶	Texas.	4,600,000	*	....	....	2,000,000	2,600,000	140,000	—	135 0	....	....	....	897,617	528,297	—	100	....
Sept. 30, 1868	130.0	—	0.5	....	15	9	7	200	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	50.0	—	—	....	2	3	1	16	Hudson River	New York.	15,669 3 c	2,5 6,667	19,484	.....	13,932,760	6,074,360	1,167	.....	150.0	1,870,180	2,626,303	716 26	5,674,215	1,780,896	8	100	184½
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1 059	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	....	....	689,380	1,810,045	....	....	58.7	152,874	27,812	296,89	219,211	80,051	—	50	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,651	1,463,078	7,817,629	2,414,985	10	100	130½
Dec. 31, 1868	763.0	—	100.0	—	170	96	39	3,817	Indianapolis and St. Louis	Indiana.	—	—	—	(Is now operating Terre	Haute,	Alton &	St. Louis R.	R.)	302.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	....	....	75.0	237,250	....	....	....	....	—	100	34
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.	....	....	....	....	....	....	....	....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.	....	....	....	....	....	....	....	....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*	....	....	132 411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400 000	150,000	.....	.....	11.0	.....	.....	129,01	37,322	2,107	—	50	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,46	1,805,000	143,106	131,393	110.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,490	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	65
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	....
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	70,033	41,937	—	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.	—	—	—	—	—	1,150 000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)	—	—	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	....
Dec 31, 1868	31 0	—	113	34.0	2	2	1	20																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville.....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill. (Lake	Shore	& Mich	Southern	consolidated.)		619.3	.....	.....	.....	.....	.....	—	100	106½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325 468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	112½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	17,262	9,140	514,646	44.000	114,049	8,267	—	(Operated by Louisv. Cinc. and Lex.)			45,700	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	4	50	84½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55 469	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9 557,800	683,330	11,706	—	50	50
Jun. 30, 1868	.....	.....	.....	81.0	14	13	5	149	Louisville, Cincinnati and Lexington..Ky.	2,496,288	*	109,605	389,952	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5,519	1,108,594	282,519	5,540	185,179	—	(Leased by Louisv., Cinc. and Lex.)			103,839	6	100	66½
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,263,140	407,711	1,996,818	561.3	923,471	21.410,247	29.321,000	2,228,609	919,094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased to Boston and Lowell.)			.....	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600.000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484.374	150,219	11	100	135
Dec. 31, 1868	.....	.....	.....	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In progress 66 miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester. ¶..Tennessee.	825,000	.....	.....	.....	.....	851.380	138 055	.....	—	.....	(In hands of receiver.)		.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59.457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544.950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	130
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Concord.)			.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	22.0	—	.....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles. Tenn., Miss. & Ala.	7,661,618	*	1,636,-0)	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,358	310,329	.....	—	(Oper. by L.& N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.	1,074,289	2,925,'10	463,538	.....	130.6	313 574	.....	.....	514.376	64.343	—	100	....
Mar. 31, 1868	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847.814	581,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	129½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind. O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126 931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109.918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	79½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	302,048	8	50	107
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	28	17	9	257	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	240,857	———	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1.620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289.438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex.....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076 375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,361	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464 050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck.....Connecticut.	2,026,700	*	87,238	———	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	———	102,907	36 7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	———	744,520	.....	.....	.....	—	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp. Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	.....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250 000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	133
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	209,564	5,412,778	4,937,554	395,822	119 295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North. ¶. L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	.....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	465.4	—	292	297	95	5,468	New York Central.....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14 381,303	5,143,140	8	100	203½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120.000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North. N.Y. & Conn.	248,304	.....	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000.000	5,086,325	34,500	.....	132.9	740.220	29,632,027	15,852,537	2,756,232	983,545	8	100	160½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven. N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	360,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	144
Sept. 30, 1868	.....	.....	.....	24.0	.....	.....	.....	.....	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399.180	*	.....	.....	1,798,800	599,091	217,843	.....	81.0	1...,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1865	225.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*italics*." State-aid Railroads are distinguished by a "¶."

Years Ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1868	107.5	100.0	6.0	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	206,792	227,634	3,210,000	430,000	386,015	130,224	91.0							100	....
Dec. 31, 1868	68.0	—	....	—	3	4	2	25	Spartanburg and Union ¶..South Carolina.									207.5	333,302						100	....
Sept. 30 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,600	.....	660,000	200,000	65,000	.....	68.0				920,544	342,739	8	100	104
Sept. 30, 1868	7.0	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	13.0	52,797	2,798,824	.....	.....	.....	.....	100	....
Nov. 30, 1868	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	.....	.....	7.6	11,925	8,702	486,794	47,008	29,709	7½	100	....
Nov. 30, 1868	13.2	—	1.0	—					Stony Brook.....Massachusetts.	267,393	—	.....	.....	267,300	—	—	—	—	(Leased to Housatonic.)			31,409	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.	.....	—	.....	.....	.....	—	—	1,120	—	(Leased to Boston & Lowell.			19,773	15 970	5½	100	....
Dec. 31, 1868	12.0	—	12.0	—	....	....	....	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	—	—	—	—	—	—	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30 1868	—	—	—	50.0					Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....			
Dec. 31, 1868	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	—	—	—	—	—	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	882,692	285,827	.....	.....	676,400	250,000	.....	.....	84.6	169,516	.....	.....	337,669	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	84
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,559,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,007	516.0	1,133,221	.....	.....	4,013,297	1,125,583	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,927,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—					Troy and Greenbush.....New York.	204,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)						100	....
Nov. 30, 1868	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			32,000	.....	7	100	....
Oct. 31, 1868	57.8	8.8	8.5	—					Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)						100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	5,066,650	.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....					*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.2	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	513,663	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,655	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—					Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)					8	100	102
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,856	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,071	508,097	114,080	2	100	60
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,693	357,408	1,997,693	882 533	392,872	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554 017	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. Lac. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,076	30,547	684,046	959,600	175,911	.....	23.0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)				35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	..	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—					Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	1,209,170	1,221,500	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	....	....	....	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	265,643	164,032	—	50	80
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 6	..	..	..	..	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,065	160,296	836,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	223,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—					Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn.	395,535	—	.....	.....	317,050	52,000	24,333	—	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	124½
									CANALS, &c									13.0	24,542	.....	.....	43,788	7,266	—	100	....
May 31, 1868	13.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	41
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)							25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	8	50	100
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,600,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	—	—	14	100	127½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,270,000	1,049,280	120,553	61,090	108.0	—	—	—	603,067	397,785	—	50	73½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,750,000	701,000	—	—	102.0	—	—	—	450,135	162,972	—	100	29
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	178.0	—	—	—	258,300	30,107	—	50	40
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	—	108.3	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	(½) 800,000	600,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & "Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany ..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	...
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton). Mass.		150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown ..... Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City ..... Md.							—	100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea ..... Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn) ..... N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City ..... N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown. N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb.. N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street ..... N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) ..... N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) ..... Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99
Sept. 30,'68	1.76	—	39	Central City (Syracuse) ..... N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street ..... O.							—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) ..... Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.) ..... O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) .... N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C) N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .... N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton ..... Pa.	24,275	26,000	500	—	10,444	3,782	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City) N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville.. Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse) ..... N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,655	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.) ..... Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31,'68	5.40	125	25	Girard College (Phila.) ..... Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg. (Bkn) N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm. Br., Morr. & F'dham. N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City ..... Pa.	60,120	41,995	9,350	2,003	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield . Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	11½
Dec. 31,'68	—	—	—	Hoboken and Hudson City. N.J.										....
Dec. 31,'68	—	—	—	Hoboken and Weehawken . N.J.										....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn) .... N.Y.	101,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point. N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout ..... N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse ..... Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston ..... Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	—	52,609	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston). Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn). Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley ..... Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn) .... N.Y.	361,300	194,000	191,900	7,000	34,108	6,289	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .... Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston) ..... Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	67
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City) N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston) .. Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pa.) Pa.	105,457	59,300	17,000	43,091	40,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark ..... N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) ..... O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ... Pa.	110,907	104,025	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.). Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31,'68	5.80	50	14	Philadelphia and Darby ..... Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry. Pa.	293,548	285,307	5,500	—	87,645	16,274	7.	50	25	27
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest. Pa.	143,123	124,000	23,000	16,950	133,260	15,798	7.3	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham.. Pa.	108,488	82,000	10,000	30,082	70,706	8,481	7.33	50	41	....
Dec. 31,'68	6.88	92	16	Portland ..... Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston) ..... Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton .... N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers ..... Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) .... Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	38.00	485	76	2d and 3d street (Phila.) ..... Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	47
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.).. Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City) .. N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston) ..... Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston ..... Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston).. Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) ..... Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes ..... N.Y.	25,978	25,000	25,000	—	14,281	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ... N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.) Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City) N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	19½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.) Pa.										....
Sept. 30,'68	3.47	32	5	Troy and Albra ..... N.Y.	72,462	44,700	—	15,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg ..... N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes ..... N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) ..... Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham. N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn).. N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) ..... N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken ..... N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia ..... Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	....
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston.. Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport ..... Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	—
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston) .... Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester ..... Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn):					
1st Mortgage	35,000	7	J. & J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage	1,600,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City:					
1st Mortgage	300,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.:					
1st Mortgage	300,000	7	M. & N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street:					
1st Mortgage	186,000	7	J. & D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J. & J.	1883	....
Central Park, N. & E. River:					
1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	218,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry (N.Y.):					
1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1874	....
Green and Coates (Phila.):					
1st Mortgage	100,000	7	J. & J.	1870	....
Grand st. and Newtown:					
1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris'n & Fordh.:					
1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.,					
1st Mortgage	165,700	7	J. & J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage	74,000	7	M. & N	1878	....
Lombard and South st. (Ph.):					
1st Mortgage	62,500	7	J. & J.	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A. & O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage	191,900	7	J. & J.	1878	....
Middlesex (Boston):					
1st Mortgage sinking fund	98,500	6	J. & D.	18—	—
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J. & J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J. & J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J. & J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	200,000	6	J. & J.	1879	85½
Philadelphia and Darby:					
1st Mortgage	89,000	7	J. & J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	23,000	7	M. & N	1878	....
Quincy:					
Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk:					
1st Mortgage	48,300	7	J. & J.	18—	....
1st Mortgage	15,000	6	J. & J.	18—	....
Salem and Danvers:					
1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage	700,000	7	J. & D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage	9,300	7	J. & J.	1868	....
2d Mortgage	100,000	7	J. & J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes:					
1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	va r.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage	100,000	7	A. & O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet:					
1st Mortgage	131,000	7	J. & J.	1872	—
West Hoboken:					
1st Mortgage	61,000	7	M. & N	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Worcester:					
1st Mortgage	72,000	6	A. & O	1875	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Bloasburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	74½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	16,659,097	7	10s	96
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	121½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	800,000	8	8	....
Lackawanna and Bloomsburg, pref.	600,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	23
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	87½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	...	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	85
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	...	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	...	6	...	36
Mariposa Mining, pref.	1,774,400	7	7	10½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	38 — @ 43 —
Pig, American, No. 1 (good to best)	42 — @ — —
Pig, American, No. 2	38 — @ 39 —
Pig, American, Forge	36 — @ — —
Bar, Refined, English and American	85 — @ — —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
	Store Prices.
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	90 — @ 92 50
Bar, English and American, Common	85 — @ 87 50
Scroll	120 — @150 —
Ovals and Half-round	117 50 @142 50
Band	117 50 @ — —
Horse Shoe	117 50 @ — —
Rods, ⅜@3-16 inch	97 50 @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 11 @ — 12½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton	— — @ 56 50
Rails, American	74 — @ 76 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality) per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 32
Bolts	— — @ — 33
Braziers'	— 33 @ — 35
Nails	— 38 @ — 40
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 23 @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold) per lb.	— — @ — 37			
Straits (gold)	— 31½@ — —			
English (gold)	— 31½@ — —			
Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal per box.	8 50 @ 8 62½	11 75 @ 12 —		
I. C. Coke	7 — @ 7 50	9 75 @ 10 75		
Coke Terne	— — @ 6 —	— — @ 8 50		
Charcoal Terne	8 — @ 8 25	11 — @ 11 50		

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— — @ — 16½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30½
Refined, Standard White (in ship'g order)	— 32 @ — 32
Refined, prime White (in shipping order)	— — @ — 33
Refined, S. W. (in merchantable order)	— — @ — 32
Naptha, Refined, (60 @ 63 gravity)	— 10 @ — 10
Residuum per bbl.	— — @ 5 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 45 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
18 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
Canton Co.	....	59½	....	58	....	....
Central of N. Jersey	105	107	105½	105½	105	104½
Chicago & Alton	159½	....	155½	156	158	158
" pref.	....	....	....	....	....	159
" 1 M.	....	100	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	108	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	88½	88½	87½	85½	84½	84
" pref.	97	97½	96½	96½	95½	95
" 1st M.	90	....	....	....	91	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	115½	116⅜	116	115	114½	114½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	95	95	95	94½	94½	95
Clev., Col., C. and Ind.	80	....	79	....	....	....
Clev. and Pittsburg	105½	105½	106½	105	104	104
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	75
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	34	35	35½	....	35½	....
" 1 M.	83½	83½	83¾	83¾	83½	83½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	35½	....	....	35
Del. & Hudson Canal	....	....	....	....	127½	....
Del., Lack. & Western	112½	112⅜	112½	....	....	113
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	96½
" 3 M. 7s, 1883	90½	....	....	90½	....	....
" 4 M. 7s, 1880	....	....	....	....	82½	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	80	....	....	80	....	80
Hannibal & St. Joseph	124⅜	125	125	124	122	122½
" pref.	125	....	123	120	121	121½
Hudson River	185	184	181½	179½	179⅜	181½
" 1 M. 7s, 1869	98½	....	....	....	....	....
" 2 M. S. F.	....	....	....	102½	....	102½
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	139½	....	....	140
" bonds	....	....	....	....	120	....
Lake Shore & Mich. S'th.	106½	109½	108	107⅜	106⅜	106½
" Div. bonds.	91½	....	91½	....	91	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	130	129½	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	....	98	....	98½
" 2 M.	....	....	....	93½	....	....
Mariposa Mining Co.	....	....	7½	....	....	....
" pref.	....	....	....	12	10½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	....	....	81½	80	78½	78½
" pref.	89½	90	89	88	86½	87½
" 1st mort.	91½	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	101	....
" 7 3-10s con.	....	....	....	....	92	....
Missouri 6s	86½	....	....	86½	86½	87
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	88½	88½	88½	88	88	88
" 1st mort.	....	....	....	....	....	98½
" 2d mort.	....	....	....	....	....	92
New York Central	209½	....	201½	198½	198	199½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	91½
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	162	....	....	....	160	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	58½	56	55½	....
" new	50	50	50	50½	50	49½
" special tax.	55½	56	55	54½	53	53
Ohio and Miss.	32	32½	32½	32½	31½	31½
" pref.	....	....	....	....	....	....
" 1st M.	92	....	....	....	....	....
Pacific Mail S. S. Co.	85	84	81x	79½	79	80½
Panama	240	235	....	230	....	230
Phila. and Reading	96½	96⅜	96½	95½	95½	95½
Pitts., Ft. W. & Chicago	152	151⅜	....	151½	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	97½	97
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	15	....	14	15
St. L., Alton & T. H.	....	....	....	....	....	....
" prof.	....	....	....	....	....	....
" 1 M.	91½	....	....	....	....	....
" 2 M. pref.	....	....	....	....	81½	82
" Income bds.	....	....	....	....	....	....
Tennessee 6s	61½	....	61½	61	60	60½
" new	51½	52½	53	54½	53½	54
Tol., Wab. & Western	78½	87½	86	84½	83	84
" pref.	....	87½	87	....	85	....
" 1 M. ex.	89	....	....	....	....	....
" 2 M.	83½	83½	....	....	....	84
" Equipment	....	....	....	77½	77½	....
Virginia 6s, ex-coupon	....	....	....	55	....	55
" new	....	....	....	60	60½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	121	....	....	....	....	....
U. S. 5s, 10-40s, coup..114	113½	....	114¾	114¾	114¾	
U. S. 5s, 10-40s, reg....110¾	....	111¼	....	....	111¼	
U. S. 6s, 1881, reg....123	....	....	....	....	....	
U. S. 6s, 1881, coup...123½	123½	....	....	....	123½	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, ...y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.121½	121½	121⅝	121½	121¼	121⅜	
U. S. 6s, 5-20s, c. 1862	122⅝	....	122½	122⅜	122⅝	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.121⅜	121¼	....	121¼	....	121⅞	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.121¼	....	....	121⅝	....	121¾	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	120⅜
U. S. 6s, 5-20s, c. n. '65.120⅜	120	120¼	120½	120⅜	120⅜	
U. S. 6s, 5-20s, reg. '67.120⅜	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.120⅜	120¼	120⅜	120½	120⅜	120⅜	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68 ..120½	....	....	....	....	....	....
U. S. 6s, Pac.R.R.issue109	109	110¾	109¾	110	110	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa	....	....	....	....	....	....
.. preferred .. 37⅜	....	....	37	37½	....	
Camden and Amboy...122½	122½	122¼	123½	123	123½	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 .... 85¾	....	....	....	85½	85⅝	
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	95	....	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	89½	89	....	....	88⅝	88¾
Lehigh Navigation	35⅜	35⅞	36	36⅜	36⅜	36½
.. 6s, 1884 84	....	....	....	84	....	84
.. Gold L.... 98½	98	....	....	98½	97½	98
.. R. R. L.... 87	....	....	....	87	87	....
Lehigh Valley R. R	56⅜	....	....	56⅜	56½	56½
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	95½	....	....	....	....	95½
Little Schuylkill R.R... 42⅜	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	53¼	53	....	....	....	53⅛
Morris Canal	....	....	....	....	....	30
.. pref	....	....	....	....	....	60
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880 88	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R..... 57	57⅛	57⅛	57⅛	57⅛	57⅛	
.. 1st M..... 98½	....	....	....	....	....	....
.. 2d M	97½	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series.109	....	....	....	....	....	107½
.. 6s, 3d series.112	....	....	....	....	....	....
.. 6s, W. L....101¾	....	....	....	....	....	....
Philadelphia City, 6s	96¾	....	....	96	97	
.. new 101¾	101½	....	101⅜	101⅜	101½	
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading 48½	48⅜	48⅜	48½	48	47⅞	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	30¾	....	....	
.. 6s..... 89½	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	65	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	11½
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	47	....	....	....	....	....
Spruce and Pine ..	....	....	....	27	....	
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	96	....	....	....	93	....
.. 1886 ..... 93½	....	....	....	....	....	93½
.. 1890 ..... 95½	95½	....	....	....	....	95
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875. 93½	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	86½	....	
.. 2d M	....	....	....	....	....	....
Northern Central	....	49½	49	....	49½	
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	93	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany 147	....	....	....	....	146½	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....141½	....	....	142	....	142	
Boston and Providence	136	....	....	....	....	....
Boston, Hartford & Erie 19¾	19¾	19¾	19½	19	18¾	
.. 7s, new	....	63½	....	63	62½	
Cheshire, pref	85	....	....	....	....	84
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern 125	115	114¾	....	114¼	114¾	
Fitchburg	133	....	....	133¾	....	
Manchester & Lawr'ce	....	....	130	....	....	
Michigan Central.....131½	....	....	....	....	131½	
Northern, N. H	108½	108	....	108	....	
Ogdens. & Lake Champ	....	....	....	....	....	
.. pref	....	....	....	....	109	
Old Colony & Newport	....	97½	....	....	99	
Ph., Wil. & Baltimore	....	52½	....	....	52½	
Portl'd, Saco & Ports	110	....	....	....	110	
Vermont & Canada	101½	....	102	101½	102	
Vermont & Mass	....	....	....	....	....	
Broadway (Horse)	....	....	....	....	58½	
Cambridge ..	....	....	....	....	....	
Metropolitan ..	....	66¾	....	....	66½	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls .. 7⅛	8	9	9½	10	9½	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic .. 7	....	7⅛	....	....	....	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	25	....	....	....	

London Stock Exchange.

	—Closing Prices.— Aug. 6.	July 30.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890..	24½— 25½	23 — 24
Detroit and Milwaukee 1st mort. 7s..	60 — 62	60 — 62
Do. 2d mort. 8 p. c	60 — 63	60 — 63
Erie shares 100 dol. all paid	19½ — 20	19½ — 19¾
Do. sterig. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 95	93½— 94½
Marietta and Cin. R. R. bonds 7 p. c..	75 — 80	75 — 80
New York Central, 100 dols. shares..	95 —100	95 —100
Panama General mort. 7s, 1897	106 —108	106 —108
Penn. R. R. bonds, 2d mort. 6 per ct..	95 — 97	94 — 97
Do. General mort. 6 p. c. 1910	84 — 86	84 — 86
Philadelphia and Erie 1st mort. 1881.	86 — 88	86 — 88
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, August 28, 1869.

Stock Exchange and Money Market.

Notwithstanding the further general reduction in the city bank resources, amounting to a loss of nearly seven millions of deposits, over 2½ millions of specie, and 1⅝ millions of legal tender notes, in addition to a decrease of nearly 2¾ millions in the cash balances of the U. S. Sub Treasury at this port, as the result of the past week's movements in coin and currency, the Money Market has been very comfortably supplied all through the week, especially in a temporary form, on the basis of 5@7, generally 6@7 per cent. on call, at which the speculative demand, though fairly active, has not been notably urgent. In the discount line, there has been only a moderate business transacted in strictly prime to good grades of mercantile paper at rates ranging from 7@10 per cent. per annum. The crop movements in the interior are now calling for a marked increase of monetary facilities at the more active forwarding points, which demand is operating very distinctly on the reserves of legal tender, and national bank notes at this centre. The country bank balances are being generally reduced here, in many instances wholly withdrawn, to be immediately employed in the marketing of the very gratifying products of this season's harvest. From the South and Southwest too, there comes a growing inquiry for means to aid in the forwarding of the new cotton and rice crops to the distributing ports, which drain it is believed will soon assume important proportions. From the San Francisco market, likewise, there has been an urgent call for aid, to relieve the unusual pressure for financial accommodation in that city, where, according to the latest mail advices, Coin was scarce and hard to be obtained, even on good security. A San Francisco circular of Aug. 13, says: "Immense supplies of grain are coming from farming districts, and accumulating at the various depots inland; but the means for marketing are not here. The stimulus of increased prices in England, while there is little advance upon freight charges, has had slight effect on rates in California, simply because we are without the funds requisite to take advantage of the opportunity. Large amounts of coin have been locked up in real estate, in quartz mills, in new mines, in loans on mortgages, in constructing railroads, and in a variety of other ways. Foreign capital, which was here in large supply, some time since, finding itself underbid, quietly returned whence it came, and the domestic supply is insufficient for our requirements. In addition, the following drains occurred during July: Absorbed in duties, $952,000; personal tax, $250 000; coin shipped, $330,000; interior absorption, $750 000; total, $2,282,000. The Branch Mint gave us $1.500,000, leaving a deficit of $782,000 for the month." Considerable transfers of private deposits of coin have been made from New York through the agency of the Sub-Treasury, under the instructions of General Spinner, the U. S. Treasurer, to San Francisco, which it is assumed, will be of much benefit to that market.

The specie reserve of the city banks according to the latest return is $21,594,510, against $19,768,681 same time last year. The city bank deposits are now $192,024,546, against $216,435,405 week ending Aug. 22, 1868. The legal tender reserve amounts to $53,070,831, against $69,757,645 same time last year. The circulation now stands at $34,028,104, against $24,187,627 same time last year. The loans are now $262,741,133, against $275,245 781 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $104 000,000 a day, against a daily average of $97,136,934 the preceding week, and $102,479,239 the week ending with Aug. 7, 1869. The current week's exchanges average about $110,165,000 a day. The city banks, last week, reported a further loss of $2,559,989 of specie, $6,928,165 of deposits, and of $1,659,258 of legal tender notes. They reduced their loans, $3,764,232; and increased their circulation, $35,847.

The city bank exchanges on Wednesday were $92,383,876, and the resulting balances, $2,771,158.

National Bank notes to the amount of $130,600 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $317,269,166, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $17,548,786, leaving, with the

existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,720,380. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,916,650; and for the public deposits, $20,014 500—making a total of $362,931,150. The Treasury Department last week redeemed and destroyed $227,400 of worn and mutilated fractional currency, and issued $370,682 of new. The outstanding amount of fractional currency on the 1st of Aug., was $31,030,300, against $32,062,528 on the 1st of July.

The U. S. Sub-Treasury receipts, week ending with Aug. 21, were $6,333,643 in coin, including $3,165,394 from customs duties, and $3,555,505 in currency; payments, $6 870,987 in coin, including $315,179 of coin interest, and $4,420,179 in currency; balance at the close of the week, $91,592,863, including $78 647,870 of coin, and $10,334,725 of currency, against $94,312,140 at the close of the preceding week, showing a decrease of $2,719,277. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $775,186, of coin including $481,359 from customs, and $371,827 of currency and payments, $66,467, in coin including $42,118 of coin interest and $449,804 in currency. On Tuesday, receipts, $506,328, in coin including $464,000 from customs, and $249,524 in currency; and payments $44,099, in coin including $27,514 of coin interest and $368,151 in currency. The balance at the close of business on Tuesday stood at $90,058,239, (including $10,138,621 of currency, and $79,818,843 of coin,) against $92,111,546 a week previous; and $93,775,622 on Aug. 7, 1869. The aggregate receipts of the office in July were $88,513,855, including $10,502,046 from customs; aggregate payments, $76,502,624, including $17,384,486 of coin interest.

The outstanding amount of coin certificates on the 1st of Aug. was $36,725,840 against $30,489,640 on the 1st of July. The Sub-Treasurer at this port, last week, retired $3,039,394 of coin certificates through the receipts for customs.

Government revenues have been up to a full average, since our last. The customs have been yielding quite liberally. The excises, last week, yielded about three millions; customs at the port of New York, $3,165,394, and at the outports about $1,030,000 (in coin) more, making the grand total income for the week equal to about $8,506,500 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 83½ millions.

The coin balances of the Government at this port on Wednesday morning, was about a little less than eighty millions. On Thursday morning, it stood at 81⅜ millions.

Gold has been quite active, since our last, with more variableness in the premium. The extremes of the week have been 131¼@133¾; and the closing quotation on Wednesday was 133⅜. The speculative business has been largely influenced by various unconfirmed reports from Washington, relative to the purchase of Cuba, and the probability of an early completion of negotiations, with that purpose in view. The customs demand has been up to nearly half a million a day. The export inquiry has been on a restricted scale. Last week, the shipments of specie from this port were under half a million. On Tuesday of the current week, only $5,000 were exported, and on Wednesday $50,000. The *Arizona* from Aspinwall has delivered here $59,095 of California gold since our last.

The customs of the port on Wednesday yielded $845,000. The U. S. Sub-Treasury disbursed $143,368 of coin interest, on that day.

The customs demand for Gold last week, averaged $527,566 a day; thus far, this week, it has averaged $472 679 a day, or equal to a weekly aggregate of $2,836,074. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $9,151, and since Jan. 1, $9,824,531, against $4,806,859 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $85,567,957, again $74,862,966 same time in 1868. At San Francisco, from Jan. 1, to Aug. 1st, 1869, $4,716,000, against $4,810,000 same time last year.

The exports of specie, from this port, last week, were $492,981, against $648 923 same week last year; total, since Jan. 1,1869, $24,713,945, against $63,887,110 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $315,179, and since Jan. 1, 1869 $64,437,314, against $59,965,581 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Aug. 13, 1869, were $25,119,261, against $24 839,174 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Aug. 21, were about 30 millions.

Foreign exchange has been less sought after and quoted weaker in price, but closes with more steadiness. Bankers' prime sixty day bills on London closed heavily on Wednesday at 109⅛@109¾, and on Paris to 5.18¾@5.15; sight bills on London to 110@110⅜, and on Paris to 5.13¾c. @5.11⅞. The offering of produce bills has been unusually extensive this week. The week's exports of domestic produce have been to the currency value of $5,581,238, making the total since Jan. 1, 1869, $122,767,777, against $108,630,209 same time last year.

There has been a less active movement in the Public Funds, since our last, and some depression of values has been noted, chiefly caused by the decline in gold early in the week. The offerings of bonds have been comparatively light, as holders have not been eager to sell at the ruling figures. On Wednesday, the U. S. Sub-Treasurer at this port bought in two millions of Five twenty bonds, at from 119.20@119.68 net, out of an aggregate offering of over three millions. Subsequently, the market rallied a fraction, on a more general inquiry from local buyers.

U. S. sixes of 1881 closed here on Wednesday at 123@123¼; U. S. Five-twenties of 1862, ex-coupon, 122⅞@123; U. S. Five twenties of 1864 at 121⅞@122; U. S. Five-twenties of 1865 at 121¾@122; U. S. Five-twenties of 1865, consolidated, 120⅝@120¾; U. S. Five-twenties of 1867, 120⅞@121; U. S. Five-twenties of 1868, 120½@120¾; U. S. Ten-forties at 114⅞@115; U. S. Six per cent. currency bonds, 110@110⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	Aug. 11.	Aug. 18.	Aug. 25.
Consols	93	92⅞	93½
U. S. 5-20's of 1862	83⅜	83¼	84
Erie	19½	18½	....
Ill. Central	94½	94¾	....
U. S. 5-20s, 1865	....	....	83¼
" 1867	....	....	82⅞
" 10 40s	....	....	76

Railway and miscellaneous share dealings have been on a less extensive scale, and prices have been quoted weaker, as a whole. On Tuesday, the speculation ran generally against ruling values. On Wednesday, the market showed more buoyancy, on an improved demand.

Domestic produce has shown less activity, since our last. Cotton opened briskly, but closed dull. Breadstuffs and Provisions have been offered more freely at easier prices. Petroleum improved a little in value, toward the close, on a rather better export inquiry. Middling upland cotton closed tamely on Wednesday at 34¾@35 cts. per lb. The stock of cotton now here is estimated at about 7,500 bales. The receipts at the port this week, have averaged about 800 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,308,500 bales, against 2,347,000 bales same time in 1867–'8; exports, same time 1,445,000 bales, against 1,661,000 bales same time in 1867–'8; stock on hand at latest dates, 16,500 bales, against 47,600 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 15.810 pkgs., against 14,404 pkgs., same time last year. From Boston, 6,025 pkgs., against 6,391 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in rather more demand, at from 10@16c., per lb.; week's receipts, 5,565. Milch cows, neglected, at from $40@$110 each, receipts, 65. Veal calves in fair request at from 4@11c per lb.; receipts, 3,163. Sheep and lambs moderately active at from 4@7c., and 5½@8½c. per lb.,; receipts, 33 950. Swine in light request at from 10@10⅜c. per lb.; receipts, 21,862.

Foreign goods have been less freely dealt in and less buoyant in values. The week's dry goods imports were valued at $2,411,544, and of general merchandise, $3,392,604.

Freights, have been quiet but quoted stronger and buoyant on a very meagre supply of room. For Liverpool we quote flour at 2s.@2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steamer, per bbl.; grain at 8¼d. by sail, and 10d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 469.

The New York exports, exclusive of specie, for the week ending Aug. 24, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,568,654	$5,581,238
Prev. reported	105,061,555	117,186,539
Since January 1	$108,630,209	$122,767,777

The imports for the week ending August 21, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,897,131	$2,411,544
Gen. merchandise	3,747,159	3,392,604
Total for the week	$6,644,290	$5,804,148
Previously reported	155,532,525	194,406,006
Since January 1	$162,176,815	$200,210,154

The balance in the Sub-Treasury on Wednesday was $91,426,742.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 71; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 85¾; N. Y. State 7s, Bounty Loan coupon, 109; do., 6s, 1872, 102½; Georgia 7s, 93; do., 6s, 83¼; Alabama 8s, 93½; do., 5s, 64; New Jersey Central new bonds, 95½; Peninsular 1st mort., 96; Central Pacific 6s, 95; Toledo, Wabash and Western consol. bonds, 88; Mil. and St. Paul 1st mort. Iowa Div., 86½; St. Louis and Iron Mt., 1st mort., 82½; Norwich and Worcester R. R., 112; Rome, Watertown and Ogdensburg R. R., 100¼; Pittsburg, Ft. Wayne and Chicago guaranteed, 88½; Dubuque and Sioux City R. R., 111; N. Y. and N. Haven R. R., 144; Western Union Telegraph, 87½; do., 7s, 90; Brooklyn 6s, W. L., 93½; Adams' Exp. Co., 57½; Wells-Fargo Exp., 19; Am. Mer. Union Exp., 38¼; U. S. Exp., 64; Mer. Union Exp., 10¾; Buchanan Farm oil, 0.55; Consolidated Gregory gold, 2.05; Central pet., 0.66; Grass Valley gold, 0.30; La Crosse gold, 0.17; N. Y. and Allegheny oil, 0.75; Quartz Hill gold, 1.15; Rynd Farm, 0.25; Smith and Parmalee gold, 2.85; Tudor Lead, 4.20.

Philadelphia.—East Pennsylvania R. R., 40; Oil Creek and Allegheny R. R., 41; Philadelphia and Darby R. R., 12; West Jersey R. R., 62½; Steubenville and Indiana 1st mort., 76; Camden and Burlington County bonds, 85; Lehigh Nav. Conv. Loan, 81; Schuylkill Nav. 7s, Boat Loan, 70; West Jersey 6s, 91; West Pennsylvania 6s, 81; Phila. and Sunbury 7s, 94; Penna. State 5s, coupon, 92; do., 1870, 100; Clinton Coal, 5/8; St. Nicholas Coal, 2¾; Ocean Oil, 3/8. The latest quotations are: City 6s, 97@97¼; do., free of tax, 101⅛@101¼; State 5s, coupon, 92¼@—; do., reg., —@99¼; do., 6s, W. L., 101¼@—; do., 1st series, 105½@106; do., 2d series, 108@109; do., 3d series, 111@112; Reading, 48@48⅛; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@90; Camden and Amboy, 123@123¼; do., mort. 6s, 1889, 94½@95; do., 1888, 85½@86; Penn. R. R., 55⅞@57¼; do., 1st mort., 98@99; do., 2d mort., 97½@98¼; Little Schuylkill R. R., 42@43; Morris Canal, 30@30; do., pref., 60@61; do., bonds, 79@81; Susquehanna Canal, 10@13; do., 6s, 53@57½; Sch. Nav., 9@10; do., pref., 18¼@19¾; do., 6s, 1882, 65@65½; Delaware Div. Canal, 48@53; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 40@42; do., 7s, 1873, 88½@89; do., 5s, 59@60; Lehigh Coal and Navigation, 36@36¼; do., 6s, 1884, 84@84; do., R. R., Loan, 87@88; do., Gold Loan, 97@97⅛; North Pennsylvania, 36@37; do., 6s, 88@89; do., Chattle 10s, 111@111; Philadelphia and Erie, 30@30⅛; do., 6s, 89@89½; Minehill, 53¼@54; Catawissa, 17@—; do., pref., 37⅛@37⅜; Lehigh Valley, 56@56⅛; do., 6s, new, 95@95¼; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 47@49; West Philadelphia, 60@—; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 47½@47¾; Thirteenth and Fifteenth, 18½@19½; Girard College, 27@30; Tenth and Eleventh, 70@71⅛; Union, 44@—; Hestonville, 11¾@12¼.

Boston.—Vermont Central 1st mort., 85; Vermont Central and Vermont and Canada 8s, 102; Union Pacific 6s, 85½; Old Colony and Newport 7s, 1877, 101½; Cedar Rapids and Missouri 7s, 92¼; Boston and Lowell 6s, 1879, 96; Cin., Sandusky and Cleveland 7s, 1890, 73; Vermont and Mass. 6s, 90¾; do., 7s, 1879, 100; Eastern R. R. 6s, 1889, 96; Cary Imp. Co., 7⅝; Essex Co., 141; Gilberton Coal, 30¼; New Hampshire 6s, 99½; Vermont 6s, 100; Massachusetts 6s, 1875, gold, 122¼; Cincinnati 7 3-10s, 1889, 108; Cook Co., Ill., 7s, 97; Charleston 6s, 1888, 98¾; Chicago 7s, 97; Bangor 6s, 1894, R R., Loan, 86¾; Boston 5s, 1878, gold, 108; do., 1871, gold, 115; do., 1883, gold, 107⅞; St. Louis 6s, 82; Allouez Mining Co., 4⅝; Hecla, 85; Hancock, 3.

Baltimore.—Orange and Alexandria 2d mort. 7s, 73¾; do., 3d mort. 8s, 83¼; Western Maryland 1st mort., unindorsed, 69; do., 2d mort. pref., 48½; Maryland Defense Loan, 101¾; George's Creek Coal, 71. The latest quotations are: Pittsburg and Connellsville 7s, 1898, —@89; Balt. and Ohio, 122@122½; do., 6s, 1875, 92⅝@93½; do., 1880, 92⅝@—; do., 1885, 94@95⅜; Northern Central, 49@49¼; do., 6s, 1885, 87@88; do., 1900, 86@86; do., 6s, 1900, gold, 100¼@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 93@93½; do., 2d mort., 92@93; do., 3d mort., 1885, 86@88½; Marietta and Cincinnati 7s, 1892, 87@87½; do., 2d mort., 69@70; Central Ohio, 25@25½; do., 1st mort., 81@83; Western Md. 6s, 1890, 66@69; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 82@—; do., 6s, pref., 42@50; do., 6s, guar., by Washington Co., 70@80; Richmond and Danville bonds, 72⅝@73; Baltimore 6s, 1875, 96@96¼; do., 1886, 93@93½; do., 1890, 95⅛@95¼; do., 1893, 91@92; do., 5s, 1838-'70, 73@78; Memphis City 6s, 49¾@50½; City Passenger R. R., 18½@19½; George's Creek Coal, 71@72½; Santa Clara, 1.50@1 65; Atlantic Coal, 2.90@2 90.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

Newburgh and New York Railroad.

The opening of the Newburgh and New York Railroad was celebrated at Newburgh on the 24th inst. The road is 12.6 miles in length, commencing at Vail's Gate on the Newburgh Branch of the Erie Railway, a station just this side of Newburgh, and extending to a point on the Erie Railway, about one mile south of Turner's, or 47 miles from New York. The distance from Newburgh to New York by this route is 62½ miles—a saving of about 11½ miles in distance over the old route *via* Greycourt. The road is of the same gauge as the Erie, has been about one year in building, and cost about $500,000. It is laid with T rail weighing 56 lbs. to the yard, and fish-jointed.

☞ The opening of the Windsor and Annapolis (Nova Scotia) Railway took place on the 15th inst.

Lake Shore and Michigan Southern R. R.

The lines owned and operated by the consolidated Lake Shore and Michigan Southern Railroad Company consist of the following, viz: Chicago to Buffalo, *via* Air Line, 529 miles; Toledo to Elkhart, *via* Adrian and White Pigeon, 142 miles; Jackson Branch, 41½ miles; Adrian to Monroe, 33½ miles; Toledo to Detroit 59 miles; White Pigeon to Constantine, (leased), 4 miles; Branch to Graytown, from Junction, 8 miles east of Toledo, 9 miles; Elyria to Sandusky, 35 miles—total, 856 miles.

It is now proposed to consolidate this road with the Toledo, Wabash and Western Railway, and an agreement to that effect has been entered into between the representatives of the respective companies, subject to the approval of the stockholders. The stock of the Lake Shore and Michigan Southern is to be put in at 120 and that of the Toledo, Wabash and Western at par. Before this is done there is to be a dividend of four per cent. cash on the stock of the Lake Shore and Michigan Southern. The stock and bonded debt of the consolidated company will then stand as follows:

Present stock of L. S. & M. So.	$35 000,000
Twenty per cent. to be added	7 000 000
Toledo, Wabash and Western stock	8,000,000
Bonded debt of L. S. & M. So.	20,000,000
Bonded debt of Toledo, Wabash and Western	15,000,000
Total:	$85 000,000

The length of road operated by the Toledo, Wabash and Western Railway Company is as follows: in Ohio, 75.5 miles; in Indiana, 166.9 miles; Main road in Illinois, 212.4 miles; Keokuk branch, 41.2 miles; Naples branch, 4 miles; Camp Point to Quincy, (leased) 22 miles—total, 522 miles.

Pittsburg, Ft. Wayne & Chicago Railway.

The books of this company have been closed for the purpose of calling in the old stock of the company, amounting to $11,500 000, and issuing therefor new certificates to the extent of $19 714,285 to be guaranteed by the Pennsylvania Railroad Company. By the terms of the lease of this road to the Pennsylvania Railroad Company, the latter company agree to pay an annual rental, for the term of 999 years, of $1,380,000, in quarter-yearly instalments of $345,000 each, viz: on the 1st days of April, July, October and January; this amount to be paid to the stockholders of the Pittsburg, Ft. Wayne and Chicago Railway Company, free of Government or State taxes, or any other liability or incumbrance. The rental capitalized equals the sum for which the new certificates are to be issued; and upon these certificates regular quarterly dividends of 1¾ per cent., free of Government tax, are to paid.

☞ The Iowa Central and Iowa River Railroad Companies have been consolidated—the name of the latter road being retained. This road is already built from Ackley, on the Dubuque and Sioux City Railroad, to Eldora; a large share of the grading is done between Marshalltown and the latter place, and the cars expected to run that far by the last of September.

☞ The Western Pacific Railroad Company expect to complete their road from Sacramento to Oakland, opposite San Francisco, by the 6th of September.

Commerce of the United States.

From the Report of the Bureau of Statistics, now going through the press, it appears that the gold value of imports into the United States during the year ending June 30, 1869, were $437,026,541; the exports (mixed values, chiefly currency) $413,869,182; and the re exports (gold values) $25,130,167. The proportions of the foregoing carried in American and foreign vessels, respectively, were as follows:

Vessels.	Imports.	Exports.	Re-exports.
American.	$136,465,257	$136,893,580	$15,299,631
Foreign...	300,561,284	276,975,602	9,830,536
Total.....	$437,026,541	$413,869,182	$25,130,167

From this it appears that about 69 per cent. of our imports, 67 per cent. of our exports, and 89 per cent. of our re exports, or 67 per cent. of the aggregate, was transported by foreign vessels. The entrances and clearances in the foreign trade during the year ending June 30, 1869, were as follows:

Vessels.	Entered.		Cleared.	
American..	9 974	3,402,689	9,707	3,384,745
Foreign ...	18,875	5,388,243	18,824	5,425,425

The principle articles of export, during the year were as follows:

Agricultural implements	$1,042,426
Live animals	871,492
Indian corn (against $13,068,736 in 1868)	6,820,664
Indian meal	1,656,270
Wheat (against $30,341,600 in 1868)	24,349,638
Wheat flour	18 841,445
Coal	1,553,115
Copper	231,187
Sea Island cotton	2,374,892
Upland cotton	160,258,160
Manufactures of cotton	5,865,388
Furs and furskins	2,024,076
Gold bullion (against $23,984,021 in 1868)	13,584,407
Silver bullion	13,573,427
Gold coin (against $44,353,637 in '68)	14,853,369
Hops	1,627,244
Hardware	2,039,008
Muskets, Pistols, Rifles, and Sporting Guns	1,983,886
Machinery, other than Sew'g Machines	2,948,165
Boots and shoes	475,053
Rosin	1,989,019
Spirits turpentine	1,261,222
Oil cake	4,493,196
Crude petroleum	2,808,202
Refined petroleum	27,289,835
Spermaceti oil	1,361,388
Whale and fish oil	81,860
Beef	2,429,977
Cheese	6,487,866
Hams and bacon	7,481,813
Lard	7 443,948
Pork	3,407 813
Tallow	2,362,630
Quicksilver	869 803
Sewing machines	2,051,681
Distilled spirits from grain	86,686
Distilled spirits from molasses	638,495
Distilled spirits from other materials	70,917
Leaf tobacco	20,550,489
Cigars	15,519
Snuff	20,252
Other manufactures of tobacco	2,758,698
Boards, Clapboards, Deals, Planks, Joists and Scantling	2,788,057
Box shooks	558,508
Other shooks, staves and headings	5,781,289
Timber (sawed and hewn)	875,394
Household furniture	1,203,541

From the beginning of the present fiscal year a more extended classification of articles of export will be adopted, the schedule embracing 220 specifications, as against 120 in the schedule heretofore in use. The following are the principal artices imported during the fiscal year:

FREE OF DUTY.

Dyewood in sticks	$1,092,508
Gold bullion	890,930
Gold coin	13,841,638
Silver coin	5,852,066
Horse hair	1,052,441
Indigo	1,640,950
Madder	3,553,258
Rags	2,700,619
Raw silk	3,312,738

DUTIABLE.

Animals	$3,563,605
Barley	5,616,194
Rice	1,326,113
Wheat	1,719,382
Books, &c	1,606,913
Buttons	1,649,750
Coal	1,213,056
Coffee	24,686,818
Cotton, bleached and unbleached	3,533,083
Printed, &c	2,960,636
Other manufactures of cotton	13.986,976
Chemicals, &c., not specified	7,239,079
Earthen, stone and chinaware	4,372,954
Fancy goods	3,038,107
Fish	1,972,690
Flax, raw	669,411
Manufactures of flax	16,552,876
Fruits	7,955,658
Furs	3,045,144
Glass and glassware	4,194,881
Gums	1 240,195
Raw hemp	2 813,496
Hides and skins	12,467,600
Raw India rubber	2,505,646
Manufacturers of India rubber	964,639
Pig iron	2 171,369
Bar iron	3,675,397
Railroad iron	8.281,005
Old and scrap iron	2,531,832
Steel ingots, &c	3,196,466
Cutlery	1,595,908
Other manufactures of iron and steel	8,992,000
Raw jute	1,108,524
Manufactures of jute	641,876
Lead, in pigs and bars	3,503,798
Leather	4,792,884
Gloves, of kid and leather	2,515,467
Opium	1,086,572
Precious stones	2 041,933
Provisions, &c	2,002,225
Salt	1,265,054
Dress and piece goods of silk	10,916,915
Other manufactures	11,417,789
Caustic soda	2,562,145
Other soda	1,661,236
Spices	1,553,766
Sugar	60,809,612
Molasses	11,990,765
Tea	13,690,326
Tin, in bars, &c	1,589,741
Tin, in plates	8,730,832
Leaf tobacco	1,973,515
Cigars	1,330,047
Watches, and parts of watches	2 449,059
Spirits and cordials	1,507,771
Wines	2,758,555
Wood and manufactures of wood	8,252,304
Wool	5,597 641
Woolen goods, Cloths and Cassimeres	7,003 669
Shawls	1,816 239
Carpets	4,136,999
Dress goods	16,051,263
Other manufactures of dress goods	5,612,743
Zinc and manufactures of zinc	1,206,572

The principle articles, free of duty re-exported during the year were:

Gold coin	$7,541,576
Silver coin	6,428,518
Dutiable—	
Coffee	$1,015,261
Breadstuffs	1 123,480
Cotton and manufactures of cotton	595,339

Of the total amount of import entries during the year, there was:

Dutiable	$395,847,369
Free of duty	41,179,172
Entered for consuption	252,101,392
Entered warehouse	184,925,149

Reducing the domestic exports to specie values, $318,103,765, it will be seen that our imports exceed them by $118,922,776, and are in excess of exports and re exports combined by $93,792,609.

Journal of Railroad Law.

RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE—IMPUTING TO INFANT—NEGLIGENCE OF PARENT.

The facts of the late case of Margam *vs.* The Brooklyn Railroad Company (38 N. Y., 455,) are fully and clearly stated in the following opinion by

GROVER, J.—The non suit granted at the Circuit can only be sustained upon the ground, that the evidence failed to show that the injury received by the plaintiff resulted from the negligence of the driver of the car, or that it showed the negligence of the plaintiff, or that of those having the care of him, and whose negligence was imputable to him, contributed to the injury received.

Upon the first ground, no question is made by the counsel of the appellant. The negligence of the driver was clearly proved. It was his duty, while driving in the streets of Brooklyn, to keep entire control of his team as far as practicable; to be in a position to speedily apply the brake, and to be vigilant in observing the track, so as to enable him as far as practicable, to avoid inflicting injury upon others. All of this was omitted by the driver, upon the occasion in question. Upon the latter ground there is more doubt. In Hartfield *vs.* Roper (21 Wend., 615,) it was held, that when a child of such tender years as to be incapable of avoiding danger, who is permitted by the parents or guardians to be in the public streets, and there receive an injury by being run over by a traveler, who failed to discover him while standing or sitting in the traveled track, they could not recover unless the traveler was guilty of gross negligence, or inflicted the injury voluntarily. The principle of this case has been since its determination often applied by the Courts of this State to analogous cases, and must now be regarded as the settled law, notwithstanding a somewhat different rule prevails in some of the other States. See Darley *vs.* Norwich Railroad Co., (26 Connecticut, 591,) and cases cited. This brings us to an inquiry as to the degree of care required from parents and guardians in keeping such a child from the street. The counsel for the defendant insists that it must be such care as effectually to accomplish the object, and that anything short of this is negligence. While, on the other hand, it is claimed by the plaintiff, that to constitute negligence in the parent or guardians there must be an omission of such care as persons of ordinary prudence exercise, and deem adequate for that purpose. The latter appears to be the conclusion required by the analogies of the law. Legal negligence is the omission of such care as persons of ordinary prudence exercise and deem adequate to the circumstances of the case. This definition, applied to the point in consideration, will exonerate the parents from the charge of negligence, if they used that degree of

care. This conclusion is also supported by the reasoning in Hartfield *vs.* Roper (*supra.*) It is there said, that the law has placed infants in the hands of vigilant and generally affectionate keepers, their own parents, and if there be any legal responsibility for damages, it lies on them. Surely an infant could not recover against his parent or guardian, for negligenae in permitting him to escape into the street, unless he could show some omission of ordinary care to prevent it. The inquiry upon this point, then, is whether the parents of the plaintiff were guilty of negligence, in permitting him to get into the street; for, if not, the non-suit cannot be sustained upon that ground. The evidence shows, that he was not permitted to go, unattended, in the street, that he was lost sight of by his sister for only about twenty minutes; that his only means of access to the street was by climbing out of an open window, which only came within four feet of the floor. There was no evidence, that he had ever before got out of this window, or attempted to. I do not think that failing to guard this aperture, will warrant the conclusion, as matter of law, that the parent was guilty of negligence. At most, it should only have been submitted to the jury as a question of fact. The only remaining question is, whether the plaintiff himself was guilty of negligence contributing to the injury. This leads to an inquiry as to what degree of care is required of an infant four years old. In Daly *vs.* Norwich R. R. Co., (*supra,*) it was held, that negligence could not be imputed to a child of such tender years as to be wholly incapable of the exercise of care. In Robinson *vs.* Cone (22 Vermont,) it was held, that all that could be required of such a child, was the exercise of such care as it was capable of. In Lynch *vs.* Murdin (41 Eng. Com. Law, 422,) it was held, where the defendant's cartman had left his horse and cart standing unattended in the street for half an hour, and children gathered around it for play, and the plaintiff got into the cart, and, while getting out, another lad started the horse, thereby causing the plaintiff to fall, and the cart to run over him, breaking his leg, that the plaintiff could recover. It will be observed, that, in this case, the plaintiff (seven years old) had done a positive act (getting into the cart,) in itself wrongful, and which had directly contributed to the injury, and which would most clearly have barred an action by an adult for a similar injury, yet the Court held he had acted from childish instinct, and that this was not an impediment in the way of a recovery. These cases show, that a somewhat different rule, in determining the care to be exercised, is to be applied to infants, that is applicable to adults, when the inquiry is whether their negligence has contributed to an injury received; that if there is no negligence in the parents or guardians in permitting the child to be in the street, and he has then received an injury from the negligence of another, he can maintain an action, unless he has omitted such care as might reasonably be expected from one of his capacity. Applying this rule to the conduct of the plaintiff, the evidence shows, that he was not guilty of the omission of any care that might have been expected from one of his years. After getting into the street, he ran along Tenth until he came to First, and then ran across the track ahead of the team, getting out of their way, but not out of the way of the dash-board of the car. He was too young to possess discretion to guard against that danger, and his not doing so is not, under the circumstances, to be regarded as negligence in him.

The order appealed from must be affirmed, and judgment final, upon the stipulation, be given to the plaintiff.

Bachman's Valley Railroad.

Mr. Joseph S. Gitt, engineer, with a corps of assistants, last week, surveyed a new route for the proposed Bachman's Valley Railroad, starting at Leib's Bridge, on the Hanover Branch Railroad, and from thence running southeast through Heidleberg and Manheim townships, York County, *via* Klinefelterville, and entering Maryland near Wentz's Church, in Carroll County, intersecting the line run last fall by engineer Ames, between Kroh's and Tracy's Mills, on the head of the Gunpowder Falls, and ending at the extensive Ore Banks in Bachman's Valley. This route is the most favorable and practical one that has been surveyed, passing through a fine rich country, with light grades. There are extensive deposits of iron ore, of excellent quality, throughout the whole country through which the road is to pass, the transportation of which alone will more than pay the cost of construction. It appears to be generally understood that this road will be built at an early day.—*Hanover Spectator.*

☞ The contract for the extension of the Cumberland Valley Railroad from Hagerstown to the Potomac River, near Williamsport, a distance of eight miles, has been awarded to Mr. James Marsh. It is understood that a commencement will be made immediately and no efforts spared to finish the road in the shortest possible time.

☞ The firm of Otis & Co., proprietors of the "Lake Erie Iron Works," Cleveland, Ohio, was dissolved on the 2d inst. The business heretofore conducted by the above firm will be continued by the Otis Iron Co. The officers are: C. A. Otis, President; E. Lewis, Sup't; E. B. Thomas, Secretary and Treasurer. The office of the company is at 48 and 50 River st., Cleveland, Ohio.

☞ The final commission on the part of the U. S. Government were to have met at Omaha on the 23d inst., and proceed thence to Sacramento, examining the works in all its parts. The Commission consists of Gen. Hiram Walbridge, S. M. Felton, President of the Philadelphia, Wilmington and Baltimore Railroad, Gen. Boyd, of Kentucky, Gen. Winslow, of Iowa, and Gen. Comstock, late of Gen. Grant's Staff.

☞ The Louisville *Courier-Journal* says that the counties in Illinois through which the Danville, Olney and Ohio River Railroad is to pass are voting the subscriptions by large majorities. The directors have agreed upon terms with a company of capitalists who undertake the completion of the entire road from Danville to the Ohio river, and next Thursday is the day fixed for closing the contract at Chicago.

☞ The Cleveland *Herald* says the Directors of the Western Pennsylvania Railroad Company are determined to push the Butler Branch to completion by the middle of May or first of June, 1870. We presume work will be commenced at once. A number of contractors from the East were along the line last week making examinations preparatory to work.

Ten-Twenty Bonds

$300,000

IN

BONDS OF

Buchanan County,

STATE OF MISSOURI,

Issued by a Special Vote of the People, at an Election held for this purpose.

TWENTY YEARS TO RUN,

With the option of paying them after ten years,

Bearing TEN PER CENT. (10 per Cent.) Interest, payable Semi-Annually, on 1st of July and Jan., at the

Bank of America, New York,

FREE OF GOVERNMENT TAX,

Principal Payable in New York.

Taxable Wealth of Co., $13,000,000
Debt, including these Bonds, only - - $500,000

PRICE 95 UNTIL SEPT. 1, NEXT.

FOR SALE BY

TANNER & CO.,

BANKERS,

No. 49 Wall-Street, New-York.

We take pleasure in recommending these Bonds as a perfectly safe and reliable investment, and will furnish information relating thereto.

TANNER & CO.

Aug. 19, 1869.

OFFICE OF THE

RICHMOND IRON MINING COMPANY,

No. 165 BROADWAY, Room No. 17, }
New York, Aug. 20th, 1869. }

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15 000 tons of Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron	72.57
Sand, etc., (insoluable)	15.67
Moisture and other constitutes	11.76
	100.00
Yielding metallic iron	50.80

Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

PASSENGER CARS.

60 AND 64 SEAT NEW FIRST CLASS PASSENger Cars. Immediate delivery. For sale by

WM. H. PETIT,
72 Wall St.

4t35

DESIGNS AND WORKING DRAWINGS OF Railroad and other Machinery, Iron Bridges, Roofs, Cranes, &c., promptly made by M. N. FORNEY, Mechanical Engineer, 64 Broadway, (Room 48,) New York. 4t35

Notice to Railroad Companies.

OWING TO A CHANGE IN OPERATING, THE Second Avenue Railroad Company offer for sale, at their depot, corner of Sixty-third street and Second avenue, in the City of New York, the following described Cars:

Two attached 16-horse power Dummy Engines, built by Grice & Long.

Seven 20-horse power double end Dummies, with Grice & Long Engines and Whittaker Boilers.

Also seven 50 Passenger Cars, all in good running order, and will be sold cheap.

Communications addressed as above will meet with prompt attention.

MONTGOMERY QUEEN,
Vice President
4t34 **Second Avenue Railroad Co.**

RAILROAD TIES.

4,000 CEDAR AND HACKMETACK ON hand, and for sale in lots to suit, by

JNO. BOYNTON'S SON & CO.,
3m34 **32 Broadway.**

PASSENGER CARS.

8 NEW PASSENGER CARS FOR SALE, AND ready for delivery; first class in every respect. Address

A. S. WHITON,
4t34 **No 19 Broad st., N. Y.**

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—Very thorough instruction in Civil and Mining Engineering, Chemistry, Metallurgy, and Natural Science. Graduates obtain desirable positions. Re-opens Sept. 8. For annual Register, giving full information, address Prof. CHARLES DROWNE, Director. 6t32

WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notify managers of railroads and others that they will promptly prosecute all infringements of the above patent.

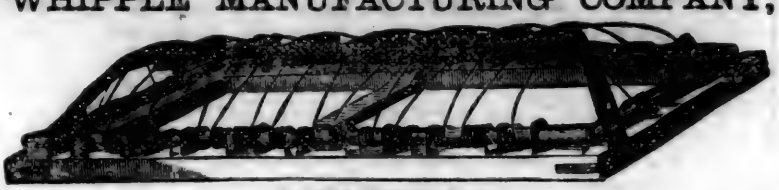
Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per E. Trowbridge, Treas.

DETROIT, May 23d, 1860.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island, N. Y

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer. - - - - - DETROIT.
C. A. TROWBRIDGE, General Agent. 37 William Street, NEW YORK.

Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway give PUBLIC NOTICE that they are now prepared to receive Tenders for five further Sections of the line.

CONTRACT No. 8 will be in the Province of Quebec, and extend from the Easterly end of Contract No. 5, at Rimouski, to a point near the Metis River, about 20½ miles in length.

CONTRACT No. 9 will be in the Province of New Brunswick, and extend from the Easterly end of Contract No. 6, towards the Town of Bathurst, about 20½ miles in length.

CONTRACT No. 10 will be in the Province of New Brunswick, and extend from the centre of the Chaplin Island road, near the Court House, at New Castle, towards Bathurst, about 20 miles in length.

CONTRACT No. 11 will be in the Province of Nova Scotia, and will extend from the Easterly end of the Eastern Extension Railway to the Westerly end of Section No. 4, (including the bridge across the Missiquash River, except the western abutment) about 3½ miles in length.

CONTRACT No. 12 will be in the Province of Nova Scotia and extend from the easterly end of Contract No. 7, at Folly Lake, to a junction with the existing railway at Truro, about 24½ miles in length.

Contracts Nos. 8, 9 and 10 to be completely finished before the first day of July, 1871. Contract No. 11 to be completely finished by 1st July, 1870.

That portion of contract No. 12 east of Folly River to Truro to be finished and ready for laying the track by the 1st day of October, 1870, from Folly River to a point opposite the Londonderry Iron Works by the 1st January, 1871, and the remaining portion of said contract by the 1st day of July, 1871.

Plans and profiles, with specifications and terms of contract, will be exhibited at the offices of the Commissioners in Ottawa, Rimouski, Dalhousie, St. John, Halifax, Toronto and Quebec, on and after the 13th September next, and sealed Tenders addressed to the Commissioners of the Intercolonial Railway, will be received at their office in Ottawa up to 7 o'clock, p. m., on the 18th October, 1869.

Sureties for the completion of the contract will be required to sign the Tender.

Commissioners' Office.
Ottawa, 3d August, 1869.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
} Commissioners.

STEAM COAL,

From the Clover Hill Virginia Coal Mines,
A SUPERIOR ARTICLE FOR STATIONARY ENGINES.
FOR SALE LOW BY THE CARGO. Apply to
JAMES B. CUNNINGHAM & CO.,
3m33. *AGENTS, 130 PEARL-ST.*

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until **October 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

PROPOSALS FOR $300,000

CITY LUNATIC ASYLUM STOCK.

SEALED PROPOSALS will be received at the Comptroller's Office until TUESDAY, Aug. 31, 1869, at 2 o'clock, P. M., when the same will be publicly opened, for the whole or any part of the sum of three hundred thousand dollars of "City Lunatic Asylum Stock," authorized by chapter 56, Laws of 1869, and by an ordinance of the Common Council, approved by the Mayor, July 29, 1869. Said stock is to be issued for the purpose of providing additional buildings for lunatics in the City of New York, and will bear interest at the rate of seven per cent. per annum, payable half yearly, to wit: On the first day of May and November in each year, and the principal will be redeemed on the first day of August, 1889. The proposals will state the amount of stock desired and the price per one hundred dollars thereof, and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon. On presenting to the Comptroller the receipts of the Chamberlain for such deposits, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment. Each proposal should be sealed and indorsed "Proposals for City Lunatic Asylum Stock," and inclosed in a second envelope, addressed to the Comptroller. The right is reserved on the part of the Comptroller to reject any or all of the bids, if in his judgment the interests of the Corporation require it.

RICHARD B. CONNOLLY,
Comptroller.

CITY OF NEW YORK DEPARTMENT OF FINANCE,
4t33 COMPTROLLER'S OFFICE, Aug. 9, 1869.

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.

TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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To Contractors.

OFFICE OF THE SHELBY RAILROAD CO.
SHELBYVILLE, KY., Aug. 5, 1869.

SEALED PROPOSALS will be received at this office until the first day of September next for the graduation and masonry of this road, 18 miles in length, and extending from Hobbs' Depot, on the Louisville, Cincinnati, and Lexington Railroad, to Shelbyville. The work will be divided into ten sections, and the proposals may embrace one or more sections or the whole work. Plans and specifications may be seen at this office at any time before the letting. Several heavy sections and one tunnel of one thousand feet in length are embraced in the letting. The company reserves the right to reject any or all propositions

A. R. SCOTT,
3t33 Pres't Shelby R. R. Co.

ENGINEER'S OFFICE T. & P. R. R.
LEBANON, TENN., Aug. 2d, 1869.

PROPOSALS for the delivery of rails and fastenings for the main track of the 1st thirty miles of this road are hereby invited and will be received by the undersigned until the 1st day of September next. Rails to be of the T pattern, with fish bar fastenings, and to weigh 56 lbs. per yard or 88 Tons per mile of track.

Drawings or patterns of rails, also specimens of rails and fastenings will be required and the same (rails and fastenings) must be warranted to be in accordance with the specimen furnished and of the best quality of native or foreign iron and manufacture.

The price bid for will include the delivery of all material on the track of the Nashville and Chattanooga Railroad at Nashville, Tenn., from the 1st of November to the 1st of January next. The company reserves the right to reject any and all bids.

By order of the Board of Directors,
E. L. FALCONNET,
3t33 Chief Engineer.

F. McSWEGAN,

DEALER IN

NEW & SECOND-HAND MACHINERY

295 WATER ST., N. Y.

Near Dover st.

Steam Engines, Boilers and Steam Pumps, Lathes, Planers, Shafting, Pulleys, Hangers, Leather Belting, Lace Leather.

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Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

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Railroad and Machinery SUPPLIES.

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

WATSON'S

NEW & COMPLETE

RAILROAD MAP,

OF THE

United States and Canada.

SIZE, 3½ BY 4½ FEET.

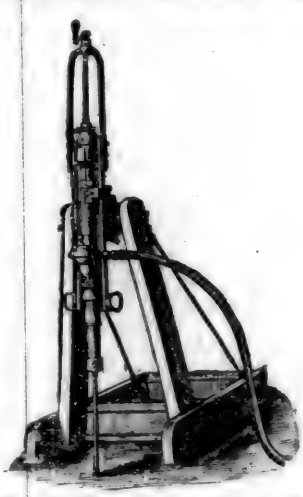
No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, - - $3 00
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Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City: also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and, Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1½ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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BUILDERS OF

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And other Timber Bridges, Roofs & Turn Tables. Corrugated Iron Doors, Shutters, and Iron Building Material generally. Contractors for

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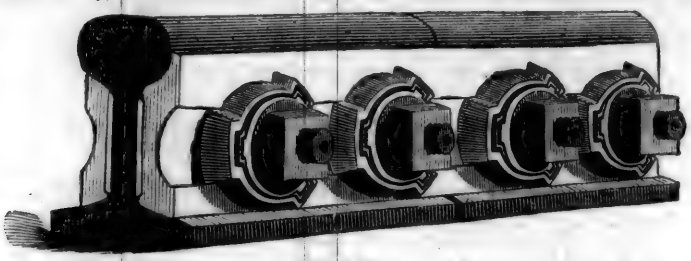
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RIBBONS,

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PRATT'S.
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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MANUFACTURERS OF
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New Castle, Wickersley, Nova Scotia and Ohio Grindstones
OF ALL SIZES.

WILLIAMS, PAGE & CO.'S
PASSENGER CAR LAMPS
FOR KEROSENE OR COAL OILS.
Centre Lamps for High Roof Cars.
SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, **entirely avoid the dripping of oil on Passengers and Car Cushions.**

The Light is very strong and brilliant, **lighting up** the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 36.] SATURDAY, SEPTEMBER 4, 1869. [WHOLE No. 1,742, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 4, 1869.

Homogeneous Boiler Plates.

These plates, manufactured by Messrs. HUSSEY, WELLS & Co., of Pittsburgh, Pa., have been widely adopted for locomotive boilers and fire-boxes, instead of iron, and with the best results. For some time past, this firm has not been able to supply the demand for these plates, but they have now erected a new mill especially for their manufacture, and are now prepared to answer orders promptly to any amount. Recent improvements in manufacture, enable them to give these plates just the right ductility, so that they can be bent and worked at any angle without the least danger of breaking or straining of the fibre, while very hard tests show great increased resistance to bursting pressure over common iron boiler plate. *Engineering*, in referring to American locomotive boilers, very properly comments upon the frequent explosions, and if American locomotive engineers wish to retain the advantage of thin plates, they must see to it that they secure plates of the requisite strength and this they can do by using the homogeneous metal referred to. We copy the comments referred to:

It is impossible for an English engineer to read the records of American boiler explosions without being struck by the very large number of failures of locomotive boilers which occur annually on the other side of the Atlantic. In this respect the American records form a strong contrast to those of explosions in this country. Here the number of locomotive boiler explosions seldom exceeds three or four per annum, and considering the large number of locomotives now at work in the United Kingdom, locomotive boilers may be said to possess a greater immunity from explosion than almost any other class. To a great extent this is, no doubt, due to the fact that locomotive boilers are, almost always, worked under skilled superintendence, and subject to frequent inspection; but it is also due to their being, with but few exceptions, well constructed, in the first instance, and properly proportioned for the work they have to perform. In America locomotive boilers, although under quite as skilled superintendence as our own are yet more liable to explosion from the fact of their having generally less superfluous strength when new than would be considered necessary by our railway engineers. American locomotive superintendents use 5-16 in. and ⅜ in. plates, where we should use 7-16 in. or ½ in.; and notwithstanding the high pressures used, double rivetting is still the exception rather than the rule. The consequence of all this is that in a list, now before us, of 94 boiler explosions which occurred in the United States during 1868, no less than twenty-three explosions of locomotive boilers are recorded, these explosions thus amounting to over 25 per cent. of the whole; while from another record of the explosions which took place in the month of May last we find that during that month four locomotives exploded on different American lines. These are facts which demand the serious consideration of American locomotive engineers, and we trust that in the records of future years we may find evidence that the lessons which they teach have not been disregarded.

New Process for the Manufacture of Steel.

An experiment, says the Paris *Presse*, of a most interesting character, and having the highest interest for the iron industry, has taken place at the Marquise Steck Works, in presence of two eminent persons of the Ecole Centrale. The object of this experiment was to make steel by one operation, a problem which has engaged all metallurgists, and which, if solved, would cause an industrial revolution. M. Aristide Berard, an engineer whose name is familiar to all who have occupied themselves with this question, proposed to change second class metal in course of refining into steel of at least ordinary quality, by means of a process alternately oxidizing and reductive. His efforts have been crowned with success. The product obtained by his process, in presence of two competent judges, proved to be steel of good quality suitable for all purposes, and made with the facility necessary to its application to practical industry. The operation was effected in a reverbatory furnace, lasted about an hour and a half, and was accomplished with as much facility as puddling. In this process, instead of acting on 480 pounds of metal to obtain iron of number one quality, from 6,600 to 11,000 pounds of metal is made by only one operation into steel ingots ready for the workshop, and with an unexpected economy. We will be much deceived if this invention has not in it the germ of a complete revolution in metallurgy.

Iron Manufacture.

FURTHER IMPROVEMENTS BY BESSEMER.

The London *Globe* says that Mr. Bessemer, whose name is so intimately associated with progress in the manufacture of steel, has lately patented another invention which is likely to have an important influence on the manufacture of iron. This metal is improved, up to a certain point at all events, by successive remeltings, and thus old iron has considerable value. The value, however, is considerably diminished by the difficulty experienced in fusing such materials as old rails and scrap iron. But by Mr. Bessemer's last invention these refractory materials are run down like wax, and a charge is melted in a few minutes which would require many hours and a large expenditure of fuel to effect the fusion on the common system. The secret lies in the employment of atmospheric pressure. The inventor converts a cupola furnace into an air-tight vessel, capable of withstanding a pressure of an atmosphere and a half or two atmospheres, and the concentration of heat in this compressed air is sufficient to produce the striking effects we have mentioned. In practice, it is not found necessary to increase the pressure beyond the amount we have stated, and we may safely assume the fact that Mr. Bessemer finds no difficulty in constructing furnaces to withstand the pressure without extravagant wear and tear. This is a point on which we have as yet no information, nor have we any statement of the relative consumption of fuel on the old and new system. An idea of the construction of the furnace may be given in a very few words. It is a cupola furnace, with a very (comparatively) narrow outlet closed by a loaded valve to regulate the pressure, while a blast of heated air is driven in by a powerful engine. A very ingenious mechanical contrivance allows of additions being made to the charge during temporary interruptions of the blast until the furnace is worked up to its full capacity.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1868 and 1869, were as follows:

	1867–'68.	1868–'69.
From passengers	$3,573,031 47	$3,990,998 13
" freight	8,266,809 50	9,291,478 39
" express	464,405 57	316,164 53
" mail	172,605 90	175,959 25
" miscellaneous	137,994 12	166,742 89
	$12,614,846 46	$13,941,343 19
Expenses, viz:		
Repairs of engines	$602,145 90	$586,574 47
" cars	920,586 51	902,372 25
" build'gs	149,060 14	52,414 61
" fences	63,457 17	53,262 46
" bridges	202,193 74	328,822 06
" track	1,473,139 42	1,420,116 36
" tools, etc	159,774 38	196,490 11
Fuel used by locomotives	1,155,389 12	1,090,539 50
Fuel and lights used on cars and at stations	164,546 74	159,348 04
Oil and waste used	94,845 12	114,289 32
Office and station furniture and exp.	91,148 49	72,912 62
Furniture & fixtures for cars	26,570 85	23,494 39
Foreign agents	34,315 78	35,437 47
Advertising	11,789 12	12,705 88
Stationery, etc	65,534 24	67,066 39
Engineers, etc	557,280 47	564,164 64
Conductors, etc	348,553 30	379,302 64
Laborers & switchmen at stations	601,350 08	657,462 56
Agents & clerks at stations	449,524 08	480,741 39
Superintendence	86,107 62	83,788 37
Rents	24,114 82	29,178 68
Loss and damage	79,002 70	74,629 25
Injury to persons	40,196 63	36,764 54
Teaming freight, etc.	16,324 64	23,183 21
Insurance	11,575 13	2,646 33
Clearing snow & ice	3,307 70	12,241 18
Miscellaneous exp.	56,650 07	47,591 59
Operating exp.	$7,488,484 04	$7,507,540 31
State and Co. taxes	289,764 79	312,352 48
U. S. tax on earn'gs	89,245 46	99,711 93
Revenue tax stamps	6,152 31	4,915 10
Total exp.	$7,873,646 60	$7,924,519 82
Earnings less operating expenses & taxes	$4,741,199 86	$6,016,823 37
From which should be deducted—		
Interest on bonds	$1,291,813 00	
Less interest received	33,086 10	
	$1,258,726 90	
Dividends on Chicago and Milwaukee and Beloit and Madison stocks outstanding	11,271 75	
Sinking funds	45,120 00	
Rent of Chicago, Iowa and Nebraska R. R.	660,334 46	
Rent of Cedar Rapids and Mo. River R.R.	475,300 00	
	2,450,753 11	
Leaving surplus of net earnings	$3,566,070 26	
Add surplus May 31, 1868	20,476 97	
Total	$3,586,547 23	
Less for cash dividend of 5 per cent., including tax, on common and preferred stocks, payable December 26, 1868	1,671,891 73	
Leaving balance to credit of Income Account May 31, 1869	$1,914,655 50	

After deducting for cash dividend of 5 per cent., payable June 30, 1869, amounting to $1,632,885, there will remain to credit of income account the sum of $281,770 50.

This exhibit of the year's business is no less gratifying as a review of the past, than encouraging as a ground of expectation for the future, and furnishes the best evidence of the success and continued prosperity which have attended the efforts of the management in their control of the operations of the company.

The gross earnings, which were never so large, increased from $12,614,846 46, in the preceding year, to $13,941,343 19, during the past year, showing a gain of $1,326,496 73, or 10.52 per cent.

On the other hand, the proportion of expenses to earnings has considerably diminished, and a saving of 5.58 per cent. in the relative cost of operating effected.

The total amount of charges applicable to the year's business for operating expenses, interest on bonds, sinking funds, taxes, rent of leased roads, etc., for the year ending May 31st, 1868, was $10,252,483 95, and the amount for the same purposes, for the year ending May 31st, 1869, was $10,375,272 93, showing the important and interesting fact, that it has been found practicable to so reduce the expenses that only $122,788 98 were necessary to be added to the annual charges of last year to defray the entire cost of the year's business, which yielded an increase of $1,326,496 73, in gross earnings, as before explained.

The result of the economy of operations will more fully appear by a comparison of the gross and net earnings for the last two years:

	Gross Earnings.	Net Earnings.
For the year ending May 31, '68.	$12,614.846 46	$2,362,862 51
For the year ending May 31, '69.	13,941,343 19	3,566.070 26
Amount of increase	$1,326,496 73	$1,203,707 75
Per centage of inc.	10.52	50.9

Liberal outlays have been made for such permanent improvements as were important and necessary to secure the safe and efficient working of the line, and to promote the best economy in the present and future operations of the road; and the beneficial results of such policy are in a measure already seen in the steady decrease of the per centage of current expenses to earnings.

New locomotives and cars have been purchased and built, and added to the value of the equipment, within the year, to the amount of $262,501 22; and the further sum of $829,658 20 has been expended for permanent works, construction improvements, depot grounds, right of way, new and important depot buildings, new station facilities, new and extended side tracks, steel rails, new telegraph lines, etc., etc.

Since the beginning of the last fiscal year, on the 1st of June, 1868, the funded debt has been decreased to the extent of $783,000, and this amount, added to the amount of $275,000 of 10 per cent. equipment bonds, paid off on the 1st of May, 1868, as stated in the last annual report, shows a total decrease of the funded debt, in the last two years, of $1,058,000. Of this amount there has been paid off in cash—

10 per cent. equipment bonds	$825,000
1st mortgage, and Beloit and Madison 7 per cent. bonds	10,000
	$835,000
Amount retired by the conversion of consolidated sinking fund, and Peninsula bonds, and by exchange of 7 per cent.	223,000
Total	$1,058,000

The share capital of the company has been increased during the year $337,296, of which $34,486 has been an increase of common stock, and $302,810 an increase of preferred stock; all which has been issued for conversion of bonds, and in exchange for Beloit and Madison, and Chicago and Milwaukee Railway stocks.

The condition of the company on the 31st of May, 1869, in respect to its stock and bonds, is as follows:

Common stock	$14,590,161 61
Preferred stock	16,659,097 42
Bonds as per schedule appended to this report	17,290,400 00
Total of stock and bonds	$48,539,659 03

Three payments of the 10 per cent. equipment bonds, issued September 1st, 1866, have already been made as they matured, in the respective amounts of $275,000 every six months; and two more of such payments, amounting together to $550,000, will accrue and be paid in November and May of the current fiscal year, ending with the 31st of May next.

No new issues of bonds have been made to replace the amount of these maturing bonds, nor for any other purpose; but in view of these payments, which will materially decrease the funded debt, and of the large expenditures during the year for additional equipment and permanent improvements before referred to, the Board of Directors authorized, on the 26th of May last, the issue and sale of fifteen thousand shares of the preferred stock of the company—as an increase of its capital—to be consummated by the delivery of the stock on the 1st of July, 1869.

This stock was all disposed of, as of that date, at its par value, and its issue, which was subsequent to the close of the last fiscal year, will appear in the next annual report.

At the date of the last report there was outstanding of Chicago and Milwaukee Railway stock $153,400, and of Beloit and Madison Railroad stock $10,200, not owned by this company. These amounts have, during the year, been reduced to $41,090, and to $8,214 respectively, by exchanges for the preferred and common stocks of this company; the balance still outstanding of $49,304, is mostly in small amounts, and may be exchanged on presentation, at the option of the company, at any time.

During the year the directors have declared two dividends of *Five per cent.* each, free of tax, on both classes of stock, one on the 19th of November, payable on the 26th of December, 1868, and the other on the 26th of May, payable on the 30th June, 1869. The aggregate of these dividends, together with the taxes that have been paid on dividend account during the year, amounted to $3,304,776 73, which amount, deducted from the net income of $3,586,547 23, leaves a surplus, at the close of the year, of $281,770 50, against $20,476 97 at the close of the previous year.

The company retains its interests in the Winona and St. Peter and the La Crosse, Trempeleau and Prescott Railroads; the latter is still incomplete and not in operation, and the business of the former, which is increasing and encouraging, is conducted under a separate organization, and is not included in this report.

In addition to the outlays made for increase of equipment and permanent improvements, already mentioned, there has also been expended a considerable amount during the year for a class of renewals and improvements which are of a durable character, and have for their object the advancement of the company's interests through many years. These items have been charged to the cost of operating, and are included in the ordinary expenses of the year.

The Direction regard it as a self-evident and conclusive proposition, that the preservation and maintenance of this great property are essential to its influence, prosperity and success in the future; and they believe it to be alike the dictate

of sound policy, prudent management and self-protection, to keep active step with the progress of events in the affairs of the company, and to provide such adequate and proper facilities as shall not only meet present requirements, but also reasonably anticipate those wants which are steadily and inevitably growing upon us.

Nearly six thousand tons of rails have been ordered, and are being laid down in place of the lighter iron of the Iowa Division, and further renewals will be made on this and other portions of the road from time to time, to maintain the efficiency of the property in all its departments.

The Rolling Stock and entire property are in better condition, generally, than at any former period, and the effective capacity of the road has steadily enlarged with the growth of business upon it.

Situated as one of the earliest, most direct and favorable connections of the Pacific Railways, and enjoying amicable relations for the interchange of business, we may confidently rely upon receiving a due share of the through traffic passing over those lines; and we shall hereafter participate in the benefits of this new business in direct proportion to the success of those great national routes in influencing the course of business across the continent.

But encouraging as is the prospect of through business to be realized from our connections with these and other important lines, whose extensions west and northwest are stretching out railway communication to hitherto new and remote regions, abounding in natural elements of wealth and prosperity, we have, in the local business already developed, and in course of development, a still greater source of encouragement in the future.

The country traversed by our Milwaukee Division, which, by its healthful and commanding situation on the Lake shore, offers great inducements for suburban residences and country homes, has steadily increased in population and importance. Many indications of prosperity are constantly appearing, in the new and attractive improvements which are to be seen with the progress of each year, and the large passenger traffic now enjoyed, will continue to increase with the growth of the important cities of Milwaukee and Chicago. The traffic of the Peninsula Division, in the transportation of the rich and inexhaustible iron ore of the Lake Superior regions, for which there is an increased demand each year, is rapidly augmenting; the construction of new railways in Minnesota and Wisconsin, with the varied industries and resources abounding in those States, must contribute to the business of our Wisconsin lines; while the millions of acres of cheap and fertile lands adjacent to our road in the State of Iowa require but quick and easy tillage at the hands of the husbandman to convert the broad prairies into fruitful fields and productive farms, capable of sustaining a large population, and yielding a surplus for abundant transportation.

A portion of this business, and a large quantity of coal from the valuable coal beds of the regions contiguous to this line, will seek an outlet upon the Pacific roads, and along the valley of the Missouri River for many miles, while thousands of tons of this cheap fuel will be distributed at various points, east and west, throughout the line, to meet the demands for local consumption.

But the bulk of the surplus products of these prairies must seek an eastern market, by way of our Fulton line, to Chicago, and the earnings of the Galena Division, as well as those of the Iowa line, will continue to increase with the development of the State of Iowa from year to year.

The thrift that every where abounds, with the increase of manufactures, trade and agriculture, the upbuilding and growth of new villages, towns and cities, and the improvement of material interests in the older communities along our various lines, evince the profitable industries and advancing wealth of the country, and afford the surest guarantees of our continued prosperity.

The earnings and expenses of the road for the past year were distributed among the respective divisions as follows:

	Earnings.	Expenses.
Wisconsin Division.	$3,143,969 41	$1,876,094 48
Galena "	4,622,395 78	3,353,006 90
Iowa "	4,290,894 54	2,678,526 40
Madison "	227,883 41	140,666 16
Peninsula "	534,085 66	317,785 10
Milwaukee "	1,122,114 39	558,440 78
	$13,941,348 19	$7,924,519 82

There has been expended during the year for permanent improvements, and charged to construction account, the sum of $829,658 20; and for additional rolling stock, $262,501 22.

The additianal equipment consists of: 5 locomotives purchased, and 2 built at the company's shops; 7 first-class and 9 second-class passenger, 1 mail, 1 baggage, 12 way and caboose, 91 box-freight, 4 stock, 3 flat and 14 iron ore cars—all built at the company's shops.

The company now have 255 locomotives, 155 passenger, 149 caboose and way, 109 baggage, mhil and express, 4 boarding, 3,654 box, 904 platform, 311 cattle, 53 coal, and 536 iron ore cars.

The number of passengers carried during the year was 2,231,941, carried an average distance of 49.6 miles, equal to 110,804,266 passengers carried one mile. Tons of freight carried, 2,211,826. Increase in passengers, 171,529; and in the mileage of do., 21,996,764. Increase in tonnage, 229,397.

The operating expenses of the road for the year, including taxes, were 56.84 per cent. of the gross earnings; in 1867-'68 they were 62.42. The earnings per mile of road operated were $12,059 99—an increase over the preceding year of $1,122 89.

GENERAL BALANCE SHEET, May 31, 1869.

Old Construction:		
Cost of road and property in accordance with terms of consolidation to May 31, 1868		$39,811,242 62
Add for amounts charged since for purchase of stock of the Chicago and Milwaukee and Beloit and Madison Co's		114,296 00
		$39,925,538 62
New Construction:		
Balance to debit of this account May 31, 1868	$2,777,203 97	
Add amount charged during the year for right of way and depot grounds	96,204 19	
Additional side tracks	128,864 53	
Extension of track on Peninsula Div	37,761 34	
Construct'n of buildings	328,922 29	
New iron and steel rails	191,161 29	
Telegraph	14,989 36	
Coon River Bridge	9,064 74	
Fences, gates, etc.	22,690 46	
		3,606,862 17
New Equipment:		
Balance to debit of this account May 31, 1868	$4,958,899 50	
Add for new locomotives and cars purchased and built during the year	262,501 22	
		5,221,400 72
Securities on hand		848,000 24
Materials on hand		1,169,578 11
		$50,771,379 86

Common stock:		
Amount issued to May, 1868		$14,555,675 61
Issued since for stock of Beloit and Madison R. R. Co		1,986 00
Issued since for bonds of Peninsula R. R. Co. of Michigan		32,500 00
		$14,590,161 61
Preferred stock:		
Amount issued to May 31, 1868	$16,356,287 42	
Issued since for st'k of Chicago and Mil. R. W. Co	112,310 00	
Issued since for Consol. S. F. bonds	126,000 00	
Issued since for 7 per cent. equipment bonds	32,000 00	
Issued since for b'ds of Peninsula R.R. Co. of Michigan	32,500 00	
		16,659,097 42
Funded debt:		
Preferred S.F. bonds	$1,249,500 00	
Appleton Extension bonds	184,000 00	
Green Bay Extension bonds	300,000 00	
Funded coupon (interest bonds)	755,000 00	
General First Mortgage bonds	3,594,500 00	
First Mort. bonds of G. & C. U. R.R. Co.	1,919,000 00	
Second Mort. bonds G. & C. U. R.R. Co.	1,029,000 00	
Elgin and State Line purchase bonds	189,000 00	
Mississippi River Br. bonds	200,000 00	
Seven per ct. equipment bonds	101,000 00	
Ten per ct. equipment bonds	1,375,000 00	
Consolidated S. F. bonds	3,296,000 00	
First Mortgage bonds Peninsula R. R. of Michigan	1,010,000 00	
		15,202,000 00
First Mort. bonds C. & M. R. R. Co	$397,000 00	
Third Mort. bonds C. & M. R. R. Co	37,900 00	
Second Mort. bonds M. & C. R. R. Co	182,000 00	
Third Mort. bonds M. & C. R. R. Co	10,500 00	
First Mort. bonds C. & M. R. W. Co	1,098,000 00	
First Mort. bonds B. & M. R. R. Co	363,000 00	
		2,088,400 00
Operating debts	$1,679,316 13	
Less operating assets	$1,211,007 64	
Notes	44,281 20	
Cash	106,961 96	
	1,362,250 80	
		317,065 33
Income account—balance to credit May 31, 1869		1,914,655 50
		$50,771,379 86

President.—ALEXANDER MITCHELL.

Vice President.—HENRY R. PIERSON.

Directors.—H. H. Baxter, John M. Burke, George S. Scott, F. P. James, Benjamin Nathan, James H. Benedict, John Bloodgood, W. S. Gurnee, Russell Sage, M. L. Sykes, Jr., Anthony G. Dulman, John E. Williams, New York; J. L. Ten Have Frzn, Amsterdam, Holland; Henry R. Pierson, George L. Dunlap, John B. Turner, Chicago; Alexander Mitchell, Milwaukee.

Secretary & Treasurer.—ALBERT L. PRITCHARD.

Gen'l Sup't and Chief Eng.—GEORGE L. DUNLAP.

European Mining and Mineral Statistics.

The following is a tabular review of the mining and mineral statistics of the German Zollverein (1867,) of Italy (1865,) and of the mining of Great Britain (1867,) prepared from official documents recently published by the respective Governments:

German Zollverein.

MINES.

	No. of Mines.	Production. Tons.	Value of products (gold.)
Bituminous coal	647	23,788,276	$32,812,525
Brown coal	865	6,994,818	4,812,250
Iron	1,859	3,264,464	4,409,647
Silver and gold.	188	81,953	1,045,066
Quicksilver	5	36	644
Lead	188	95,594	3,726,722
Copper	74	178,850	949,335
Zinc	64	368,928	1,930,250
Tin	33	261	51,906
Cobalt	5	650	77,065
Arsenic	4	1,845	10,050
Antimony	4	45	1,061
Manganese	242	60,342	478,958
Vitriol	30	79,612	319,527
Graphite	27	564	7,626
Schwerspath	7	6,445	12,508
Alum	3	17,160	8,590
Total	4,215	34,789,843	$50,653,730

METALLURGIC ESTABLISHMENTS.

	Nature of product.	General productions. Tons.	Value of annual productions. (Gold.)
188	Pig iron	960,806	$15,595,291
12	Raw steel	71,357	1,471,366
54	Castings from ore	126,444	2,959,951
381	Castings of pig iron	189,000	9,472,351
347	Iron in bars and stretched	540,380	24,702,423
34	Sheet iron	69,502	4,227,384
92	Iron wire	31,641	1,762,839
214	Steel	122,596	13,980,465
1	Gold, lbs	16,959	56,418
7	Silver, lbs.	176,708	3,798,603
1	Quicksilver	.....	650
17	Mercantile lead	43,982	3,865,255
1	Lethargo	5,364	444,432
3	Lead in sheets	1,168	114,770
12	Copper	3,887	1,501,178
26	Copper manufactur's	2,900	1,423,701
32	Brass	2,000	919,969
46	Zinc in bars, etc	66,319	6,034,911
6	Zinc in sheets	17,578	1,893,828
8	Tin	135	57,755
3	Mineral blue	447	203,114
6	Nickel	414	350,255
4	Arsenic	1,000	53,589
1	Antimony	60	11,282
7	Alum	2,885	44,400
2	Copper vitriol	2,177	242,313
7	Iron vitriol	4,088	73,443
1	Mixed vitriol	878	32,879
2	Sulphur	186	7,816
1,515			$95,372,581

Italy.

MINES.

Mineral ores & products.	No.	Products. Tons.	Value. Gold.
Iron	44	148,472	$406,700
Copper	34	16,076	318,725
Galena { Lead. / Silver. }	13	16,028	594,536
Gold	14	104	47,181
Zinc	1	283	2 000
Quicksilver	2	7,600	11,400
Nickel	2	70	280
Iron pyrites	2	4,750	5,180
Manganese	4	1,898	12,112
Total	116	195,281	$1,398,064

METALLURGIC ESTABLISHMENTS.

Mineral ores & products.	No.	Products. Tons.	Value. Gold.
Iron	299	54,795	$4,931,005
Copper	21	1,032	552,915
Galena { Lead. / Silver. }	10	{ 7,910 / 702	841,325 / 307,587
Gold	12	250 lbs.	47,266
Zinc	1	80	7,200
Quicksilver	1	23	18,370
Nickel	1	38	26,326
Iron pyrites	..	.....	.....
Manganese	..	.....	.....
Total	..	.....	$6,782,014

Great Britain.

	Tons.	Value (gold.)
Coal	104,500,000	$130,625,000
Iron	10,021,000	16,050,000
Tin	14,000	3,475,000
Copper	159,000	3,500,000
Lead	93,000	5,790,000
Zinc	13,000	205,000
Iron pyrites	117,000	315,000
Miscell'neous minerals	....	10,865,000
Total value		$170,825,000

The following is a comparative statement of the mineral productions of some other countries (coal excluded) in 1865:

MINERAL MINES.

	Production. Tons.	Value of products (gold.)
Great Britain	10,350,800	$39,107,295
France	4,182,500	4,188,269
Belgium	1,071,900	3,176,405
Spain	972,180	7,720,576
Italy	195,281	1,398,064
German Zollverein ('67)	4,006,749	13,028,955

METALLURGIC ESTABLISHMENTS.

	Production. Tons.	Value of products (gold.)
Great Britain	4,912,400	$78,866,435
France	2,567,480	118,761,392
Belgium	921,420	29,682,110
Spain	147,220	15,656,265
Italy	64,705	6,732,014
German Zollverein ('67)	2,267,675	95,372,581

Messrs. Sanderson Brothers & Co.

One of the oldest and most eminent houses in the steel trade of England and the United States is the firm of Sanderson Brothers & Co., (Limited) of Sheffield, England. More than forty years they have been manufacturers and importers of steel, and have built up a reputation surpassed by none of their contemporaries in the trade. One peculiarly of this house is the constant and uniform excellence of its products; the Sanderson steel of to-day is just as good as the Sanderson steel of thirty years ago when it had no competitors; and this fact has secured for it a world-wide fame. Another important advantage possessed by this house is in the monopoly which they enjoy of that famous brand of Danamora iron, the G. L. hoop—the entire annual make of which they have secured. This is esteemed the best melting iron in the world, and in its manufacture Sanderson Brothers & Co. employ the most skillful workmen known. In May last the house underwent a change in its *personnel*, which is likely to result in an increased degree of prosperity. One or two new members have been admitted to the firm—men of large means and first rate business capacity, and this infusion of new blood has already had its legitimate effect in stimulating the energies of the concern to enter upon a wider field of operations. The new firm have decided to erect, immediately, new works on an extensive scale, which will be supplied with new rollers and new machinery throughout, all of the most improved patterns.

Tennessee State Bonds.

Office of Secretary of State, Nashville, Aug. 20, 1869.

W. and T. Harris, Dandridge, Tenn:

Gentlemen: In reply to your note of the 15th, I will venture the opinion that no serious effort will be made by the next Legislature to repudiate any portion of the debt of this State.

It is true that some two or three members elect have expressed such a purpose, but they have evidently done so without deliberate investigation. The very nature of their proposition shows an absence of a knowledge of the facts in the case. They propose to repudiate all bonds issued since the war by what they are pleased to term an irresponsible State Government. This will include all our bonds that are termed new bonds by the stock boards and in the quotations.

The new issue amounts to $19,535,000, and is made up of the following items:

1. Bonds issued for the interest and debt matured during the late war.	$4,912,000
2. Bonds issued in funding old debt matured since the war	1,000,000
3. Bonds issued in exchange for registered and defaced bonds	378,000
4. Bonds issued since the war to paying railroad companies, who do not ask to be relieved of the debt.	4,470,000
5. Bonds issued to non-paying railr'ds	8,795,000
Total	$19,535,000

Of the three first items, amounting to $6,270,000, it may be said, too, that they stand in law, equity and honor on precisely the same footing as the old debt, the old debt to that amount having been retired, and the overdue bonds and coupons canceled and filed in the office of the Comptroller. There is just as little ground for objection to the fourth item of $4,470,000, being bonds issued in aid of solvent and responsible railroad companies who pay their interest without difficulty.

The remaining $8,795,000 was issued to railroad companies who fail to pay interest, and most of them are now in the hands of receivers. The State has its lien on these roads, and some of them are worth more than they owe the State; others are worth the greater portion of their indebtedness and some will fall far short if forced to sale in in their unfinished condition. It is difficult to see how the State can ultimately lose on these non-paying roads more than three millions, provided reasonable diligence is used by the Legislature and its agents. The State of Tennessee cannot afford to repudiate three millions of dollars.

It may have been, and no doubt was, extravagant or improvident legislation to issue these bonds for sale when they were worth but from sixty to seventy cents on the dollar. But this was not the fault of the bondholder or buyer. By the issuance of our bonds we stimulated our corporations to embark in these railroad enterprises. This may have been folly, but if we refuse to pay the citizen or stranger who furnished the means it will be criminal.

Much has been said about the sale of our bonds at low figures. We chose to issue six per cent. bonds when the Federal Government was issuing five-twenties bearing an interest equal to about eight and a half per cent. But this does not involve the question of repudiation. The bondholder is blameless. He had a perfect right to buy our bonds on the market at whatever he could get them.

It has also been said that the law required our bonds to be sold at par, and made it a felony to sell them at less. This is a mistake. No such provision appears in any of the appropriation bills passed since the war.

Nor can we point to history and claim a release from our debt on the ground that it is a war debt. Our new bonds were not issued to raise funds

either to overthrow or to sustain any Government. They were issued in aid of peace and commerce, and to build up and enrich our State.

Indeed, there is not a single reason why these new bonds are not as just and valid, both in law and equity, as our old bonds, or as any other bonds of any other State; and it is painful to have to come to the conclusion that this movement (if such it can be called) is but the out-cropping of that seditious sentiment which looks upon the present State Government as a void and illegal affair, foisted upon the people by that very wicked concern at Washington called the Federal Government. But that is no open question. The Federal power set up this State Government and will maintain it. Besides, it is the very same State Government which issued the bonds it is proposed to repudiate. A change in the politics of the officers does not make a new Government. The members and officers are elected under the same Constitution and laws, and hold their offices under the same State Government which issued the bonds it is proposed to dishonor, and are all estopped from denying its validity. The State officer who denies the validity of this State Government denies his own right to the office he fills.

I may add that it is the opinion of our best lawyers that our bonds cannot be repudiated, because they are collectable by law in the Federal Courts, either by direct suit against the State, or by bill in equity to enforce the State's lien against the railroad for the benefit of the bondholder.

So, my dear Sirs, I take the responsibility of advising you to hold on to your new bonds. Repudiation is impossible for many reasons. First, and above all, because the people of Tennessee are too proud and too honest; because there is not the shadow of justification for it, and because our bonds are collectable in the Courts. It is impossible in the face of the condemnation of the world. No Legislature can or dare adopt a measure which would brand every Tennesseean with disgrace wherever he may go on the face of the earth, and which would make our children's children blush to own their nativity.

Most respectfully, A. J. FLETCHER.

A New Railroad Project.

Mr. Wingate, specially authorized by the City Council of Baltimore to examine the route of a proposed railroad from Swann Point, in Kent county, to Salisbury, in Wicomico county, and ascertain its practicability, passed through this place on Saturday week, on his way to Baltimore, from the execution of his commission. In conversation with some our citizens, he said that the route was not only practicable, but feasible, and that the road, if built, would be self-sustaining. The route of this road as at present laid down, passes through or near this town. We feel glad to know that Baltimore city is at last waking up to the importance of a short and direct communication with the Eastern Shore by means of a railroad. It is a subject which has been agitated time and again, but has failed to enlist the interest or attention of its citizens. And it is only now, through the lack of trade with Baltimore, that this much interest has been enlisted. Gradually decreasing year by year since the establishment of the Delaware road, the opening of so many lateral branches has almost turned the entire trade of the central peninsula, and a great portion of the western section, also to Philadelphia and New York, and it is this detraction from Baltimore of the commerce naturally hers which has awakened her to a realizing sense of the injury wrought her. We trust that the city council will be so influenced by the report of Mr. Wingate that it will at once initiate measures looking to the construction of the road, and that it will not relax its efforts until the last rail is laid and the iron horse goes leaping back and forth through the peninsula, rendering unto Baltimore the things which be Baltimore's.—*Denton (Md.) Union.*

Denver and Cheyenne Railroad.

We learn that the Denver and Cheyenne railroad, already partly built, has just been practically consolidated with the Kansas Pacific, now running to Sheridan, and soon to be completed from this city to Denver. The Kansas Pacific takes the road bed, now ready for the iron, and about eight hundred thousand acres of land belonging to the Denver road, and agrees to iron and stock the road, and put it into running order as quickly as possible, and to *pro rata* with the Denver and Cheyenne Company on their route and on an equal distance, one hundred and six miles, from Denver east. The road from Cheyenne will under this arrangement be very quickly put in running order, as the Kansas Pacific bonds are now being very promptly and satisfactorily sold, so that the company is fully assured of the means to iron that road as well as to complete from Sheridan to Denver. This latter portion is now vigorously pushed, and, as soon as practicable, work will be pressed from Denver eastward also. It is expected that by June next the entire route from this city to Cheyenne will be in running order, and it will then constitute practically one road, under the direction of the Kansas Pacific managers. We need not say that the arrangement is a very important one to the railroad interests of St. Louis, for it will secure to this city a direct route to Cheyenne, and to connection with the Union Pacific there.—*St. Louis Democrat.*

The Peninsular Railroads.

The railroads now finished and under way and connecting with the Delaware railroad on the Eastern Shore of Maryland are as follows: The Delaware branch, starting from Townsend Station, and completed to Massey's Cross Roads, in Kent county, Md. From this point two branch roads are being built—one along the north side of Chester river to Deep Landing, about twelve miles below Chestertown; the other on the south side of the river to Centreville, and terminating on the river a few miles below that town. The Maryland and Delaware railroad is now completed from Clayton Station to Easton, Md., and the work of grading to Oxford, twelve miles below, commenced. At this point the road will connect with the steamers from Baltimore. The Junction and Breakwater railroad starts from the Delaware road at Harrington. It is completed to Georgetown, to which point cars run, and graded to Lewes, Delaware, and the iron is now being laid. The Dorchester and Delaware road is now completed within three miles of Cambridge, Md. This road commences at Seaford, Delaware. The Pocomoke and Berlin road is in running order from Salisbury to Berlin, a distance of twenty-four miles. The Delaware road, which connects with the Philadelphia road at Wilmington, is the main trunk.—*Balt. Sun.*

Alexandria, Loudoun and Hampshire R. R.

The engineers of this company have recently made an examination of the country from Middletown, in Frederick county, Md, to the Ohio river, with a view to extending the road to that river. They were at Point Pleasant, Mason Co., West Virginia on the 21st ult. They represent the route as entirely practicable, and that they would be able to pass the Alleghanies with lower grades than the Baltimore and Ohio road. They represent that it is purposed by the company to come as near an air-line from Washington or Alexandria to Cincinnati and occupy as near a central position between the Baltimore and Ohio and the Chesapeake and Ohio roads as possible, which would make this proposed road pass directly through Mason county.

Railroad Switches.

To the Editor of the Railroad Journal:

SIR:—My attention has been called to a communication in your last JOURNAL on the subject of Railroad Switches. I would esteem it a favor if you will allow me space for some remarks on that portion of your correspondent's letter having reference to the "Tongue Switch" so extensively used on the other side the Atlantic.

The use of the "tongue switch" is almost universal in Europe, and the reason suggested for its non adoption in this country—namely, that it is rendered less reliable, because the rail generally in use in America being lighter than the European rail, does not allow the tongue to be made of sufficient stiffness to successfully resist the wear at that point—appears to me to be hardly correct.

The section of the rail used has little or nothing to do with the rigidity or strength of the Switch, and if it be properly constructed an equal stiffness can be given to the tongue, whether the rail be 4 or 5 in. high. The tongue and the rail of the Switch are generally made of steel with the points securely housed under the main track rail; the use of iron instead of steel may possibly have been one cause for the rapid wear alluded to by your correspondent, but where the latter metal is employed and the Switch properly constructed, I venture to think there is no Switch made that is more reliable, simple or economical.

It is with every respect for the opinion of your correspondent that I say this, and I would not be thought as placing myself in opposition to any arrangement which has his approval, but simply as defending a plan I think to be safe and good. It is difficult to explain without the aid of diagrams, and I may not have made myself intelligible, but to Mr. Philbrick or any one interested on the subject it will be my pleasure to give further information.

The firm I represent in this country, have, during a long period, manufactured this tongue Switch for all sections of Rail and with uniform success. I have found it very favorably received in this country and I doubt not that ultimately it will be very largely adopted.

I am sir,

Yours respectfully,

W. CHURCHILL OASTLER.

Agent J. Armstrong & Co., Rotherham, Eng., and 43 Exchange Place, N. Y.

Pittsburg and Connellsville Railroad.

Over two thousand men are at work on the heaviest portions of the road at present, and we can, with some confidence, state that by next New Year's day the line will be finished to Indian Creek, ten miles above Connellsville, next Spring the falls of the Youghiogheny will be reached, and probably about October of next year, or at furthest in January, 1871, the proud consummation of the iron road between the head waters of the Ohio and Chesapeake Bay will be reached, and this result, it is very well known in our community, is due very largely to the liberal and far-sighted action of the Eastern friends of the enterprise. The City of Baltimore, releasing their first mortgage of $1,000,000, and taking for it, together with the accrued interest, a second mortgage on the line, enabled the company to issue new first mortgage bonds, of which $1,000,000 were taken by the Baltimore and Ohio Railroad Company, $800,000 by citizens of Baltimore, and some three or four hundred thousand by our citizens here.—*Pittsburg Chronicle.*

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,546,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '69 5
Baltimore City Passenger....	670,000	F. & A.	Aug. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A. J. & O.	July '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun. '69 2½
Boston and Albany 100	13,725,100	J. & J.	July '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '69 4
Boston, Concord & Mont..100	459,600	----------	----------
Do., do. pref.100	1,340,400	M. & N.	May '69 3
Boston and Lowell.....100	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J. A. J. O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 100	1,000,000	F. M. A. N	Aug. '69 3
Brooklyn City & Newt'n..100	392,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... ... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	747,800	A. & O.	Apl. '69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug. '69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	721,928	J. & J.	July '69 5
Cape May and Millville...100	447,000	J. & D.	Jun. '69 3
Catawissa. 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	July '69 4½
Cedar Rapids & Mo. pref...100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July '69 5
Central of New Jersey....100	13,768,800	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec. '68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	----------	Oct. '67 2½
Chemung*.....100	380,000	J. A. J. & O	July '69 2
Cheshire, preferred 100	2,017,825	J. & J.	July '69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 80	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Jun. '69 5
" " pref.100	18,159,097	J. & D.	Jun. '69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 6
Cin., Ham. & Dayton.....100	3,521,664	April.	Ap'l '69 5½
Cincinnati City Passenger....	----------	J'n & J'ly	Jan. '68 2
" Street	----------	J. & J.	Jan. '69 2½
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg.... 50	3,424,091	J. A. J. & O	Aug. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '69 4
Col., Chi. & Indiana Cen..100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul '69 3½
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun '69 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passum'k Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norw'k 100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	694,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Aug. '69
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.).....100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,800	----------	----------
East Tenn. and Georgia....100	2,369,730	----------	----------
East Tenn. and Virginia....100	657,800	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Feb. '69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	M'y '69 2½
Do. do. pref. 50	500,000	J. & J.	Jan. '69 3½
Erie Railway 100	57,765,300	F. & A.	Feb. '69 4
Do. pref.....100	8,536,910	Annual	Jan. '68 7
Erie & Pittsburg 50	3 4,300	----------	----------
Evansville & Crawfordsv.100	1,148,448	----------	----------
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	600,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sep. '69 4
Green and Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O	Jul. '69 3
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,830	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '69 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,380	----------	----------
" " pref. 50	190,750	J. & J.	Jn. '68 3½
Illinois Central.....100	28,416,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Apl. '69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	26,592,000	F. & A.	Aug. '69 4
" " guar.100	533,500	F. & A.	Aug. '69 4
Lackawanna & Bloomsb... 50	1 336,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July '69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,781,400	J. A. J. & O	July '69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun. '69 3½
L. M. & C. and X. (Joint*..100	1,804,397	J. & D.	Jun. '69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '69 3½
Lomb. and South St (Ph.) 25	90,090	----------	----------
Long Island..... 50	3,000,000	F. M. A. N.	Aug. '66 2
Long Branch & Sea Shore ..	95,194	----------	N'v '67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n. '69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200.000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun '69 2
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,586,138	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	670,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....	400,000	----------	----------
Mill Creek and Minehl l*. 50	323,375	J. & J.	Jan '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug. '67 6
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n '69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,844,101	J. & D.	Dec. '67 4
Morris and Essex 50	3,616,350	----------	Jul. '69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May '69 5
Nashville & Chattanooga..100	2,066,544	----------	----------
Naugatuck 100	1,436,600	F. & A.	Feb. '69 5
New Bedford & Taunton..100	500,000	J. & J.	July '69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,000 000	F. & A.	Aug. '69 5
New London Northern....100	896,000	M. & S.	Sept '68 4
New York Central.....100	28,795,000	F. & A.	Aug. '69 4
" Int. certificates...100	22,829,600	F. & A.	Aug. '69 4
New York and Harlem.... 50	5,285,050	J. & J.	July '69 4
" " pref. 50	1,500,000	J. & J.	July '69 4
New York & New Haven.100	6,000,000	J. & J.	July '69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July '69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,648,900	F. M. A. N	Aug. '69 2
North Eastern (S. C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh,.100	3,06 ,400	J. & D.	June '69 4
North Pennsylvania..... 50	3,150,150	----------	Jan. '69 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n.100	3,024,000	J. & J.	July '69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	6,500 000	J. & D.	Jun. '69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Jul. '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '69 4
Pacific of Missouri.....100	3614,516	----------	----------
Panama.....100	7,000,000	J. A. J. & O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July '69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*..... 50	5,996,700	----------	Jan. '68 1
Philadelphia and Reading 50	21,304,301	J. & J.	July '69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July '69 5s
Phil., Germ'nt'n & Nor't'n 50	1,635,550	A. & O.	Ap'l '69 5
Phila. and Trenton*..... 1.0	1,029,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July '69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A. J. & O	July '69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec...100	579,500	J. & A.	Aug. '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun. '69 3
Providence & Worcester..100	1,800,000	J. & J.	July '69 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct. '68 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb'g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,400	----------	Nov. '67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July '69 5
Rutland preferred.....100	----------	F. & A.	Feb '69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	June '69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	May '69 3
Sand. Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan '69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '69 3
Shore Line..... 100	636,200	J. & J.	Jan. '69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov. '67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. '68 3
South Western, Georgia...100	3,208,400	F. & A.	A'g. '68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook..... 100	267,300	M. & N.	May '69 3
Steubenville and Indiana. 50	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... ... 50	250,000	F. & A.	Aug. '69 3
Syr., Bingham. and N. Y.100	1,314,180	----------	----------
Taunton Branch 100	250,000	J. @ J.	July '69 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July '69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,500,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref 100	1,000,000	M. & N.	May '69 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun '67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July '69 3
Utica and Black River....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun. '69 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July '69 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,497,791	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	F. & A.	Aug. '69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,776	----------	----------
Winchester and Potomac....	----------	J. & J.	Jul. '69 3
Warren..... 100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul. '69 1½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun. '69 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug. '69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug. '69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb. '67 3
" (preferred)..... 100	1 176,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
" " (pref.). 50	2,888,805	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	M. J. S. & D.	Sept. '69 3
Union Navigation 100	4,000,000	M. J. S. & D.	Dec. '66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July '69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	800,000	J. & D.	Jun '69 1½
Central Coal 100	2,000,000	J. & J.	July '69 5
Fulton Coal..... ----------	----------	J. & J.	Jul. '69 2
Lackawanna Coal..... ----	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec '68 2½
Pennsylvania Coal 50	3,200,000	F. M. A. & N	Feb '69 5
Roaring Brook Coal..... ---	200,000	----------	Dec '68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	F. M. A. & N	Apr. '68 5
American Express ..... .500	9,000,000	F. M. A. & N	May, '68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	F. M. A. & N	A'g. '69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	569,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	367,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,905	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	440,300	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,091	767,508	946,707	932,683	764,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,439
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,087	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	.....	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,336	372,503	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	498,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	394,684	338,858	384,401	429,177	498,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,180	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,639	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	446,814	403,646	366,623	329,950	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,989	240,135	234,633	322,521	365,371	379,367	336,066	272,953	3,459,310
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,630	223,236	192,364	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,966	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436 990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,770	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625.547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,800	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,161
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,760	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	454,208	450,203	429,898	323,274	320,756	3,945,594
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,402	100,312	75,248	64,408	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	64,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Sept. 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	123
.. .. coupon		5	" "	1874	121
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	133½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	123½
.. .. coupon		6	" "	1881	123½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	122½
.. .. (5-20s).....coupon		6	" "	1882	123
Loan of March 3, 1864 (5-20s)...registered	23,882,500	6	" "	1884	121½
.. .. (5-20s).....coupon		6	" "	1884	123½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	121½
.. .. (5-20s).....coupon		6	" "	1884	123½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	122½
.. .. (5-20s).....coupon		6	" "	1885	122½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	121
.. .. (5-20s).....coupon		6	" "	1886	121½
.. .. 3d series (5-20s)...registered	379,588,450	6	" "	1887	120½
.. .. (5-20s).....coupon		6	" "	1887	121½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	121½
.. .. (5-20s).....coupon		6	" "	1888	120½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	112
.. .. .. (10-40s).....coupon		5	" "	1904	112½
Union Pacific R. R. Bonds .....(currency)	60,880,320	6	Jan. & July.	'95-'99	111½
Certificates of Mar. 2, 1867, and July 2, 1868...	50,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	324,182	var	.....	Due.	....
Treasury Notes (7-30s).....	989,750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,714,980	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114,913	*nil.*	.....	Dem.	....
Fractional Currency	30,711,800	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,209	8	" "	'94-'95	93½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	126
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	....
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	102
.. —Special Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	106½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	124½
.. —	720,000	6	" "	'74-'75	121
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	107½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	'Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	....
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1860	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	693,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	102
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — .. Bonds.....	22,186,000	7	" "	1877	108½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'01	56
.. — .. (new).....	3,059,045	6	" "	'92-'98	49
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,020,171	6	Jan. & July.	1870	100
.. — .. (")....	1,800,000	6	" "	1875	100
.. — .. (")....	4,095,300	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	"	.....	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	107½
.. —	9,273,050	6	" "	1882	110
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101½
Rhode Island—War Loan of 1861.....	80,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	61½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	61½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	55
.. — .. Bonds	10,983,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	6	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	59½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	80
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	61½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1876	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $300,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $375,000	675,000	6	" "	" "	1875	90½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	96
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,585	7	Jan. & July.	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	90
2d Mortgage	600,000	7	May & Nov.	" "	1875	100
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	94½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage	75,000	7	" "	"	1868	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	85½
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1851	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	95
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1896	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1864	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	74
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	86

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	90
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sky fund	15,000,000	7	April & Oct.	New York.	1903	83¼
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	81
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage sky fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	100,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,608,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	864,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	436,680	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1899	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	430,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1888	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	88½
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96½
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,365,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'72–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	83
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	61
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1890	33
Illinois Central:						
Construction	3,956,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1867	94¼
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95¼
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'60–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'01	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	87½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	69½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1860	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,723,000	7	May & Nov.	New York.	1885	99
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
2d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86½
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,500,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	62
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	6	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1867	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'92	....
2d Mortgage	792,050	6	" "	" "	'71–'88	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1877	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	502,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1896	....
New York and New Haven:						
1st Mortgage	1,089,500	6	April & Oct.	New York.	1875	98
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	" "	1875	80
2d Mortgage for $200,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	78
2d Mortgage for $300,000	145,000	7	" "	" "	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	100
2d Mortgage	276,500	7	— & —	"	18—	80½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	88
Consol. Mort. for $6,000,000	962,000	6*	Jan. & July.	"	1900	85½
Northern New Hampshire:						
Company Bonds of 1854	125,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	145,000	6	" "	" "	1890	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$330,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	84
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73¾
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	72½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	493,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1890	91
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	— & —	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	256,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	100,000	6	Jan. & July.	"	1871	96
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	84
Bonds of 1857, convertible	171,500	6	" "	"	1886	97½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1866 for renewals	477,500	6	April & Oct.	"	1896	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	108
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	460,000	6	Feb. & Aug.	New York.	1889	....
Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
and Lake Michigan:						
ng $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
(R.W. & O.)						
	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,800	6	" "	" "	'75–'76	73
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	6	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	6	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	82½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	"	1896	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1890	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	99½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	88
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	85
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	83½
2d Mortgage	1,500,000	7	" "	Boston.	1891	40
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	84½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	86½
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1990	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1886	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany)						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	90½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,899,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	88
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1885	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	81
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1870	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	85
Improvement Loan	1,001,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	87
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	167.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,357	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,760	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,618	31,470	88.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	42,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶ .... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121¾
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	146¾
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	16	12	8	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	18¾
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,600	667,000	90,344	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine. ... Mass., N. H. & Me.	4,128,738	658,019	645,669	1:0,288	4,299,724	—	306,973	976,017	146 1	803,661	3,148,988	344,136	1,565,462	453,780	10	100	142
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,026	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	136
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	—	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	101.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,077	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,880,525	2,527,488	10	100	122¾
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	68
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	200,000	—	—	—	(Leased	to West Jersey.)		—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois Central.)		—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. and N. W.)		419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,608	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	107
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,000	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,345	Loss.	6	100	25
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,604	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,001	—	100	....
Dec. 31, 1868	100.0	—	....	—	.....	.....	.....	.....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	—	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	105.5	—	....	—	10	9	4	80	Charleston and Savannah.... S. Car. & Ga.	1,605,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	159.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	834	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70¼
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)		.....	.....	—	50	6¼
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,645	1,987,896	10	100	153
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,2 0	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	194½
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased	to Chic. and N. W.)		631,782	631,782	10	100	....
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156 0	.....	.....	.....	13,941,343	4,881,189	10	100	84½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	114½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.... Ohio	620,000	*	.....	.....	155,000	485,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,634	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.		.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)		—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	.58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120.458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,890	—	100	....
Jun. 30. 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,909,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	240.0		43.9	70.8	—	83	47	22	1,615	Cleveland Col., C. & Ind.	Ohio & Ind.	11,966,146	*	1,774,845	539,456	11,020,000	2,022,000	365,845		242,602	390.3	2,177,407	546,277	623,356	2,962,614	834,449	7	100	79
Dec. 31, 1868	67.8		12.4	59.6	—	—	—	—	—	Cleveland, and Mahoning	Ohio.	3,320,327		296,300		2,056,756	1,652,100					(Leased to	Atl. &	Gt. Western.)				100	
Nov. 30, 1868	101.0		102.8	45.3	—	67	37	44	1,237	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,369		439,999	229.8	1,616,216	613,471	979,862	2,493,274	957,788	6	50	107½
Dec. 31, 1868	112.7		43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000					(Leased to	Lake Shore.)				7	100	97½
Feb. 28, 1869	588.0		12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*			11,620,000	17,764,000				(Le	ased to	Pittsburg	Cincinnati	and St. Louis.)		100	34
Nov. 30, 1868	54.7		—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846				Rated by	Little Mi	ami.)			8	50	
Nov. 30, 1868	54.7		—	12.8	—	—	—	—	—	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970		81.0	533,695	403,574	421,629	826,634	346,495	10	50	75¼
Mar. 31, 1868	35.0	7.0	10.0	—	—	29	27	10	424	Concord and Claremont	New Hampshire.	698,258	*			595,587	374,500				27.0	45,681	40,999	23,704	74,706	27,542	—	100	
Mar. 31, 1868	27.0		—	2.24	—	2	4	—	55	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000						(Le	ased to	Concord.)			7	100	
Mar. 31, 1869	58.0		—	3 1	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,984,200	795,000	212,562	68,929		110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3		—	9.8	—	18	11	7	327	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,706,000	250,000	231,262	2,390,355		54.4	280,564	691,133	227,764	619,349	193,584	9	100	130½
Nov. 30, 1868	50.0	4.4	12.1	—	—	15	15	8	225	Connecticut River	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300				(Leased	to Phila.	& Trent.)				50	
Oct. 31, 1868	6.8		—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	257,000				200,000	30,000				14.6	21,710	15,047	8,826	39,337	14,823	—	100	
Mar. 31, 1868	14.6		—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	3,300,000	*			1,500,000	1,674,000				34.0	248,290	67,635	1,246,515	523,329	163,178	—	50	
Dec. 31, 1868	84.0		—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207		74.0	242,146	281,134	231,618	504,513	279,745	8	50	110
Sept. 30, 1868	74.0		—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	435,538	*		26,000	400,000	100,000		6,124		23.8	69,630			170,672	51,024	10	100	
Dec. 31, 1868	23.8		—	3.0	—	—	5	6	2	Danbury and Norwalk	Connecticut.	5,000,000	*			3,000,000	2,000,000					(Under	construction.)					100	
Apr. 30, 1869	—		—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700			141.4				965,853	273,497	—	100	
Mar. 31, 1868	141.4		—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	599,684				76,000	527,449	12,768			31.8	76,128	72,188	60,571	148,420	17,479	—	100	
Jun. 30, 1868	31.8		—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	1,087,779				360,276	738,000				42.0				139,355	loss.	—	100	
Nov. 30, 1868	36.0		—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,826,018	*			891,206	892,750				112.5				354,270	61,942	6	100	
Dec. 31, 1868	84.5		28.0	6.3	—	—	—	—	—	Delaware	Delaware.	11,021,259	2,967,617			14,100,000	3,683,000	1,008,162			253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	13½	50	112½
Oct. 31, 1868	113.0		—	—	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.					1,829,000	2,892,000				168.0						—	100	
Dec. 31, 1868	162.0		—	10.0	—	19	16	10	376	Des Moines Valley	Iowa.					2,647,350	6,925,048	27,923	103,429		189.0	660,913	438,394	287,729	1,718,604	704,468	—	100	
Dec. 31, 1868	189.0		—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*			480,000						(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Mar. 31, 1868	28.5		—	1.1	—	3	3	3	85	Dover and Winnipissoges	New Hamp.	825,199	*			5,257,043					(L	eased to	Illinois Ce	ntral.)					
Dec. 31, 1868	143.5		—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,862,123	960,000	653,956	153,124						975,186		4s	100	112
Dec. 31, 1868	56.0		—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	577			79.0				176,217		—	100	
Sept 30, 1868	—		—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000						(In	progress.)					100	
Sept. 30, 1868	—		—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progress.)				100	
Sept. 30, 1868	10.0		—	—	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000				(Leased	to Pennsylvania.)					50	
Oct. 31, 1868	17.5		—	0.3	—	—	—	—	—	Eastern	Massachusetts.	5,365,640	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016		144.4	900,280	3,106,787	281,809	1,462,212	558,939	8	100	115
Nov. 30, 1868	44.1	53.4	39.5	—	—	42	73	24	666	Eastern Shore	Maryland.	850,000				289,000	570,000					(Leased	to Phila.,	Wil. & Balt.)				100	
Dec. 31, 1868	38.5		—	1 8	—	—	—	—	—	Eastern Shore	Maryland.	391,604				392,550						(Leased	to Phila.	& Reading.)			6	50	
Oct. 31, 1868	7.5		—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	1,589,847				664,000	576,000				36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Oct. 31, 1868	36.0		—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339			140.8				512,864	60,960	—	100	
Jun. 30, 1868	110.8	30.0	8.2	—	—	19	13	4	185	East Tennessee and Georgia	Tenn. & G.										130.0	350,378	82,393	71,288	587,691	133,709	—	100	
Jun. 30, 1868	130.0		—	7.0	—	20	14	5	206	East Tennessee and Virginia	Tenn.									(Oper. by		Evansville, H	enderson	& Nashv.)	82,920	8,095	—	100	
Oct. 31, 1868	47.0		—	—	—	5	4	1	58	Edgefield and Kentucky	Tenn.											(Leased	to Northern	Central.)		25,000	5	100	
Sept. 30, 1868	40.8		—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000						(Leased	to Northern	Central.)		165,000	5	50	64
Oct. 31, 1868	78.0		—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000											100	
Sept. 30, 1868	460.0		96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,666	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707		816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	
Oct. 31, 1868	81.6		2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103			90.6	400,545	147,041	434,005	636,916	245,369	—	50	
Dec. 31, 1868	35.0		—	2.2	75.0	—	—	—	—	European and North American	Mainc.	4,644,963	*	112,472	24,889	4,761,978			20,268		108.0	182,212	171,453	63,450	166,758	35,072	—	100	
Jun. 30, 1868	108.0		—	13.5	—	14	10	6	178	European and N. American	N. Brunsw.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	877,044		132.0	261,697			453,186	117,920	—	100	
Aug. 30, 1868	109.0	23.0	10.3	—	—	15	11	5	200	Evansville and Crawfordsville	Indiana.										64.0						—	100	
Dec. 31, 1868	68.0		—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.				36,031	150,000	200,000	38,450			5.9	10,815	76,770		31,320	5,770	—	100	
Nov. 30, 1868	5.8		—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759			107,400						(Leased	to Pittsburg	and Connellsville.)			7.6	50	
Oct. 31, 1868	12.7		—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	120,000				107,400					93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	133½
Nov. 30, 1868	50.9	42.5	76.8	—	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000		23,615	56,476		23.0	36,955	115,847	48,956	91,943	16,661	6	100	
Nov. 30, 1868	14.0		—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000		248,000		21,663				(Leased	to Belvidere	Delaware.)				100	
Dec. 31, 1868	12.0		—	—	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	125,000										100	
Dec. 31, 1868	78.0		—	2.0	—	14	13	6	108	*Flint and Pere Marquette*	Michigan.		*			1,098,660	1,520,500				90.0		245,424	119,182	381,984	189,578	—	100	
Dec. 31, 1868	154.0		—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*			3,000,000					154.0						—	100	
Dec. 31, 1868	45.2		—	—	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*								12.5						—	100	
Dec. 31, 1868	60.0		—	—	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.										60.0						—	100	
Dec. 31, 1868	—		—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.		*			1,000,000	1,500,000					(In progress.)					—	100	
Dec. 31, 1868	11.5		5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305				230,845		97,000			17.0	36,930	67,586	44,055	53,493	14,361	—	100	
Dec. 31, 1868	50.3		1 7	—	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000				52.0						—	100	
Mar. 31, 1868	171.0		61.0	—	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529		233.0	657,607			1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0		—	—	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000				20.0						—	100	
Dec. 31, 1868	61.0		—	—	30.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000				61.0						—	100	
Dec. 31, 1868	884.0		523.0	—	—	323	219	85	4,094	Grand Trunk	Canada.	92,798,500	*			14,367,950	78,430,550				1,831.0	5,479,787	1,424,254	1,663,144	7,014,800	1,800,572	—	100	
July 31, 1868	229.0		105.5	—	—	99	125	30	1,413	Great Western	Canada.	25,662,970	*	2,695,000	8,490	17,394,695	8,917,940			608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
Sept. 30, 1868	143.3		21.0	4.5	—	27	14	2	59	Greenville and Columbia	S. Carolina.	3,081,213	*	80,495		1,510,374	1,737,500	200,000			104.3	122,712	39,149		320,138	128,055	—	100	125
Aug. 31, 1868	206.0		69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph*	Missouri.					7,600,000	9,760,000				271.0				2,184,167		—	100	
Oct. 31, 1868	36.0		18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441			(Leased	to Pennsylvania.)		133,284	133,284	7	50	110
Aug. 31, 1868	61.4		14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,691		75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	210
Jan. 31, 1868	122.4		—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	391,606		2,037,930	2,055,000				122.4	273,153	851,826	182,894	766,351	122,688	—	100	
Dec. 31, 1868	74.0		—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,165,568	*	286,095	123,332	2,000,000	291,000	121,023	101,962		119.8				581,983	211,545	—	100	
Sept. 30, 1868	130.0		—	6.5	—	15	9	7	200	Houston and Texas Central	Texas.	4,600,000	*			2,600,000	2,600,000	140,000			135.0				897,617	528,297	—	100	
Dec. 31, 1868	50.0		—	—	—	2	3	1	16	Houston Tap and Brazoria	Texas.										50.0						—	100	
Sept. 30, 1868	144.0		—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 382	2,516,607	19,484		13,932,700	6,074,960	1,167			150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,890	8	100	180½
Oct. 31, 1868	44.0		14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*			689,380	1,810,045				58.7	152,874	27,812	296,896	219,211	80,051	—	50	
Dec. 31, 1868	703.0		—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,466	2,012,928	25,277,270	9,377,500	9,454,110			970.9	4,593,446	1,312,631	1,463,676	7,817,629	2,414,985	10	100	138
Dec. 31, 1868	—		—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.				(Is now	operat	ing Terre	Haute,	Alton &	St. Lo	us R.	R.)						—	100	
Dec. 31, 1868	159.0		—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807				302.5						—	100	24
Dec. 31, 1868	75.0		—	—	225.0	—	—	—	—	Indianapolis, Peru and Chicago	Indiana.										75.0	237,250					—	100	
Dec. 31, 1868	—		—	—	—	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo																—	100	
Jan. 30, 1868	13.0		—	—	—	4	2	—	64	Iron	O	314,897				132,411	35,000	26,399			13.0	23,000	31,778	68,378	64,610	8,944	—	100	
Oct. 31, 1868	11.0		—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000		400,000	150,000				11.0			129,013	37,322	2,107	—	50	
Dec. 31, 1868	116.0		—	10.0	—	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,467	1,895,000	143,196	131,303		116.0				349,493	212,727	—	100	
Dec. 31, 1868	108.0		52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,280	1,432,644		225.0	695,819			1,063,524	264,955	—	100	65
Dec. 31, 1868	37.0		—	—	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000					(Leased	to Chicago	and Alton.)		152,927	7	100	96
Dec. 31, 1868	45.0		—	—	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				200,000	800,000					(Leased	to Michigan	Central.)			8	100	
Oct. 31, 1868	4.6		—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000				4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	
Dec. 31, 1868	99.0		—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.						1,159,000				99.0						—	100	
Dec. 31, 1868	25.0		—	—	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000				25.0	(Owned by Chicago Burlington & Quincy.)					—	100	
Dec. 31, 1868	18.0		—	—	84.0	—	—	—	8	Knoxville and Charleston	Tennessee.										16.0						—	100	
Dec. 31, 1868	31.0		—	113	34.0	2	2	1	20	Knoxville and Kentucky	Tennessee.										31.0						—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,804	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	58	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	(See Le	high Coal	and Na	vigation.)	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	—	100	106½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania	10,875,097	2,695,500	.....	.....	& Mich.	.....	.....	.....	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	112½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	17,262	9,140	514,646	44.000	114,049	8,267	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	45,700	6	100	....
Jun. 30, 1868	64.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	..Operated by		L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	—	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9 557,800	683,330	11,706	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	18	5	149	Louisville, Cincinnati and Lexington. Ky.	2,496,288	*	109,605	389,952	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5,519	1,108,594	282,519	5,540	185,179	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	103,839	6	100	66½
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	28	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,060	8,238,597	3,265,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	.....	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	300.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	—	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	80
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	130
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	678,030	5,312,725	3,888,530	330,286	344,896	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶...Tenn.	3,037,069	—	.....	.....	—	2,275,356	310,329	—	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313 874	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	251,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	131
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	—	—	(Oper.	by Erie 5	mos.)	11.263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109.918	—	.....	.....	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	80
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	.....	302,048	8	50	106½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	—	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	—	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125.023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	- and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	33	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)		10	100	123½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern...Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	639,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	16	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14 381,303	5,143,140	8	100	204½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120.000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	—	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	160
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	592,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	...	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.	.....								91.0								
July 31, 1868	107 5	100.0	6.5	—	28	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	393,302	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	68.0	—	...	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....								68.0						—	100	104
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,090	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277.622	103,680	7½	100	.....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	.....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased to Housatonic.)			31,409	31,409	7	100	.....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,129	—	(Leased to Boston & Lowell.			19,773	15 970	5½	100	.....
Oct. 31, 1868	—	—	—	22.0	...	...	...	...	Sullivan and Erie.....Pennsylvania.	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	50	.....
Sept. 30, 1868	61.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	842,166	6,214,467	24,368,327	559,627	211,737	—	100	.....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													100	.....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	.....
Dec. 31, 1868	230.0	—	...	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750.625	199.917	—	100	83
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,556,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	46
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703.755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			.....	.....	7	100	.....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			67,705	25,942	5	100	.....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,090,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			559,627	211,737	—	100	.....
Dec. 31, 1868	900.0	—	...	...	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	100.0	—	...	...	...	...	...	...	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	.....
Dec. 31, 1868	405.0	33.0	...	...	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	.....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2.098.999	727,563	170.273	49.538	4	100	.....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	.....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	101½
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513.306	—	var	.....
May 31, 1869	23.7	—	...	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	61
Feb. 28, 1868	140.0	—	...	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,098	357,408	1,997,603	882 533	392,872	—	(Leased to Rutland.)			.....	.....	—	100	.....
Sept. 30, 1867	188.0	—	...	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	.....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	...	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936.004	5.225,008	554.511	107.648	—	100	.....
Dec. 31, 1868	18.3	—	...	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554.017	863.212	75.075	—	100	.....
Sept. 30, 1868	10.3	—	...	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156.526	7	100	87½
Dec. 31, 1868	7.0	—	...	—	—	—	—	—	Washington, Alex. & George.D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	.....
Dec. 31, 1868	23.0	—	...	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)						7.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	.....
Dec. 31, 1868	43.0	—	...	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025.016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943.607	266.320	—	100	.....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	.....	.....	.....	.....	43.0	.....	.....	.....	42.834	6,820	—	100	.....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	63.7	—	12.5	—	...	...	...	...	Western Pennsylvania.....Pennsylvania.	3.049.057	*	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6.627,526	849,398	364,219	.....	1,282,600	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	.....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	.....
Dec. 31, 1868	32.0	—	...	121.0	...	...	...	...	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		1,209,170	1,221,500	.....	.....	116.9	.....	12,497.271	2,626.929	265,643	164,032	—	100	.....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	.....
Dec. 31, 1868	20.8	—	...	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	.....
Dec. 31, 1868	23.0	—	...	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	109,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	.....
Aug. 31, 1868	142.0	—	...	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39.269	1,195,000	2,000,000	749.297	223.154	117.0	103,000	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	.....
Nov 30, 1867	15.5	—	...	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)			596,169	.....	—	100	.....
Dec. 31, 1868	38.1	—	...	—	...	...	...	...	Winchester and Alabama ¶...Tennessee	950.000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nov 30, 1868	45 7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	13,845	6½	100	.....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn.	395,535	.....	.....	.....	1,550,000	65,608	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
														317,050	52,000	24,333	.....	45.7	236.887	4,812.461	6.523,468	479,788	128.901	8	100	126
									CANALS, &c									13.0	24,542	.....	.....	43,786	7,266	—	100	.....
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320.736	—	—	—	1,983.563	2,089,400	—	—	13.6	—	—	—	445,950	362,468	—	50	41
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	.....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	100
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	126
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Cam. & Amb.R.R.)	—	—	—	—	—	—	.....	.....	—	100	.....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813,511	—	—	—	—	—	—	912,108	586,547	—	100	.....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	—	—	—	—	79,247	.....	—	50	.....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362.221	—	11,426	57,235	2,200,000	1,049,260	120,563	61,090	161.0	—	—	—	603,067	207.785	—	50	74½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	108.0	—	—	—	450,135	162.972	—	100	29
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536.411	—	102.0	—	—	—	258.300	30,107	—	50	40
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685.267	—	.....	.....	2,002,746	2.628.310	149,296	—	178.0	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	108.3	—	—	—	166,589	86.081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706.000	—	.....	.....	1,100,000	749.000	.....	—	45.0	—	—	—	60,830	5,307	—	50	.....
Oct. 31, 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	1,800,000	699,000	.....	—	87.6	—	—	—	267,884	29.513	—	50	.....
																		123.0	—	—	—	124,895	39.951	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	130,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,715	302,586	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,000	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	63	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	99
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st.(Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29⅝
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,560	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12
Dec. 31,'68				Hoboken and Hudson City..N.J.										....
Dec. 31,'68				Hoboken and Weehawken..N.J.										....
Sept. 30,'68	2.50	....		Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....		Jersey City & Bergen Point.N.J.										....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	15	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	68½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,492	38,917	206,640	16,659		100	100	67
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	50,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,005	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	286,548	285,397	5,500		87,643	16,274	7.	50	25	27
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.35	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,899	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,424	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		51,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	45½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila..).Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,544	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	....
Oct. 31,'68				13th and 15th streets (Phila.).Pa										19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.5	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	49,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	62
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	9	Worcester.....Mass.	39,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.:					
1st Mortgage.....	300,000	7	M&N	1876	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River:					
1st Mortgage.....	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston):					
1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	85½
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1876	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1879	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	76
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83½
Chicago and Alton, pref.	2,425,400	7	10	156
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	93½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	123
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	22
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	88½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	59
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	85
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	33
Mariposa Mining, pref.	5,774,400	7	7	13

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	38 — @ 43 —
Pig, American, No. 1 (good to best)	42 — @ — —
Pig, American, No. 2	38 — @ 39 —
Pig, American, Forge	36 — @ — —
Bar, Refined, English and American	85 — @ — —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
	—Store Prices.—
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	95 — @ 1 —
Bar, English and American, Common	87 50 @ 90 —
Scroll	120 — @180 —
Ovals and Half-round	120 — @145 —
Band	120 — @ — —
Horse Shoe	120 — @ — —
Rods, ⅜@3-16 inch	100 — @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 11 @ — 12½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton.	— — @ 56 50
Rails, American	74 — @ 76 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 32
Bolts	— — @ — 33
Braziers'	— 33 @ — 35
Nails	— 38 @ — 40
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 23 @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 37
Straits (gold).	— 31½@ — —
English (gold).	— 31½@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 50 @ 8 62½	11 75 @ 12 —
I. C. Coke	7 — @ 7 50	9 75 @ 10 75
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	8 — @ 8 25	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 16½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 30½
Refined, Standard White (in ship'g order)	— 31½@ — 32
Refined, prime White (in shipping order)	— — @ — 33
Refined, S. W. (in merchantable order)	— 31 @ — 31½
Naptha, Refined, (60 @ 63 gravity)	— 10 @ — 10½
Residuum per bbl.	— — @ 5 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 31.	W. 1
Canton Co.	....	56	....	....	....	....
Central of N. Jersey	105½	107	106	107½	107½	107
Chicago & Alton	153½x	154¾	155	155	....	154½
" pref.	....	156x	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	108	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	84⅝	83⅝	84½	84	83½	85½
" pref.	95½	95½	95½	95	93½	94½
" 1st M.	90½	....	90½	....	90½	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	95	....	....	....	....	....
Chic., Rock Isl. & Pac.	114⅛	114⅛	114½	114⅛	114½	115½
Chicago & R. I. 7s, 1870	....	....	....	....	....	100½
Chi., R. I. & Pa. 7s, 1896	94½	....	....	....	94½	95
Clev., Col., C. and Ind.	78⅛	....	....	77	79	....
Clev. and Pittsburg	105½	107	107	107	106½	108
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	99	....	....	99	....	....
Col., Chi., & Ind. C.	35	....	35	35	35	....
" 1 M.	83½	83	83½	83⅝	83½	83½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	36	....	....	....	33	....
Del. & Hudson Canal	....	....	....	126	....	....
Del., Lack. & Western	113	....	....	....	112½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	98	....	98	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	90½	90⅝	90⅝	....	....	....
" 4 M. 7s, 1880	....	82½	....	....	82½	82½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	80½	81	....	....	81
Hannibal & St. Joseph	....	....	122½	125	....	125
" pref.	....	....	....	....	121	123
Hudson River	185½	183	184	184	184	186⅛
" 1 M. 7s, 1869	99	....	....	99	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	139½	....	....	....	....	....
" bonds	120	....	....	....	....	....
Lake Shore & Mich. S'th.	106⅝	106	106½	106½	105½	106½
" Div. bonds	91	....	....	....	....	92
Marietta & Cin. 1st pref.	....	....	....	....	22	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	129⅞	....	....	....	128	129
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	98½	98	98½	99	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	12	13	....	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	78⅛	78	78½	79½	....	79⅛
" pref.	87	87½	87⅞	....	87½	87⅛
" 1st mort.	91	....	91	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	101
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	86½	87	87½	88	87½	87½
" H. & St. J. iss.	....	....	....	....	91	....
Morris and Essex	88⅛	88½	88½	....	88½	....
" 1st mort.	99	....	....	....	99	98½
" 2d mort.	92	....	....	....	....	92
New York Central	204⅛	201	201½	201½	199½	203⅛
" 7s, S.F. 1876	....	....	....	100	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	91½	....	....	91½	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	160½	....	161	....	160	160
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	56	55½	....	56	55½	....
" new	....	....	49½	49½	48½	48½
" special tax.	53½	54½	56	54½	50	50
Ohio and Miss.	32	32½	32½	32½	32½	32⅝
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	80	79½	80½	80½	80	80
Panama	....	230	....	....	....	....
Phila. and Reading	96½	95½	95½	95½	96½	97½
Pitts., Ft. W. & Chicago	....	....	....	....	....	....
" 1 M.	....	....	....	....	102½	102
" 2 M.	....	....	....	97	96	....
" 3 M.	....	....	96	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	....	14⅛	....	....	15	15½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	59
" 1 M.	....	....	....	....	....	92
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	60⅞	62	....	61½	....	....
" new	....	54	53	52½	51⅝	51½
Tol., Wab. & Western	....	83½	83	83	....	83½
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	89
" 2 M.	....	84½	....	....	84	84
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	55	....	55	....	55	....
" new	....	59½	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W. 1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	114⅞	115¼	115	115½	115½	x112⅝
U. S. 5s, 10-40s, reg	111⅞	111⅜	111¼	111⅞	112	112¼
U. S. 6s, 1881, reg	....	....	....	123	123½	123⅝
U. S. 6s, 1881, coup	123	123⅛	123½	123⅛	123½	....
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	122⅝	....	122½
U. S. 6s, 5-20s, c. 1862	123⅛	123⅛	123⅛	123⅝	123½	123½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	122⅛	122	122	122⅛	122½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	122½	122½
U. S. 6s, 5-20s, c. 1865	120⅛	122	122½	122⅛	122⅝	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	121⅛	121	....
U. S. 6s, 5-20s, c. n. '65	120⅛	120⅝	120⅝	121⅛	121⅜	121⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	120⅝	121⅛	120⅞	121⅜	121⅝	121⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	120⅜	....	....	....
U. S. 6s, Pac.R.R.issue	110	110⅛	110⅛	111	111¼	111⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	....	....	....	....	....	....
.. preferred	37¼	37¼	37½	....	....	....
Camden and Amboy	123	123	123	123	123	123
.. 6s, 1870	97	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	85⅛
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	88⅜	....	....	....	88⅞	....
Lehigh Navigation	35⅝	36¼	36⅛	36¼	37	37¼
.. 6s, 1884	....	....	84	....	84	....
.. Gold L	97	97	97	97	....	97
.. R. R. L	....	....	....	....	87	87
Lehigh Valley R. R	56¼	56⅛	56½	56½	56⅛	56⅛
.. 6s new coup	....	94	....	....	94	....
.. 6s new reg	95½	....	....	....	....	....
Little Schuylkill R.R	....	42	....	42	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	53¼	....	53¼	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	60
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	87¾	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	48⅛	....	....	49⅜	49⅛	49⅛
Pennsylvania R. R	57⅛	57⅛	57⅛	57⅛	57	57
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	105½	105½	....	104½	....	104
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	110
.. 6s, W. L	....	....	101	101	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	47⅞	48⅛	47⅞	48	47⅞	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	30⅛	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	85½	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	12	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	45½	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	96⅛	....	....	....	....	....
.. 1886	....	....	93¾	....	....	93¾
.. 1890	95⅛	....	95½	....	....	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	95⅛
Marietta & Cin. 1st M	....	....	87½	....	....	....
.. 2d M	69½	69	....	....	....	69½
Northern Central	49	49⅛	49⅛	49⅛	....	49⅛
.. bonds, 1885	88	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W. 1
Boston and Albany	146¾	....	....	....	146⅛	146⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	142
Boston and Providence	136	136	....	....	....	....
Boston, Hartford & Erie	18½	19⅛	19	18⅜	18⅛	18
.. 7s, new	62⅛	....	61¼	....	....	....
Cheshire, pref	....	....	....	....	....	83¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	115	114¾	....	115	115	....
Fitchburg	....	....	....	133⅜	1.3⅜	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	129½
Northern, N. H	....	....	108	....	108	....
Ogdens. & Lake Champ	....	....	....	....	....	....
.. pref	109	....	....	....	....	....
Old Colony & Newport	97	....	98	98	....	98
Ph., Wil. & Baltimore	....	....	52⅜	52¾	....	52½
Portl'd, Saco & Ports	....	....	....	....	....	111½
Vermont & Canada	102	102	....	....	....	101¾
Vermont & Mass	62	61	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	66½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	9	....	....	....	8¾	....
Franklin ..	13¾	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	7	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	25

London Stock Exchange.

	Closing Prices. Aug. 6.	Aug. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	24½— 25½	25 — 26
Detroit and Milwaukee 1st mort. 7s	60 — 62	60 — 62
Do. 2d mort. 8 p. c.	60 — 63	60 — 63
Erie shares 100 dol. all paid	19½— 20	19½— 19⅞
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	100 —102
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 95	94 — 95
Marietta and Cin. R. R. bonds 7 p. c.	75 — 80	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	106 —108	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	96 — 98
Do. General mort. 6 p. c. 1910	84 — 86	85 — 87
Philadelphia and Erie 1st mort. 1881	86 — 88	87 — 89
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, September 4, 1869.

Stock Exchange and Money Market.

There has been a less urgent inquiry for Money through the week, under review. The local call has been mainly from speculative borrowers, whose wants have been generally provided for with promptness on the basis of 6@7 per cent. in a temporary form. The mercantile demand has been moderate for the season, and rates on prime to good business paper have been quoted at from 7@10 per cent. per annum. The country drain of currency has been less extensive, and the city banks have been less freely drawn on for legal tender notes, of which they have reported a further loss of only $277,997. In their deposit line, there has been a reduction of about 3¼ millions; and in the specie item, of about 2⅛ millions. Comptroller Hulburd, of the National Currency Bureau, has made a requisition on the national banks of this city for a statement, on September 8, of the amounts of the several items they have been accustomed to include in their specie assets, embracing gold coin, gold certificates, gold checks, gold bars, silver coin, silver bars, uncollected coupons, and whatever else they may have been accustomed to count as specie. The loan and discount averages of the city banks, last week, were cut down about 1¾ millions. The cash balances in the U. S. Sub-Treasury at this port were reduced about 5¾ millions, leaving the general balance at the close of business on Saturday, about 85⅞ millions. At the close of August, the aggregate balance of the office was $83,063,638 against $96,621,590 at the end of July. The office now holds $78,289,861 of coin, and $4,666,406 of currency. On Thursday of last week, the U. S. Treasurer bought in a million of U. S. 5 20 bonds at from 119.28@119.74, nett, out of an aggregate offering of $2,885,000. It has been formally announced that Government will buy in twelve millions of U. S. 5-20 bonds during the current month of September, viz: On the 1st $2,000,000; 8th, $2,000,000; 9th, $1,000,000; 15th, $2,000,000; 22d, $2,000,000; 23d, $1,000,000; and 29th, $2,000,000. And will dispose of three millions of gold, as follows; Sept. 2, $1,000,000; 16th, $1,000,000; 30th, $1,000,000. The two millions of 5-20 bonds were bought on the 1st inst., at 120.03@120.10 nett, out of an aggregate offering of $6,731,759.

The specie reserve of the city banks according to the latest return is $19,469,102, against $16,949,108 same time last year. The city bank deposits are now $188,754,539, against $210,334,646 week ending Aug. 29, 1868. The legal tender reserve amounts to $52,792,834, against $67,757,376 same time last year. The circulation now stands at $33,999,742, against $24,112,139 same time last year. The loans are now $261,012,109, against $271,780 726 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $100,633,390 a day, against a daily average of $104,000,000 the preceding week, and $97,136,934 the week ending with Aug. 14, 1869. The current week's exchanges average about $84,939,300 a day. The city banks, last week, reported a further loss of $2,125,408 of specie, $3,270,007 of deposits, and of $277,997 of legal tender notes. They reduced their loans, $1,729,024; and their circulation, $28,362.

The city bank exchanges on Wednesday were $73,731,622, and the resulting balances, $2,860,158.

National Bank notes to the amount of $154,040 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $317,423,206, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $17,628,866, leaving, with the existing 1 620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,794,340. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,905,500; and for the public deposits, $20,714 500—making a total of $363,620,000. The Treasury Department last week redeemed and destroyed $89,600 of worn and mutilated fractional currency, and issued $175,000 of new. The outstanding amount of fractional currency on the 1st of Sept., was $30,711,799 87 against $31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Aug. 28, were $4,715,910 in coin, including $3,341,838 from customs duties, and $1,361,399 in

currency; payments, $6,546,378 in coin, including $186,704 of coin interest, and $6,322,260 in currency; balance at the close of the week, $85,883,817, including $76 817,428 of coin, and $5,373,864 of currency, against $91,592,863 at the close of the preceding week, showing a decrease of $5,709,046. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $442,085 of coin, including $370,924 from customs, and $433,663 of currency; and payments, $84,998 in coin, including $16,667 of coin interest and $797,223 in currency. On Tuesday, receipts. $1,161,438, in coin including $601,711 from customs, and $240,400 in currency; and payments $46,092, in coin including $27,000 of coin interest and $584,300 in currency. The balance at the close of business on Tuesday stood at $83,063,638, (including $4,666,406 of currency, and $78,289,861 of coin,) against $90,053,239 a week previous; and $92,111,546 on Aug. 14, 1869. The aggregate receipts of the office in Aug. were $42,041,140, including $14,319,915 from customs; aggregate payments, $54,599,091, including $18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was $23,647,580, against $36,729,840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired $3,094,068 of coin certificates through the receipts for customs.

The revenues of the Government have been on a liberal scale in the form of customs, during the week, the aggregate yield having been nearly 4½ millions in coin. The receipts from internal revenue, on excises, have been moderate. The excises, last week, yielded about $3,600,000; customs at the port of New York, $3,341,838, and at the out ports about $1,100,000 (in coin) more, making the grand total income for the week equal to about $9,596,480 in currency. The receipts from excises, thus far in the current fiscal year,commencing with July 1, 1869, have been about 36 millions.

Gold has been active and variable, through the week, under the conflicting reports from Paris, relative to the health of the Emperor Napoleon, and the excited state of affairs at the Bourse. The extremes in the local market have been from 132⅜ to 134⅝; and the closing quotation on Wednesday was 133¼. The customs demand has been extensive; while the export drain has been light. Government marketed a million of Gold on Thursday, and will dispose of a million on the 16th and another on the 30th of the current month of September. The coin reserve of the Sub-Treasury on the 1st., inst was $78,289,861. The city banks now report their specie reserve at 19½ millions, as against a little over 31 millions on the 17th of July. The customs at this port yielded $14,319,915 in August, against $12,263,884 same month last year. The U. S. Sub-Treasurer here, it is stated has, consented to renew the issue of Gold Notes of the denomination of $10,000 with a view to the accommodation of bankers and brokers, who dealt largely in Gold. These notes will be made payable to the order of W. G. White, Cashier of the New York Treasury Office, and will be paid out and indorsed over to parties applying for them in preference to the smaller denominations usually employed in the Gold Department of the Office. There were gold notes to the amount of $6,200,000 cancelled at the Sub-Treasury, and forwarded to Washington, last week.

The coin balances of the Government at this port on Wednesday morning, was about a little over 78¼ millions.

The customs of the port on Wednesday yielded $845,000. The U. S. Sub-Treasury disbursed $143,368 of coin interest, on that day.

The customs demand for Gold last week, averaged $556,973 a day; thus far, this week, it has averaged $505,000 a day, or equal to a weekly aggregate of $3,030,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $11,325, and since Jan. 1, $9,835,856, against $4,850,183 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $88,911,713, against $77,971,966 same time in 1868. At San Francisco, from Jan. 1, to Aug. 20th, 1869, $5,016,000, against $5,104,000 same time last year.

The exports of specie, from this port, last week, were $168,500, against $492,034 same week last year; total, since Jan. 1,1869, $24,893,234, against $64,409,113 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $186,704, and since Jan. 1, 1869, $64,624,015, against $60,130,581 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Aug. 20, 1869, were $25,419,552, against $25,202,835 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Aug. 28, were about 4¼ millions.

The following is a statement of the business of the New York Gold Exchange Bank for the week ending Saturday August 28th, 1869:

Average am't of loans and discounts	$1,422,643 66
Average amount of specie	683,820 30
Average amount of deposits	1,433,228 42

Foreign exchange has been in more liberal supply, and quoted cheaper, on a restricted business. Bankers' prime sixty day bills on London closed heavily on Wednesday at 109⅛@109⅜, and on Paris to 5.20@5.15¾; sight bills on London to 109½@109⅞, and on Paris to 5.15c. @5.15¾. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of $3,835,119, making the total since Jan. 1, 1869, $126,602,796, against $111,458,100 same time last year.

Government securities have been, on the whole, much stronger in price, on a reduced offering in the open market, and a more active inquiry, chiefly from local purchasers, and to some extent on speculative account. The announcement that the Secretary of the Treasury had ordered the purchase of an aggregate of twelve millions of U. S. Five-Twenties, in September, has had the effect of strenthening confidence in the bouyancy of the public fund values, in the immediate future. All issues have been in light supply at this point, while the inquiry has been rather on the increase, especially from investment buyers, who give a preference to the later Five-Twenties, to the Ten-Forties and the currency six per cents, which latter have been put forth in aid of the several Pacific R. R. enterprises. Washington advices give promise of a further liquidation of some five millions of the public indebtedness, as the result of the receipts and disbursements of public money in August. The warrants paid by the Treasury Department during August, to meet the expenditures of the government, were $20,788,652 as follows:

Civil, miscellaneous and foreign intercourse, $3,850,421 43; war, $3,534,567 09; navy, $1,929,445 65; Indians and pensions, $11,474,217 97.

The above does not include payment on account of the public debt.

U. S. sixes of 1881 closed here on Wednesday at 123⅛@123⅛; U. S. Five-twenties of 1862, ex-coupon, 123⅛@123¼; U.S. Five twenties of 1864 at 122⅝@122¾; U. S. Five-twenties of 1865 at 122⅝@122¾; U. S. Five-twenties of 1865, consolidated, 121¼@121⅜; U. S. Five-twenties of 1867, 121⅜@121½; U. S. Five-twenties of 1868, 121¼@121½; U. S. Ten-forties at 112⅛@112⅜, ex-interest; U. S. Six per cent. currency bonds, 111¼@111⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 18.	Aug. 25.	Sept. 1.
Consols	92⅞	93⅛	93¼
U.S. 5-20's of 1862	83¼	84	84
U. S. 5-20s, 1865	....	83¼	83⅝
" 1867	....	82⅞	83
" 10-40s	....	76	76½
Erie	18½	20	24
Ill. Central	94¾	94¾	94¾

Railway and miscellaneous share property has been without much animation, since our last. Prices have varied considerably. On Tuesday, the dealings were strengthened by the increased call for the Vanderbilt stocks, which rallied sharply, helping the whole market. On Wednesday, the dealings were rather more extensive and the market was buoyant.

There has been a fairly active trade in Breadstuffs, Petroleum, and Tobacco, since our last, but at variable prices. Cotton operations have been checked by the scanty supply available here. Middling upland cotton closed tamely on Wednesday at 35 cts. per lb. The stock of cotton now here is given at about 7,100 bales. The receipts at the port this week, have averaged about 200 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,308,500 bales, against 2,347,000 bales same time in 1867–'8; exports, same time 1,445,000 bales, against 1,649,000 bales same time in 1867–'8; stock on hand at latest dates, 11,500 bales, against 37,500 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,276 pkgs., against 14,689 pkgs., same time last year. From Boston, 6,034 pkgs., against 6,755 pkgs. same time in 1868.

At the auction sale of Scranton Coal on Wednesday 80,000 tons were disposed of at from 6.15 @7.75 per ton of 2250 lbs., delivered at Elizabethport, N. J.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 10@16c., per lb.; week's receipts, 6,296. Milch cows, dull and heavy, at from $40@$110 each, receipts, 89. Veal calves in moderate request at from 6@11c. per lb.; receipts, 3,348. Sheep and lambs more active at from 4@6½c., and 6½@8½c. per lb.,; receipts, 33,950. Swine in less request at from 9⅝@10c. per lb.; receipts, 21,836.

Foreign goods have been moderately sought after and generally quoted steady. The week's dry goods imports were valued at $3,571,877, and of general merchandise, $3,504,941.

Freights, have been less active and rates have been rather less buoyant. For Liverpool we quote flour at 2s.@2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steamer, per bbl.; grain at 8¾d.@9d. by sail, and 10d. by steamer, per bushel; cotton at 3/16d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 435.

The New York exports, exclusive of specie, for the week ending Aug. 21, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$2,827,891	$3,835,019
Prev. reported.....	108,630,209	122,767,777
Since January 1.....	$111,458,100	$126,602,796

The imports for the week ending August 28, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$3,126,200	$3,571,887
Gen. merchandise.....	3,072,307	3,504,941
Total for the week.....	$6,198,507	$7,076,828
Previously reported....	162,176,815	200,210,154
Since January 1.....	$168,375,322	$207,286,982

The balance in the Sub-Treasury on Wednesday was $86,468,743 52.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Milwaukee 1st mort. 87; Galena and Chicago 1st mort., 96; Long Dock bonds, 91; Central Pacific 6s, 94¾; Pittsburg, Ft. Wayne and Chicago guaranteed, 89¾; N. Y. and N. Haven R. R., 140; do., 6s, 98; New Jersey R. R., 123½; Rome, Watertown and Ogdensburg R. R., 105; Dubuque and Sioux City R. R., 112; Brooklyn 6s, W. L., 93¾; N. Y. State 7s, Bounty Loan reg., 108½; do., 6s, 1874, 103; Louisiana 6s, Levee bonds, 66; Georgia 6s, 84½; do., 7s, 92; Western Union Telegraph, 87⅞; do., 7s, 89; Citizens Gas, 150; Adams' Exp. Co., 56½; U. S. Exp., 63; Mer. Union Exp., 11; Am. Mer. Union Exp., 35; Wells-Fargo Exp., 19; Brunswick City Land, 8½; Buchanan Farm oil, 0.53; Consolidated Gregory gold, 2.25; Central pet., 0.63; La Crosse gold, 0.16; Quartz Hill gold, 1.20; Rocky Mt. gold, 0.08; Smith and Parmalee gold, 2.80; Tudor Lead, 4.10.

Philadelphia.—Allegheny County 5s, 75; do., 4s, 61½; Pittsburg City 6s, 95; Steubenville and Indiana 1st mort., 76; Phila. and Sunbury 7s, 93; West Jersey R. R., 6s, 91; Phila. and Reading 6s, 1870, 109¼; Camden and Burlington County R. R., bonds, 85; Philadelphia and Darby R. R., 12; Elmira and Williamsport 5s, 60; Camden and Amboy scrip, 67½; West Philadelphia R. R., 62; Oil Creek and Allegheny River R. R., 41; St. Nicholas Coal, 2¾; Ocean Oil, ½. The latest quotations are: City 6s, 97@97½; do., free of tax, 101⅛@101¼; State 6s, coupon, 92@93; do., reg., —@99¼; do., 6s, W. L., 100¾@101; do., 1st series, 103½@104; do., 2d series, 106½@107; do., 3d series, 110@110¼; Reading, 48⅜@48½; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@90; Camden and Amboy, 122¾@123; do., mort. 6s, 1889, 94@95; do., 1883, 85½@86; Penn. R. R., 57@57; do., 1st mort., 98@99; do., 2d mort., 97⅛@98; Little Schuylkill R., R. 42@43; Morris Canal, 30@30; do., pref., 60@60¼; do., bonds, 80@90; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 9@10; do., pref., 19@19½; do., 6s, 1882, 65@65½; Delaware Div. Canal, 48@53; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 39@40; do., 7s, 1873, 88¾@89; do., 5s, 59¾@60; Lehigh Coal and Navigation, 37½@37⅝; do., 6s, 1884, 84@84¼; do., R. R., Loan, 86@87¾; do., Gold Loan, 97@97½; North Pennsylvania, 36@37; do., 6s, 87@88; do., Chattle 10s, 111½@113; Philadelphia and Erie, 30¼@30½; do., 6s, 89@89½; Minehill, 53@54; Catawissa, 16@—; do., pref., 38⅜@38½; Lehigh Valley, 56@56⅛; do., 6s, new, 93¾@94; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 45@46; West Philadelphia, 62@62½; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 18@19½; Girard College, 27@30; Tenth and Eleventh, 70@72; Union, 44@—; Hestonville, 11¾@12¼.

Boston.—Old Colony and Newport 6s, 1875, 94; do., 7s, 1877, 101; Cedar Rapids and Missouri River 7s, 1916, 92; Cincinnati, Sandusky and Cleveland, 20½; do., 7s, 1890, 73¼; Union Pacific 6s, 85; Vermont Central and Vermont and Canada 8s, 101¾; Vermont Central 1st mort., 83¾; Cheshire R. R. 6s, 90¾; Eastern R. R. 6s, 1889, 96; Keokuk and St. Paul R. R. 8s, 94¾; Summit Branch, 23½; Worcester and Nashua R. R., 126; Boston Water Power Co., 15; Cary Imp. Co., 7⅝; Boston Gas Light, 820½; Essex Co., 137¼; Massachusetts 6s, 1875@1876, gold, 121; do., 5s, 1894, gold, 107½; Chicago 6s, 1877, 89½; do., 7s, 97½; Cincinnati 7 3-10s, 1889, 103, Boston 6s, 1874, currency, 100; do., 5s, 1876, gold, 108½; do., 1878, gold, 107⅝; do., 1883, gold, 107¾; Cambridge 6s, W. L., 99¼; St. Louis County 7s, 1887, 94½; Hartford 6s, 1881, 98; Bangor 6s, 1894, R. R., Loan, 87; St. Louis City 6s, 83¾; Charlestown 6s, 99¼; Allouez Mining Co., 4½.

Baltimore.—Virginia 6s, old, reg., 45¼; do., 1867, reg., 50½; do., 1866, reg., 53¾; Maryland Defense Loan, 102; Memphis City 6s, 50½; Central Ohio R.R., 25. The latest quotations are: Pittsburg and Connellsville 7s, 1898, —@89; Balt. and Ohio, 122@123; do., 6s, 1875, 93@93½; do., 1880, 93@—; do., 1885, 95@96½; Northern Central, 49¼@50; do., 6s, 1885, 87½@88; do., 1900, 86@86; do., 6s, 1900, gold, 100½@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 93@93½; do., 2d mort., 92@93; do., 3d mort., 1885, 86@88½; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 69@69¾; Central Ohio, 25@26; do., 1st mort., 78@—; Western Md. 6s, 1890, 69¼@75; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 87@—; do., 6s, pref., 42@50; do., 6s, guar., by Washington Co., 70@80; Richmond and Danville bonds, 72⅝@73; Baltimore 6s, 1875, 95¾@97; do., 1886, 93¼@93½; do., 1890, 95¾@96; do., 1893, 91@92; do., 5s, 1838-'70, 73@78; Memphis City 6s, 49¾@51; City Passenger R. R., 18½@19; George's Creek Coal, 71½@73; Santa Clara, 1.50@1 65; Atlantic Coal, 2.90@2.90.

☞ At a meeting of the stockholders of the Kalamazoo and Schoolcraft, Schoolcraft and Three Rivers, and Three Rivers and White Pigeon Railroads, at Kalamazoo, Mich., on the 20th ult., it was resolved to consolidate the three roads under the name of the Kalamazoo and White Pigeon Railroad.

Chenango Canal.

The Albany *Argus* says that the work on the Chenango Canal extension is being pushed forward with energy, and will soon be completed to the Pennsylvania line, providing the Legislature furnishes the requisite means. Last week a reconnoissance of the whole line between Oswego and the State line was made by a party consisting of the State Engineer, division and resident engineers, State Treasurer, Canal Commissioner, and others, particular reference being had to the dam across the Susquehanna, and a connection with the North Branch Canal of Pennsylvania. A large amount of work is being done between Oswego and Binghamton.

Kansas Pacific Railway.

A telegram received in St. Louis, from Topeka, Kansas, announces the sale of thirty-two thousand acres of land for the Kansas Pacific Railway Company, to the representatives of an English colony, comprising twelve hundred families. The average price per acre was about $3 75. Eighteen members of the colony have already arrived and commenced making improvements on the land. Most of the others are expected to arrive during the coming Fall and Spring. They are a superior class of English emigrants, and are said to possess sufficient means to improve their property at once.

☞ The Commissioner of Internal Revenue has decided that the practice of railroad companies, canal companies, banks, insurance companies, and other corporations which are required by law to withhold and to pay over to the United States a tax of five per cent. on all dividends, interest, coupons representing interest, surplus and contingent fund, &c., of treating said amounts as expense of business, and deducting them in all returns where expenses are deductable, is wrong, and cannot be allowed; that the amounts thus paid are not an expense of business, and no such return should be accepted until the Assessor is convinced no deduction of the kind has been made.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

☞ The right of way for the new railroad from Medford to Camden has been secured, except in one or two instances, which will probably be secured in a short time, and the work of building it will be commenced. It is the intention of the Directors to finish this road at an early day.

☞ Five miles of track have been laid on the Southern Minnesota Railroad from Austin Junction westerly.

☞ The proposed railroad route from Newport, Vt., to North Troy, by way of South Troy, is being surveyed.

Commerce of New York.

The foreign imports at New York for the month of July, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$12,193,589	$12,560,232
Do. for warehousing....	10,573,083	10,705,702
Free goods.....	1,094,543	1,214,472
Specie and bullion.....	126,442	202,487
Total entered at port...	$23,987,657	$24,682,893
Withdrawn fr. wareh'use	6,829,796	8,151,534

The foreign imports at New York for the seven months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$71,118,420	$93,215,706
Do. for warehousing....	70,296,156	83,816,016
Free goods.....	6,048,592	9,086,943
Specie and bullion.....	4,165,342	10,213,747
Total entered at port..	$151,628,520	$196,332,412
Withdrawn fr. wareh'se	58,752,011	61,138,759

The revenue from customs at New York:

	1868.	1869.
In July.....	$9,237,920 50	$10,045,078 14
Prev. 6 months...	55,450,748 65	63,467,409 94
Total since Jan. 1.	$64,688,669 15	$73,512,488 08

The exports from New York to foreign ports in the month of July, were:

	1868.	1869.
Domestic produce.....	$10,538,848	$18,450,323
Foreign free goods.....	37,975	27,020
Do. dutiable.....	444,735	604,923
Specie and bullion.....	10,584,558	6,474,624
Total exports	$21,606,116	$25,556,890
Do. exclusive of specie.	11,021,558	19,082 266

The exports from New York to foreign ports for seven months from January 1, were:

	1868.	1869.
Domestic produce.....	$89,640,160	$100,242,492
Foreign free goods....	412,224	183,890
Do. dutiable	4,354,208	3,928,017
Specie and bullion.....	59,688,158	21,926,517
Total exports	$154,124,750	$126,280,916
Do. exclusive of specie	94,436,592	104,351,399

Journal of Railroad Law.

RAILROADS—LIABILITY FOR STOCK INJURED—NEGLIGENCE OF LESSEE—LIABILITY OF INDIVIDUAL OPERATORS.

The facts of the late case of Liddle *vs.* Keokuk, Mt. Pleasant and M. R. R. Co. *et al.* (23 Iowa 378) are, that plaintiff's cow, of the value of fifty dollars, was killed, May 31st, 1866, by the engine running on the track of the railway company. The other defendant Kilbourne, was at the time "individually the lessee, and in the possession of and running said road." The road was not fenced. Due notice was given as required by the statute, of the killing, on the company and lessee. No proof of carelessness, nor was the cow killed by any willful act of plaintiff or his agent. Judgment against the company for $100, and the cause dismissed as to Kilbourne. From this latter order plaintiff appeals.

The following is the opinion by

WRIGHT, J.—This case involves a construction of section 6, chapter 169, Laws of 1862, (197). And though this section has frequently received a construction at our hands, the point here made is new. The statute is, that any railroad company hereafter running or operating its road in this State, and failing to fence etc., shall be absolutely liable to the owner of any live stock injured, etc. In case the company thus liable shall neglect or refuse to pay the value after thirty days' notice, etc., it shall be held for double the value, etc. Was the lessee "in possession of and running said road," under the agreed facts, liable equally with the company?

Our opinion is that the statute will not warrant this construction. The language is clear, plain and fairly susceptible of but one meaning. The law does not require a lessee to fence the road, nor make him liable for injuries to property if he does not. Giving it the most liberal construction, keeping in view the object and spirit of the entire chapter, we still think it would require at our hands the clearest judicial legislation, to extend it so as to cover plaintiff's claim.

It is the company that has the power and right to fence—the company organized under the general incorporation act—and it is this voluntary association, possessing the power to protect itself, which is made liable for a failure to comply with the implied, not express, requirements of the statute. A lessee's term may continue for one day, one month or one year.

In case of negligence of his employees, or of his own in the particular case, he might be liable. The liability of the company is absolute, not depending upon the question of negligence, provided the loss occurred by reason of the want of such fence. It was competent for the legislature to make any one liable criminally for running a train on a road not fenced, or to make lessees and employees responsible for stock killed or injured thereon, but for reasons doubtless satisfactory and reasonable, the language of the act limits the liability to the company,

And there would be as good ground for extending it to employees, the engineer and conductor, as to a lessee. We do not say that the law making power might not more consistently include the lessee than the employee, nor that this might not be done with much consistency, but what is meant is, that as the law now stands there is no more warrant for including the one than the other. If the killing was the result of the willful act of the appellee, a different question would arise, and the case of Russell *vs.* Harby (20 Iowa, 20 Iowa, 219), cited by appellant, would be applicable. Nothing of this kind appears.

We have said that it is the company—a company organized, etc., which is made liable. If a case should occur where one or more individuals, without a corporate existence, should build a road, or should run and operate it as their own, having right to fence, and under the like liability, we should not hesitate to hold that they would be within the spirit, if not the very language, of the act. But a lessee comes within neither the letter nor spirit.

Judgment affirmed.

Exports of Railway Iron.

The total quantity of railway iron exported from the United Kingdom in June was 95,039 tons, as compared with 62,778 tons in June, 1868, and 52,640 tons in June, 1867. The exports of railway iron to the United States showed some little decline in June, but there was a great expansion in the shipments to Russia; there was also some increase in the Canadian and Australian demand. The aggregate exports of railway iron from the United Kingdom for the six months ending June 30 this year were 415,784 tons, as compared with 296,542 tons in the corresponding period of 1868, and 251,927 tons in the corresponding period of 1867. The great customers for our railway iron are Russia, the United States, and India. Russia took 86,786 tons to June 30, this year, against 20,214 tons in the corresponding period of 1868; the United States 168,348 tons, against 148,544 tons; and India 37,199 tons, against 49,494 tons. The value of the railway iron exported from the United Kingdom in June was £790,729 against £505,232 in June, 1868, and £469,466 in June, 1867; and in the six months ending June 30 this year £3,271,323, against £2,314,262 in the corresponding period of 1868, and £2,096,281 in the corresponding period of 1867.

Canadian Railway Returns.

FOR THE HALF-YEAR ENDING JUNE 30.

	1869.	1868.
Great Western.....	$1,956,798	$1,774,735
Grand Trunk.....	3,344,989	3,202,526
London and Port Stanley*.	13,127	14,785
Welland.....	29,279	27,517
Northern.....	309,428	268,123
Port Hope, Lindsay, & Beaverton, and Peterborough Branch.....	88,018	94,536
Cobourg & Peterborough†.	13.605	5,392
Brockville and Ottawa.....	77,711	71,918
St. Lawrence and Ottawa..	64,431	59,516
St. Lawrence and Industry†	1,741	2,093
New Brunswick & Canada.	47,106	45,718
European & N'th American	80,781	72,394
Eastern Extension.....	3,638	.....
Total.....	$6,030,652	$5,639,251

* No Return for February, 1869.

† May and June.

Monongahela Valley Railroad.

The location of the line of the Monongahela Valley Railroad has just been completed by the Chief Engineer, Mr. Loew. The results of the final surveys are even more favorable than at first anticipated, and it behooves the vast coal and manufacturing interests of the Valley and Pittsburg to take hold of the matter with energy and push it through with dispatch. The subscriptions still needed, ought to be raised without much difficulty, in view of the assured large business the road will do, as soon as opened, and the trifling cost of construction.

As we said, the surveys are the most favorable imaginable. Look at the grades, for instance: There is a perfect dead level from the Panhandle bridge twenty nine miles to Monongahela City, from thence to Brownsville, twenty-three miles, a rise of only ten feet. From that point to the State line, a distance of thirty-five miles, there is an up grade of only forty-four feet, making a total rise of fifty-four feet in one hundred and seventeen miles! Nor are there any tunnels or heavy, costly cuts in the whole length mentioned; no bridges of more than thirty feet water way. The road, simply considered as a local railroad, will do a large business as soon as built. There are over fifty coal works alone between McKeesport and the State line. But an easy and very favorable connection can be made with the Baltimore and Ohio Railroad at Fairmont, twenty miles beyond the State line. The next, and prospectively the most important connection would be with the Virginia and Tennessee Railroad, near the head waters of the Big Kanawha, which would give the shortest, easiest and best line of route between the East and Chattanooga. With this connection, the Monongahela would also be the best route for all the trade and travel between Savannah and Charleston and the Lakes. The Board has thus far paid special attention to the line through East Birmingham, but their negotiations have not reached any very satisfactory results, we believe. At all events, Mr. Loew is instructed to make surveys for a bridge near Brownstown, to connect with the Connellsville

road. It has also been proposed to lay a line of rail over Dam No. 2 at Port Perry, and connect this with the Connellsville, which would possibly be the cheapest and most expeditious mode of opening rail communication with the upper valley. The Monongahela Valley Railroad Company has evidently a splendid franchise, and we hope to see them successful in their negotiations for funds to immediately finish the road as far as the State line.—*Pittsburg Chronicle.*

New York and Oswego Midland Railroad.

The Chenango *Union* says the connection of the Sherburne extension with the Midland Railroad was made at Sherburne Four Corners on Saturday last, and the new engine "Madison" placed upon the Midland track and run south as far as Plasterville. The work of ballasting the road will now be pushed forward, and as soon as that is completed (and it ought not to take more than two weeks' time) passenger trains will make regular trips between Norwich and Utica. The track is laid to near Wood's Corners, and it is confidently expected that it would all be laid to Norwich the present week.

A continuous line is now laid from Munnsville, ten miles south of Oneida, to Central Square, Oswego County, a distance of forty miles. The distance from Oswego to Central Square is twenty-six miles. It is expected that the track will be laid from the latter place to Fulton, which is not far from Oswego, by the 5th of September. The grading is already done. The work on the Auburn Branch at Norwich has been commenced.

Blue Ridge Railroad.

The *Altoona (Pa.) Tribune* states that Col. J. J. Patterson, Col. J. V. Cresswell, and Hon. James M. Sellers have made a contract with South Carolina for the construction of a road from Anderson, S. C., to Knoxville, Tenn., 198 miles. Thirty-seven miles from Anderson to Marysville are in running order. A distance of 148 miles to be completed is covered by this contract. It is very heavy work, as the road crosses the Blue Ridge. There are ten tunnels—one over 5,800 feet long. The contract includes grading, masonry, bridging, ties, iron, and it is to be completed in two years. The cost will exceed $9,000,000. Twenty months are needed to do the tunneling and grading, and four months for the superstructure. The builders are to advance $1,000,000 before the road advances a dollar, and of this million $300,000 are to be deposited with the road within thirty days after the 1st of August, on forfeit of $50,000.

Cape Fear River Bridges.

WILMINGTON, N. C., August 28.—The iron bridges, built by W. Bollman, over the northwest and northeast branches of Cape Fear River, for the purpose of connecting all the railroad lines centreing here, have been completed, and the first train, with a large party of excursionists, passed over to-day. The completion of this great work greatly facilitates railroad travel, enabling passengers and freight to go through without delay. The entire connection is now complete, except a mile and a half of a branch track on the Wilmington and Manchester Railroad, which will be finished in about ten days. It makes the Wilmington and Weldon, the Wilmington and Manchester, and the Wilmington, Charlotte and Rutherford Railroads almost one road, and marks a new era in the history of this city.

These bridges were built by Mr. Wendell Bollman in Baltimore, and shipped to North Carolina in sections.

Debt of North Carolina.

The Governor of North Carolina being inquired of as to the financial condition of the State; the relative position, as charges on the public revenue of the various kinds of securities issued or authorized to be issued, and the effect of the late decision of the Supreme Court of the State on such securities, replied as follows:

The Supreme Court has decided that the debt of the State contracted before the rebellion is good. This amounts to about $18,100,000. It has also decided that the debt for unfinished works is equally good, and that there is no limit to taxation for these debts. The latter is about $16,240,000. The amount of appropriations that fell under the decision of the Court is $5,100,000—that is, this debt is invalid and falls. The special tax bonds are at present better than the old, for the reason that a special tax is levied and and is being collected, and must be applied to meet the interest on the new bonds, whereas the State will be obliged again to fund the interest on another half year of the bonds. I feel sure that ultimately the State will be able to pay every dollar she owes.

Cumberland and Pennsylvania Railroad.

The immense traffic on the line of the Cumberland and Pennsylvania Railroad compels the company to increase its facilities by the construction of additional tracks, and we noticed last week that a large force was engaged in building additions to the piers of the iron bridge over Will's Creek, above the Narrows, preparatory to widening it for another track. The grading for the additional track as far as Kreigbaum's is mostly done, at which point the Pittsburg and Connellsville Railroad will join them. Mr. Slack, the Superintendent of the road, is bending every energy to make it equal to the demands of the immense trade now passing over it, and constantly increasing. Within another year most of the line of the road will be laid with a double track, and gradually steel rails will supersede the old iron. There will then be scarcely a limit to the capacity of the road, and we may confidently expect the annual transportation over it of more than two millions tons of coal.—*Cumberland Civilian.*

Elizabethtown and Paducah Railroad.

We are gratified to learn of the rapid progress of the work on this road. The bridges over all the rivers are now under contract, and on some of them the work is already under way, and two-thirds of the whole road is now under contract, and a portion of the first letting, extending from Elizabethtown to the line of Ohio County, (a distance of fifty miles) nearly completed. The iron sufficient for track laying to Litchfield in Grayson County is provided, and by October 1st this work will begin. Thus far the active energies of President Thomas and his Board of Directors give promise of the early completion of this valuable enterprise, and the well-known reputation of their Chief Engineer, Mr. MacLeod, insures the work to be well done.—*Louisville Courier-Journal.*

Muscatine, Kewanee and Eastern Railroad.

At a meeting of the corporators of this company at Kewanee, Wis., on the 25th ult., the following gentlemen were elected directors for the ensuing year: Simon G. Stein, of Muscatine, Morrison Travis, of Andover, Ethel V. Bronson and Milo Doty, of Kewanee, Isaac Spencer, of Osceola, Jesse L. Jones and Fred. S. Potter, of Henry, John O. Dent, of Wenona, and A. E. Harding, of Pontiac. At a subsequent meeting of the directors the following officers were chosen: President, E. V. Bronson; Vice President, John O. Dent; Secretary, Milo Doty.

Chicago and Northwestern Railway.

The lines of road owned and leased by this company are as follows: Chicago to Clinton, Iowa 138.1 miles; Clinton to Missouri River, opposite Omaha (perpetually leased), 352.9 miles—total, 491 miles. Junction to Freeport, 91 miles; Elgin to Richmond, 38 miles; Belvidere to Madison, 67.6 miles; Kenosha to Rockford, 72 4 miles; Chicago to Milwaukee, 85 miles; Chicago to Fort Howard, 242.2 miles; Escanaba to Lake Angeline Mine, 67.9 miles; Branches and extensions to mines, 5.9 miles—total length of main lines, 1,156 miles. Total length of lines owned by the company, 803.1 miles. The length of the different Divisions is as follows: Wisconsin Division, 314.6 miles; Galena Division, 261 miles; Iowa Division 354 miles; Madison Division, 67.6 miles; Peninsula Division, 73.8 miles; Milwaukee Division, 85 miles—total, as above, 1,156 miles. Length of double track (Chicago to Junction) 30 miles. Length of side tracks, 181.7 miles. Total miles of iron, 1,367.7.

Maryland Central Railroad.

The survey for the Maryland Central Railroad, which was commenced on the 16th of August by Gen. I. R. Trimble, of Baltimore, and W. S. Shoemaker & Son, has been completed. The starting point is near Towsontown, running in nearly a northeasterly direction, and terminating at the Little Falls of Gunpowder. The distance is about 11½ miles. The line crosses the Great Falls of Gunpowder, near Raven Rock, at an elevation of about 120 feet. The profile shows this to be the most practicable route for a railroad that has yet been examined in that section of country. The most elevated points on the line are at Towsontown, 407 feet, the ridge dividing the Dulaney and Long Green Valleys, 427 feet, and the ridge at Baldwin's, 427 feet above tide water.

Columbia and Port Deposit Railroad.

It is very probable, if not entirely certain, that the Columbia and Port Deposit (Md.) Railroad will now be speedily built. A corps of engineers have again surveyed the route, accompanied by hands, who cleared it of underbrush. R. Crane, Esq., agent for the company, has also been along settling with the owners of property across which the road is to pass. This certainly looks as if the company intended going to work. Mr. Crane assured us a few days ago that it is certain, beyond a doubt, that the road will now be built. He says it is the intention of the company to put that part of the road between Columbia and Safe Harbor under contract in September.—*Lancaster Intelligencer.*

☞ The earnings of the Great Western Railway of Canada for June, 1869, were $300,600 94; and the expenses, $173,403 24—making the net earnings, $127,197 70. In June, 1868, the earnings were $263,170 07; the expenses, $148,052 59; and the net earnings, $115,117 48—showing an increase in earnings of $37,480 89, in expenses, $25,350 65, and in net earnings, $12,080 24. After deducting loss by exchange, proportion of interest charges, &c., the net profit for the five months to 30th June, is $158,923, compared with $120,133 in the corresponding period last year.

☞ Ground has been broken near Hagerstown, Md., for the extension of the Franklin (Cumberland Valley) Railroad from Hagerstown to Williamsport. The distance is seven miles Major Watts is Chief Engineer.

☞ The Frederick (Md.) *Examiner* says that the work on the Frederick and Pennsylvania Line Railroad is progressing finely. The contractors are hard at work grading in the direction of Frederick City. The work of grading is also going on beyond Woodsboro, in direction of Carroll County. The friends of the enterprise entertain the confident hope that the road will be completed at the time specified.

☞ The contract for building the Mississippi River Railroad from Memphis to Covington, a distance of 36½ miles, has been let to Saulpan & Co., for $369,000. This includes clearing, grubbing, grading, trestling, bridging and cross ties; in fact the entire preparation of the road bed for the iron rails. The work is to begin early in September, and is to be completed in eighteen months.

☞ Two parties of surveyors are now at work on the construction survey of the Lamoille Valley Railroad (the Vt. section of the Portland and Ogdensburg R. R.,) and the directors expect to have the road ready for contract this Fall. Five per cent. of the capital stock is now being collected.

☞ The Little Rock *Gazette* says arrangements have been perfected by which the first eighty miles of the Little Rock and Fort Smith Railroad willl be completed, and a bridge built at this place during the next year, and the balance of the road in two years.

☞ Mr. Albion N. Towne has been appointed General Superintendent of the Central Pacific Railroad.

☞ Messrs. Goss, Warner & Co., of Kalamazoo, have taken the contract of building the Allegan and Holland Railroad, 22 miles long.

☞ The new railroad from Easton, Pa., to Waverly, N. Y., has been completed and opened for traffic.

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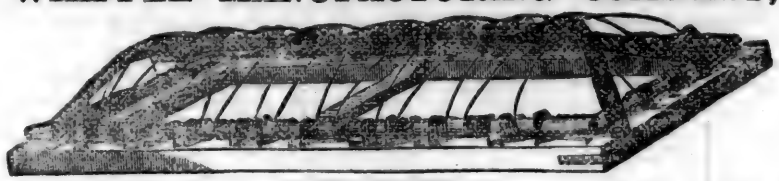
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Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway give PUBLIC NOTICE that they are now prepared to receive Tenders for five further Sections of the line.

CONTRACT No. 8 will be in the Province of Quebec, and extend from the Easterly end of Contract No. 5, at Rimouski, to a point near the Metis River, about 20½ miles in length.

CONTRACT No. 9 will be in the Province of New Brunswick, and extend from the Easterly end of Contract No. 6, towards the Town of Bathurst, about 20½ miles in length.

CONTRACT No. 10 will be in the Province of New Brunswick, and extend from the centre of the Chaplin Island road, near the Court House, at New Castle, towards Bathurst, about 20 miles in length.

CONTRACT No. 11 will be in the Province of Nova Scotia, and will extend from the Easterly end of the Eastern Extension Railway to the Westerly end of Section No. 4, (including the bridge across the Missiquash River, except the western abutment) about 3½ miles in length.

CONTRACT No. 12 will be in the Province of Nova Scotia and extend from the easterly end of Contract No. 7, at Folly Lake, to a junction with the existing railway at Truro, about 24½ miles in length.

Contracts Nos. 8, 9 and 10 to be completely finished before the first day of July, 1871. Contract No. 11 to be completely finished by 1st July, 1870.

That portion of contract No. 12 east of Folly River to Truro to be finished and ready for laying the track by the 1st day of October, 1870, from Folly River to a point opposite the Londonderry Iron Works by the 1st January, 1871, and the remaining portion of said contract by the 1st day of July, 1871.

Plans and profiles, with specifications and terms of contract, will be exhibited at the offices of the Commissioners in Ottawa, Rimouski, Dalhousie, St. John, Halifax, Toronto and Quebec, on and after the 13th September next, and sealed Tenders addressed to the Commissioners of the Intercolonial Railway, will be received at their office in Ottawa up to 7 o'clock, p. m., on the 18th October, 1869.

Sureties for the completion of the contract will be required to sign the Tender.

Commissioners' Office.

Ottawa, 3d August, 1869.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
} Commissioners.

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TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until **October 1st, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Railroad Companies.

OWING TO A CHANGE IN OPERATING, THE Second Avenue Railroad Company offer for sale, at their depot, corner of Sixty-third street and Second avenue, in the City of New York, the following described Cars:

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MONTGOMERY QUEEN,
Vice President
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WHIPPLE'S PATENT CAR SEAT.

The undersigned respectfully notifies managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

Having been informed that one Carr has been manufacturing this seat, and that he is offering it for sale to railroad companies, we hereby notify them that said Carr has no authority from us to manufacture or sell these seats, and all purchasers from him or any person, not an authorized agent of this Company will be prosecuted to the full extent of the law.

WHIPPLE MANUFACTURING CO.
Per **E. Trowbridge, Treas.**
DETROIT, May 23d, 1869

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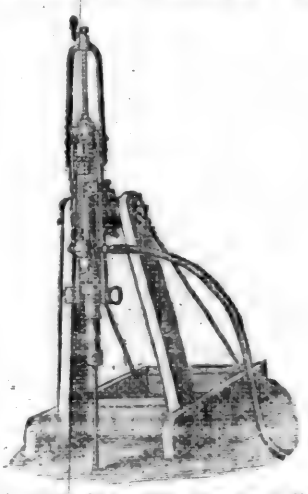
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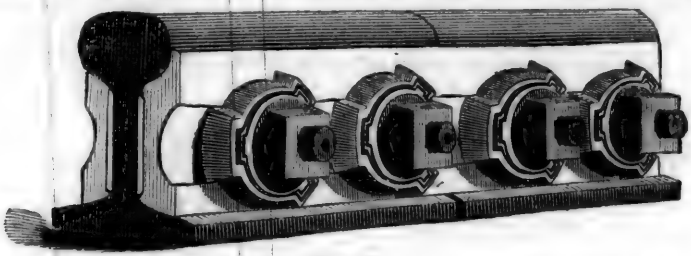
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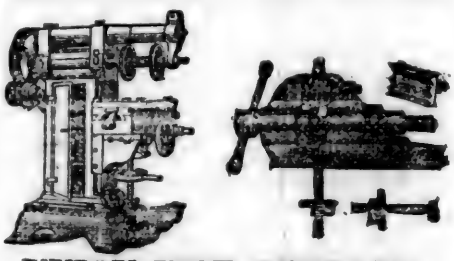
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SECOND QUARTO SERIES, VOL. XXV., No. 37.] SATURDAY, SEPTEMBER 11, 1869. [WHOLE No. 1,743, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 11, 1869.

Changeable Gauge Freight Cars.

The "National Despatch" have a line of Adjustable Gauge Freight Cars running between Boston, Chicago and St. Louis. The changing of the gauge of these cars takes place at Montreal and Sarnia, on the line of the Grand Trunk Railway—the Northern lines of railway between Boston and Montreal, and the roads west of Sarnia, having the narrow 4 ft. 8½ in., while the Grand Trunk has the broad, 5 ft. 6 in. gauge. A shed built over the track protects the workmen who do the shifting from rain and snow. A pit about 4 ft. deep has been excavated between the rails, in which the workman takes his position. It occupies about five minutes to make the change of each car. The device for changing the gauge of the car is by shifting the wheels on both sides of the car upon the axle. The wheels are cast with a sleeve about 10 inches in length which envelopes the axle. This sleeve has two sockets cut in it, corresponding to a like socket cut in the axle; and the change from the broad to the narrow gauge is effected by sliding the wheels just the distance that the sockets in the sleeve are from each other. The axle where the sleeve works is made an inch larger than it is in the centre, and the socket or groove in the axle is cut about ½ an inch in depth. The socket in the sleeve is brought over that in the axle, and a steel key accurately fitted is dropped into the openings—thus holding the wheels securely in place. A double steel pin with curved ends is passed lengthwise through the sleeve and steel key, expanding at the inner end in an enlarged opening, and a tightly fitting gutta percha band is placed over the opening in the sleeve and top of the steel key which serves to snap the key into the groove in the axle when changing the gauge, and as an additional security in keeping the key in position, after the change is effected. This holds the whole securely. A change of gauge is effected by merely taking out the key and passing the car over a converging and diverging track with a guard rail, which contract or spread the wheels as the case may call for. In these cars these axles are fitted for passing over 5 ft. 6 in. and 4 ft. 8½ in. gauges, but the same plan can be used to accommodate other gauges, the openings in the sleeve regulating that matter. These cars are owned by a private company, and are leased to the several railway companies over whose lines of road they run, at a certain rate per mile. They have several hundred on the line, and are building more to meet the increasing through traffic.

Grand Rapids and Indiana Railroad.

The annual report of the Directors of the Grand Rapids and Indiana Railroad, for the year ending July 1st 1869, shows that the company are urging their work to a successful completion, in spite of the many obstacles placed in its way by the representatives of rival interests. The record of the past year is not in all respects satisfactory, but for this the directors properly disclaim all responsibility; and certain it is that, considering the difficulties overcome, the results accomplished in the past twelve months have been highly creditable to those entrusted with the management of the company's affairs. At the date of the last report but twenty miles of the road had been completed, from Grand Rapids to Cedar Springs. Forty five miles are now actually constructed, on forty miles of which daily passenger trains are running. A large amount of work has also been done on 140 miles more of the road which is now under contract, and the directors are confident that, before the date of their next report, 200 miles of the road will be fully equipped and ready for use.

Owing to the unwise and disastrous policy formerly adopted in the management of the financial affairs of the company, even those most deeply interested had, at one time, but little hope of the final success of the enterprise. During the past year, however, the prospects of the company have brightened considerably. On the 1st of May last a contract was made with the Continental Improvement Company, a Pennsylvania corporation, for the construction and equipment of the section of road from Fort Wayne to Little Traverse Bay. The Continental Improvement Company is fully empowered by its charter to carry out the work it has undertaken, and is organized with a capital of $2,000,000, one half of which is already paid in by the subscribers and applied to the construction of the road and the payment of the company's debts. The contracting company is controlled by representatives of the Pennsylvania, and Pittsburgh, Fort Wayne and Chicago Railroads, and the effect of the contract will be to ally the Grand Rapids and Indiana permanently to the line of railway now extending under one management from Philadelphia to Chicago. The power and influence of this alliance will be beneficially felt in the construction and management of the Grand Rapids and Indiana road, and in all the business interests of Western Michigan.

The substance of the contract is that the contracting parties, in consideration of furnishing the right of way, depot grounds and materials, and the construction and equipment of the road according to the standard prescribed in its charter, from Fort Wayne to Little Traverse Bay, a distance of 320 miles, within the time required by law; and the payment, upon an assignment to the contracting company of such debts as by the terms of the contract it is required to pay, shall receive the company's assets applicable to construction, the lands covered by the grants, $8,000,000 of first mortgage bonds, and the amount yet unissued o the $2,800,000 of capital stock, and shall be entitled to operate the road during construction and to receive its revenues; the contracting company assuming the payment of interest on the $8,000,-

000 of bonds, the expenses of operating and maintaining the road, and the expenses attending the organization and management of the railroad company; and, on the final completion of the contract, surrendering the road to the company in good condition, free from any indebtedness incurred since the date of the contract, except the mortgage bonds issued to the contracting company. The effect of this contract, if performed in good faith, will be ultimately to make the contracting company virtually the controlling owners of the road; not, however, to the exclusion of the original stockholders. This contract was not the best that could have been made under other and more favorable circumstances, but considering the extremity to which the company was reduced through its financial discredit, it is probably the most advantageous adjustment of the complication of difficulties at the time practicable.

In view of the arrangement of which we have spoken, the Directors are confident that the work on the line between Fort Wayne and Grand Rapids will now progress so rapidly as to secure the operation of the road between these points before the close of the present year. According to an estimate made last January, there remained to be done to make the road ready for the rails between Fort Wayne and Grand Rapids about 484,000 yards of grading, and about 170 acres of grubbing and clearing and the necessary bridging and ties. The ties required will not exceed 220,000. The heavy bridging is mostly done, including that at Rome City, Pigeon river, the Kalamazoo and Grand Rivers. The statement may, therefore, safely be made, that there is nothing in the state of the work between Grand Rapids and Fort Wayne, (140 miles) to prevent, if the labor and means are promptly and properly applied, that division of the road being put in operation within six months. The facilities for hurrying the work are great, and with the same energy which has been applied under far greater difficulties, on the twenty mile section just completed, the work between Fort Wayne and Grand Rapids can certainly be done in the time named.

The surveys and location of the third section of the twenty miles North of Grand Rapids are already completed. The average earth work will be about 15,000 yards per mile. The crossing of the Muskegon river will be attended with some difficulty, but as far as is known, the section offers no insurmountable obstacle in the way of its completion before the first of January. To secure the completion to Big Rapids by that date, aid to the amount of $30,000 has been voted by the city of Big Rapids, under the enabling act of March last.

The financial condition of the company is better now than it has been for several years past. There has been no material change in the capital stock during the past twelve months, except an increase of $23,000 by payment in full on state subscriptions. No additional stock has been issued, and the total liability for full paid stock on July 1st 1868, is stated by the Secretary at $778,977 49, exclusive of any liability in stock under the Talcott contract, or to the Continental Improvement Company under their contract, or to municipalities or individuals for subscriptions not yet fully paid to the company. Of the account of stock issued, $103,250 is for interest, and $173,000 for "Mackinaw" stock, representing no value paid in to the company, or not exceeding ten per cent. on the "Mackinaw" stock. The late Board of Directors certainly deserve great credit for their management of the affairs of the company; and, if existing contracts are faithfully carried out, the Grand Rapids and Indiana Road will soon be opened to business along its entire line.

Boston and Maine Railroad.

The earnings of this road for the years ending May 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers....	$907,133 23	$997,397 09
" freight.....	603,355 62	689,913 85
" rents.....	28,909 01	27,568 60
" mails.....	13,671 58	14,139 51
" interest, premium on stock sold, etc.....	12,392 94	32,474 50
	$1,565,462 38	$1,761,493 55
Expenses, viz:		
Repairs of road.....	$169,222 11	$178,920 37
" bridges..	30,639 25	32,777 59
" fences, etc.	6,749 11	6,187 36
" stat'ns, etc.	68,689 99	57,071 53
" locomot'es	80,478 54	81,931 15
" cars.....	102,690 96	111,626 33
Remov'g ice & snow.	2 622 57	2,123 68
Switch, gatemen, etc.	43,428 17	46,520 85
Passenger expenses.	126,067 46	136,273 36
Freight expenses....	109,222 11	116,874 60
Wood	69,929 61	62,325 22
Sawing wood; exp. of & pump'g water.	25,773 59	24,483 72
Oil and waste.....	15,970 96	19,646 90
Gratuities & damages	5,478 44	6,303 23
General expenses....	24,108 76	33,895 72
Taxes.....	94,466 56	90,984 96
Insurance.....	5,847 83	6,102 59
Danvers R. R. rent..	7,500 00	7,500 00
Coal for locomotives.	59,362 55	83,588 17
Renewals of rails...	87,433 75	99,365 95
	$1,129,682 32	$1,204,503 28
Earnings less exp...	$435,780 06	$556,990 27
Deduct tax on dividends and surplus.	21,786 67	24,806 51
Net revenue.....	$413,993 39	$532,183 76
Reserved for the purchase of rails, and unadjusted liabilities, etc.....		60,000 00
Leaving.....		$472,183 76
From which two dividends of five per cent. each have been paid.....		455,000 00
Balance.....		$17,183 76
Add balance from previous year.....		976,017 10
Total, as in General Balance Sheet...		$993,200 86

The above balance of $993,200 86, is invested as follows: in Newburyport railroad bonds, $300,000; in Danvers railroad bonds (guaranteed by this corporation) $73,000; in the Danvers railroad contract and stock, $27,430; in the Dover and Winnipiseogee railroad stock, $258,464 14—and the remainder in expenditures on the road, rolling stock, etc., in addition to the capital received from the sale of stock. It is therefore only an element indicating, in some measure, the value of the stock above par; but it is not available for the payment of debts or dividends. The report says:

By a comparison of the receipts and expenditures for the past two years, it will appear that the gross receipts from passengers and freight for the past year exceed those for the previous year, by $176,822 09, and that all the expenses of every kind, including National, State and Municipal taxes, were $77,840 80 more than in the former year, in addition to the sum of $25,193 14 expended for rails, &c., which was charged to the reserved fund of $60,000.

It is now more than a year since work was commenced upon the extension of the passenger depot in Boston. The foundations have been laid upon piles cut so low as to be continually saturated with water, and will therefore prove durable. This portion of the depot is finished, and the rooms have been occupied for several months.

Upon examination of the old, main building, it was found to be necessary, in the opinion of the architect, to strengthen the walls. Consequently about thirty piers or pilasters have been built, resting on piles, inside and incorporated with the old walls. This should have been done when the building was erected.

The piles, also, upon which the foundations of this building rested, were found to be in a decaying state, and already there were indications that the walls were settling. To preserve the building, a slow and expensive work has been accomplished. All the piles, under the old structure, have been cut off two and a half feet lower, where they are perfectly sound, and a new foundation built thereupon, underneath the former foundation, and made perfectly firm and solid by driving iron wedges between the upper and lower foundations. This difficult undertaking was placed in charge of an experienced and faithful builder, and it has been executed, it is believed, in such a manner as to render the present foundation permanently secure. A new roof is now in the process of replacing the old roof. The whole of the inside is to be removed and a new set of rooms, for the various offices, are to be finished in the front end of the old building. When completed it will furnish all the accommodations required for many years to come, notwithstanding the continually increasing business of the road.

The apartments, intended more especially for the accommodation of the public travel, already finished, give great satisfaction. The dining hall is large, and well furnished. Connected therewith, in the attic over the baggage room, is a capacious, light and well ventilated kitchen, completely furnished with all cooking and other apparatus necessary for such an establishment. The communication between them is by means of dumb waiters.

These apartments, together with the privilege of selling periodicals, &c., are leased at a rent which will pay the interest on a considerable portion of the expense of the enlargement.

A new passenger depot has been erected at South New Market. It was much needed. A suitable building for freight purposes is also required at this station, which is increasing yearly in importance. A large addition has also been made to the car shops at Lawrence.

An iron bridge of the Mosely pattern is contracted for to be placed over the river in Exeter. The same kind of bridge has been in use upon other railroads, where they have proved acceptable.

The road is considered to be in good order and condition. The cost for new rails, beyond the value of the old iron for the last year, was $114,365 95.

During the same period some 65,000 cedar ties have been laid, costing about $32,500.

We have, in our main line, branches and sidings, what is equivalent to 200 miles of single track to maintain; in which are laid about 20,000 tons of rails and 450,000 ties to support them.

It is hoped that it will not be necessary to put in place, annually, so much iron and so many ties in the future.

As business increases, it will probably be considered true economy to put down steel in preference to iron rails, where the service is severe.

During the past year we made a purchase of land in Lawrence to the amount of $40,000. Also land in Somerville and Charlestown, adjoining our location on either side, partly marsh land and partly flats, amounting to about twenty-five acres, for $20,000. All of the above land is so situated that it can easily be made available for railroad

purposes, and will, ere long, in all probability, be needed for actual use.

During the last two years extensive repairs have been made on Charles River Bridge. At least $10,000 worth of Southern hard pine timber has been used for that purpose.

One mile of a second track, between Atkinson and Plaistow brick yard, laid with new iron, has also been constructed.

The usual repairs on the station buildings and other property owned by the corporation have been made. Some new depots, wood sheds, &c., are needed on the line of the road, which will be attended to in due season.

The legal controversy between the Portland, Saco and Portsmouth Railroad Company and this corporation, referred to in our last report, has been decided in our favor. The claim made by said Portland, Saco and Portsmouth Railroad upon the Eastern Railroad Company and this company, for the semi-annual payments in coin, under the 7th Article of the Contract of April 1, 1847, has been compromised and settled to the general satisfaction of all parties. By this arrangement the Eastern and Boston and Maine Railroad have agreed to pay, in currency, the sum of $90,000 each, in full of all claims under said 7th Section, and, in addition thereto, the present and future semi-annual payments, as they become due, in coin.

We do not know of any reason, now that this great question is harmoniously arranged, why the contract of 1847 may not be carried out in good faith, and be beneficial in its operations to the three corporations concerned, for a long time to come.

On the first day of November, 1868, the Dover and Winnipiseogee Railroad came into our possession by contract. Since then there has been no addition to our road, except in side tracks. Our Annual Report, in 1865, contains the first full year of our operations after the contract. The gross receipts from passengers and freight for the whole road and branches, are therein stated to have been $1,218,739 50; in 1866, they were $1,462,228 00; in 1867, $1,558,680 25; in 1868, $1,510,488 85; in 1869, $1,687,310 94—increase in four years, $468,571 44.

The falling off in the passenger receipts in 1868, amounting to $69,550 74, is accounted for by the reduction of the tariff in the spring of 1867. With this explanation, the above indicates a healthy and steady growth in the business and receipts of the road. The gross receipts for the last year were at the rate of fifteen hundred dollars daily more they were four years previous thereto. In consequence thereof we have been compelled to increase our transportation facilities, in every department, in order to meet the reasonable demands of the public for accommodation. We have now, in efficient condition, 45 locomotive engines, 74 passenger cars, and more than 1000 freight cars. In addition we have a full complement of baggage, gravel and other cars. They are fully employed, and frequently forced to their utmost capacity.

Allusion has been heretofore made to the great outlay for rails and ties during the past year. This has become a serious matter. It was stated, in our last Annual Report, that the outlay on account of rails for the previous year was $87,400, which was $35,000 more than for any preceding year. The expenditure for the past year was about $27,000 more than that, or about $79,000 more than the average for the previous ten years. We have, as an experiment, put down steel rails and steel headed rails. They have seen two years service or more. Each kind indicates great endurance and long life.

About the time of closing our accounts we received 500 tons of rails from Wales. They are called the "Aberdare steely head rail." They will be embraced in the next year's account. Their cost was about $84 per ton, and we have strong hope that they will prove as good as they were recommended to be.

In times past we have expressed to you our confidence in the value of your property in this road. Every year increases, and confirms us in that confidence.

CONDENSED BALANCE SHEET.

Construction		$4,355,995 84
Equipment		688,819 27
Property accounts—materials		153,601 07
Cash	$52,033 37	
Notes	43,500 00	
Freight bills, etc.	15,501 07	
Open accounts	10,716 64	
		121,751 08
Land & improvements D. & W. R.R.		22,492 75
Prepaid insurance		2,449 02
Danvers Railroad bonds, endorsed by us, taken at par		73,000 00
Danvers Railroad account		27,430 00
Newburyport Railroad, as per agreement		300,000 00
Great Falls and Conway Railroad bonds, guaranteed by Eastern Railroad in New Hampshire		20,000 00
Insurance scrip		120 00
Dover and Winnipiseogee Railroad stock		258,464 48
		$6,024,123 51
Capital stock		$4,471,274 52
Notes payable	$205,000 00	
Tax bills—estimated	37,971 74	
Sundry balances	38,762 95	
		281,554 69
Deposit on account of Newburyport Railroad bonds		2,160 00
Amount payable on account of Newburyport Railroad bonds		1,490 00
Suspense account, being unexpended balance of amount reserved		34,806 86
Tax on dividend and surplus		12,136 58
Dividend payable July 1, 1869		227,500 00
General reserve account, being undivided earnings to date		998,200 86
		$6,024,123 51

President.—F. COGSWELL.

Directors.—Francis Cogswell, Peter T. Homer, Nathaniel G. White, E. J. M. Hale, George C. Lord, Amos Paul and John E. Bickford.

Treasurer.—A. BLANCHARD, JR.

Superintendent.—WILLIAM MERRITT.

The Pennsylvania Tonnage Tax.

The act of the Legislature of Pennsylvania, of August 25th, 1864, imposing a tax on every ton of two thousand pounds weight carried over the railroads and by the steamboat, canal, slack water navigation and transportation companies of this Commonwealth, has recently been declared by the Supreme Court to be constitutional. The objection alleged to the validity of this tonnage tax was that the law created a regulation of commerce, and was an impost act beyond the power of an individual State. The opinion of the Court was delivered by Judge Agnew, who, in noticing the relations between the Federal and State Governments, said: "Upon the Declaration of Independence, in 1776, the Colonies became separate and sovereign States, and in entering into the Federal Union they parted only with some of their sovereign powers, all the undelegated and unprohibited powers being reserved to the States or to the people thereof?" "These reserved powers," Judge Agnew, following the decision of Chief Justice Marshall, says "include the right to pass laws regulating the internal commerce of the State, and those with respect to turnpike roads, ferries, &c. The States have built up railroads and canals under their unquestioned power to improve their own resources and to regulate their internal affairs, and have a right to compensation for the expenditure. As the roads in Pennsylvania were built by herself, or under franchises granted by her the right to exact tolls, charges and fares for their use, is a necessary consequence of her power to construct them. If the railroads were in the hands of the State, as some of them once were, the Federal Constitution could not forbid the State to increase her revenue by an increase of the charges of transportation, nor could it forbid a tax on the franchise when in the hands of a company." In reference to the interference with inter-state traffic Judge Agnew says "it is carriage, not destination, which gives the right of toll, tax or charge which is levied, not because the products of mining, manufacture, and agriculture go out or come in, but because they have the privilege and benefit of transportation." The charge, it is asserted, is clearly nothing but a tax on the business of the roads, measured by the number of tons carried over them. The Pennsylvania ton of 2000 pounds, it is contended, is a convenient and equitable means of measuring the subject of the tax, and in ordinary language the charge is called a tonnage tax, but is not on that account to be confounded with the tonnage of capacity forbidden by the Federal Constitution to be levied by a State.

From these and other considerations, the Court held that the law in question is in no sense a regulation of commerce or an attempt to tax interstate commerce, and is a lawful exercise of State power over creations and uses brought into existence by her own authority.—*Phila. Ledger.*

Boston, Hartford and Erie Railroad.

The operations of this road are pushed with energy, about four thousand men being employed on the two unfinished sections. The nearest of these is from Putnam, Conn., to Willimantic, in the same State (23 miles), is under the charge of Mr. Munson, who has about 1,500 men at work and about $200,000 worth of machinery. Upwards of seven miles of the road have been completed, commencing at the Williamantic end of the section and coming this way, and the grading has been continued a few miles farther.

There are two points—one a very high rise, and the other situated near Pomfret (a ledge), where large numbers of workmen are engaged, and which will, without doubt, be finished this fall, although these portions will probably be the last finished. A large bridge has been constructed over the Naugatuck river, with abutments fifty feet high, built up in solid, first-class masonry. The span of this structure is one hundred and fifty feet, and a double track has been laid across the whole of this section, having also a double track.

A similar bridge, nearly completed, is also in process of construction over the Quinnebang river and upon which the tracks will be laid in a few days. When this section of the road is finished connection will be established at Williamantic with a branch of the road now running from Providence to Waterbury, thus opening railroad communication from this city to the latter place.

From Waterbury to Fishkill (a distance of about sixty miles) where the road will connect with the New York and Erie line, the operations are under the charge of Mr. Dillon, contractor. About 2,500 men are employed here, being distributed along at different points.

About fifteen miles of track have already been laid from Fishkill, and the contractor says it will be all graded by the first of April, and the tracks will be laid very soon after. The work on this road is being accomplished in the most thorough manner, some of it rivalling any before done in this country.—*Boston Tranecript.*

☞ The Muskegon and Grand Haven Railroad Company have completed negotiations with the Detroit and Milwaukee Railroad Company by which the latter endorse the bonds of the former, securing the completion of the road from Grand Haven to Muskegon, by about Nov. 1, 1869.

Grain Trade of Buffalo.

The movement of Flour and Grain from the West through Buffalo, from Jan. 1 to Sept. 1, this year, including Flour estimated as Wheat, is 1,793,272 bushels more than for the corresponding period in 1868. The receipts of Grain show an increase of 90,782 bushels over the receipts of last year; and the receipts of Flour are 200,498 barrels more than were received in 1868 to Sept. 1. There has been a great increase in the movement of Wheat from the Western ports to Kingston and Montreal for export from the latter port by the line of steamers plying between there and Liverpool, which has told heavily on the trade of Buffalo.

The following will show the imports of flour and grain into Buffalo from the West by lake and Grand Trunk Railway for the month of August, and from Jan. 1 to Sept. 1, 1869, as compared with previous years:

FOR THE MONTH OF AUGUST.

	Flour, bbls.	Grain, bush.	Grain, including Flour, bu.
1869	170,119	4,740,887	5,591,482
1868	161,001	5,785,533	6,590,538
1867	161,938	5,010,088	5,819,779
1866	102,588	6,163,776	6,678,727
1865	132,656	5,110,797	5,774,077
1864	174,383	5,442,528	6,314,413
1863	143,594	3,386,584	4,104,554
1862	243,675	9,018,581	10,286,956
1861	215,195	6,397,461	7,473,436
1860	147,227	4,669,462	5,405,597
1859	127,609	1,349,324	1,987,369

FROM JAN. 1 TO SEPT. 1.

	Flour bbls.	Grain, bush.	Grain, including Flour, bu.
1869	783,051	20,986,071	24,801,326
1868	582,553	20,095,289	23,008,054
1867	419,146	16,044,357	18,140,087
1866	575,655	30,558,669	33,436,944
1865	946,328	20,906,038	25,637,678
1864	1,228,774	24,238,199	30,382,099
1863	1,398,673	29,450,686	36,444,051
1862	1,556,486	32,305,327	40,087,757
1861	1,009,803	23,693,445	28,472,460
1860	535,230	14,365,055	17,041,205
1859	645,535	4,722,696	7,950,371

The following will show the canal exports of flour and grain from Buffalo from the opening of canal navigation on May 6, 1867, May 4, 1868, and May 10, 1869:

	1867.	1868.	1869.
Flour, bbls	599	474	33,744
Wheat, bu	788,402	2,255,655	9,315,049
Corn, bu	8,934,393	9,674,290	4,192,522
Oats, bu	2,201,118	3,719,726	1,667,941
Barley, bu	55,060	13,960	.....
Rye, bu	168,160	37,975	2,175
Total bu	12,147,133	15,701,606	15,177,687

The following will show the aggregate receipts of tolls at Buffalo from the opening of the canal May 1 to Sept. 1, from 1860 to 1869 inclusive:

1869	$953,977 39	1864	$1,324,573 00
1868	1,015,109 06	1863	1,664,651 00
1867	948,728 36	1862	1,685,915 00
1866	1,255,197 00	1861	679,461 00
1865	1,110,297 00	1860	604,426 00

The annexed will show the number of boats cleared at Buffalo from the opening of the canal to Sept. 1, in the years:

1869	3,899	1864	4,663
1868	7,067	1863	4,837
1867	3,591	1862	6,133
1866	4,660	1861	4,780
1865	3,680		

From the Dubuque Times.

Improvement of our Western Rivers.

In order that an intelligent conception may be formed of the nature, extent, and probable cost of improvements of immediate necessity required on Western Rivers, the following statements and extracts have been compiled from the official reports of eminent engineer officers of the United States in charge of the several works. The information is all embodied in the report of the Secretary of War, submitted to the second session of the Fortieth Congress, and is printed with the President's message and accompanying documents of 1867–'68.

From these reports it appears that the improvement of the falls of the Ohio, at Louisville, and of the rapids of the Mississippi, at Keokuk and Rock Island, the deepening of the channels at the mouths of the river, the removal of snags and sunken wrecks, and the employment of dredge boats in improving the water on sand bars are regarded as works of a national character, demanding the immediate attention of Congress. These opinions are expressed by gentlemen of the highest character as engineers, whose chief motive is the general development of the country and the promotion of the public service.

FALLS OF THE OHIO.

Estimates by Maj. Gen. Godfrey Weitzel:

For Louisville and Portland Canal extension	$933,500
For new canal on Indiana side	3,470,000
For two dams	225,000
Total	$4,628,500

The extension and improvement of the old canal, as recommended, will make its length about two miles; give a depth of six feet at the lowest stage of water; width of canal, 100 feet; two lift locks of 13 feet, each 350 feet long, and 80 feet wide.

The new canal on the Indiana side is estimated at 2¾ miles long, 120 feet wide; locks, 400 feet long, 100 feet wide, 24 feet lift; descent of bottom of canal, 8 feet, with six feet of water over the mitre sills at the lowest stages; so constructed as not perceptibly to disturb the natural order of things, and to allow the use of the natural channels by boats, in high stages of water.

In his report accompanying these estimates, Gen. Weitzel remarks, "No one can deny that the Ohio River is a national highway, and that the falls at Louisville are an insurmountable obstruction in this highway, on an average of three hundred days in the year. It is clearly the duty of the Government to remove this obstruction as it did and does, almost everywhere on the Atlantic coast, and Northern lakes.

"It will be safe to say that the commercial interests of this country have been damaged to the amount of at least fifteen million dollars by the failure of the Government to construct a suitable canal at this place.

"With an improved Ohio River more freight will be carried at a cheaper rate between Pittsburg and Cairo than by half a dozen railroads connecting these points."

OHIO RIVER ABOVE AND BELOW THE FALLS.

Estimates by W. Milnor Roberts, Superintending Engineer, recommended in reports of War Department:

For improvement of river between Pittsburg and Louisville, 615 miles	$473,000
Between Louisville and Cairo, 400 miles	363,000
Total	$836,000

DES MOINES RAPIDS, MISSISSIPPI RIVER.

Maj. Gen. J. H. Wilson reports, September 10th, 1867, "that the permanent completion of the work of improvement at the Des Moines Rapids, according to the plan which has been approved and adopted by the Government, will require an expenditure of $1,479,647."

Gen. Wilson states in his report that "the losses by detention and accidents on the Des Moines Rapids alone are estimated at $500,000 yearly, and to cover extra hazard by these obstructions, an additional insurance of thirty to fifty per cent. of the usual rate is asked."

"Besides all this there is 400,000,000 feet of lumber annually which finds its way to market on the Mississippi. Not less than two per cent. is added to the price of lumber on account of the dangers and delays in passing the obstructions at the rapids." (If Gen. Wilson had put this estimate at five per cent. he would have been nearer the fact.)

The Des Moines Rapids are eleven miles in length, with a fall of twenty-two feet. The mode of improvement adopted is a lateral navigation canal, extending along the Iowa shore from Keokuk to the village of Nashville, a distance of seven and six-tenths miles; thence to Montrose, making a through cut of two hundred feet wide and five or six feet deep along the natural channel of the upper chain of these rapids. This plan, says Gen. Wilson in his report, "I am convinced would give the best, cheapest and simplest improvement, all things being considered, that could be devised, and could be more readily carried into effect than any other.

DIMENSIONS OF CANAL.

Length 7.6 miles; width on the water surface three hundred feet, and depth at the lowest stage five feet. Two lift locks and one guard lock. The size of the lock chambers 350 feet between the quoins, and 80 feet wide at the top—and to lift respectively, eight and ten and one-third feet. By this mode of improvement the natural channel will be left free for use in high water.

ROCK ISLAND RAPIDS.

The Rock Island or upper rapids extend from Le Claire to Davenport, a distance of 14.26 miles, measured on the Iowa shore; with a total fall of 21.46 feet. The mean width of the Mississippi in this distance is about 2,500 feet. The greatest velocity is on the Moline chain 5½ miles per hour at low water. In the length of these rapids there is eleven miles of good navigation, and only about three miles that are dangerous or difficult to pass at low stages of water. The plan of excavating the rock has been adopted as the most feasible mode of improvement. According to the estimate of Gen. Wilson this plan involves the removal of about 57,500 cubic yards, at a total cost of $813,601 03, of which $300,000 has already been appropriated. This will give a channel two hundred feet wide and four feet deep in low water.

MOUTH OF THE MISSISSIPPI RIVER.

The *debouch* of the Mississippi river into the sea, by several outlets, is called "the passes." Bars exist at the mouths of all the passes, so that it is difficult for large vessels to enter the river. The two principal outlets from the river to the sea used for purposes of commerce are the Southwest Pass and Pass a'Loutre. Gen. McAlister, in charge of the work of improvement at the mouth of the Mississippi river, thus reports to Gen. A. A. Humphrey, Chief of Engineers, under date of September 12th, 1867:

"As a result of the survey, Pass a'Loutre was selected for improvement under the appropriation for the current fiscal year and the unexpended balance of the one for last year, amounting together to about $273,000. The plan adopted is that of excavating and stirring, or harrowing up the minute alluvial material, forming mainly the bars by deposit from the heavily-laden waters of the river, by means of double-ender dredge boats, fitted with an excavating screw, fourteen feet in diameter, of four blades at one end (similar and similarly mounted to the ordinary screw propeller) turning by means of a double engine, at the rate of sixty revolutions per minute, and reaching two feet below the under side of the keel; and an auxiliary scraper or harrow at either end. The light, and in many cases almost semi-fluid material thus again brought into a disseminated and floating condition will be gradually carried off to deep soundings by the current of the river and tide of the Gulf.

"Owing to the character and condition under

which the bars are formed and maintained, this work is not susceptible of certain and permanent completion. The water of the river is constantly laden with sediment, and with an increasing tendency to rapid deposit on the bars the instant the channel depths are increased. After the completion of the two dredge boats required for the work, an annual expenditure of $100,000 will be required for the constant maintenence of a twenty-foot channel, of which $75,000 is estimated for removing and working expenses, and $25,000 for repairs, buoys, etc.

"During the next fiscal year $375,000 can be profitably expended upon the work, and is absolutely essential to its success, of which amount $100,000 is estimated for running and working expenses, repairs, &c., and $275,000 for construction and delivering of the second of the two required dredge boats. At least two dredge boats are required for constant maintenence of a channel, since a machine of their character is liable at any time to become disabled to the extent of requiring a cessation of work for repairs, and must be docked at least once a year for general repairs and overhauling."

UPPER MISSISSIPPI RIVER.

Estimates of Gen. G. K. Warren of cost of work that will secure at all times four feet of water from head of Rock Island rapids to the mouth of the St. Croix river, and three feet thence to the Falls of St. Anthony:

Experimental dam at Prescott	$5,000
Experimental dam and dredging at Wau-coutachute	3,000
Experimental beacons at two places	800
Two snag and scraper boats	60,000
Expenses annually for service of boats	36,000
For lock and dam at Meeker's Island	230,665
Total	$334,465

"It is desirable that the whole amount should be appropriated at once."

"The total amount for subsequent years, $40,000."

"The above plan is recommended in preference to an extended system of wing dams which would cost to construct $2,000,000, and at least an annual outlay for repairs of $60,000."

LOWER MISSISSIPPI.

Col. J. N. Macomb, of the engineer branch of the U. S. Army, made an examination of the Mississippi river, below St. Louis, in the summer of 1867, in relation to the dangers of navigation, and he reports that "between St. Louis and Cairo navigation is obstructed by two hundred snags and sunken logs strewn along the channel of the river, and twenty-five wrecks of boats, the accumulation of years.

There is no data by which to determine the frequency of such impediments in other parts of the lower river, and upon the Missouri, but it is notorious that the navigable channel of the river is everywhere beset with danger from this source, imperiling life and property to an incalculable degree.

The best engineers of the country are agreed as to the comparative ease with which obstructions of this kind can be removed.

In the absence of specific estimates, an appropriation of $1,000,000 is suggested as a reasonable provision for the removal of snags and wrecks, and the repair of levees at threatened points on the Lower Mississippi.

RECAPITULATION.

To complete improvement of Des Moines rapids of Mississippi river	$1,479,647
For Rock Island rapids	813,601
For Upper Mississippi	334,465
Mouth of the Mississippi	375,000
Falls of the Ohio river	4,628,500
Ohio, above the falls	473,000
Ohio, below the falls	373,000
Removal of snags and wrecks, and repair of levee	1,000,000
Total	$9,467,213

Less than ten millions of dollars required to clear the main obstructions from a river that floats an annual commerce of $2,000,000,000. A half per cent. of the value of this commerce, only, required to render the navigation of the river comparatively safe and easy, and save at the lowest possible estimate, two hundred million dollars annually to the people. The government has given its lands and to the extent of hundreds of million of dollars to aid in the construction of railroads, and enrich corporations, shall it not, now, do something to unfetter the commerce of the great river, which is our only truly national highway, and relieve the products of the West from the usurious rates of transportation that the cupidity and avarice of artificial lines are heaping upon us?

DUBUQUE, August 25. V.

Grain Trade of the West.

The following will show the comparative receipts of Flour and Grain at the ports of Chicago, Milwaukee, Toledo, Detroit and Cleveland, from January 1 to August 28, in the years indicated:

	1869.	1868.	1867.
Flour, bbls.	3,112,853	2,074,869	1,740,823
Wheat, bu.	23,304,827	12,491,378	9,208,062
Corn, bu.	21,111,099	24,275,552	21,719,371
Oats, bu.	7,311,260	8,993,890	6,215,703
Barley, bu.	494,951	594,933	695,420
Rye, bu.	643,154	619,880	818,021
Total, bu.	52,935,291	46,975,133	38,656,577

The following shows the aggregate shipments of Flour and each variety of Grain from the ports of Chicago, Milwaukee and Toledo, including those by lake and rail—excepting the rail shipments from Chicago—from the opening of navigation to August 28, 1869, and for the corresponding period in the other years indicated, viz:

	1869.	1868.	1867.
Flour, bbls.	1,173,625	914,616	539,204
Wheat, bu.	16,301,951	7,476,977	3,947,483
Corn, bu.	11,995,317	19,482,580	14,139,339
Oats, bu.	3,539,868	6,066,271	3,338,356
Barley, bu.	31,611	12,037	92,866
Rye, bu.	94,720	265,647	302,548
Total grain, bu.	31,963,467	33,303,512	22,820,592

Pittsburg and Connellsville Railroad.

The operations for the past year on the sixty-one miles of the Pittsburg and Connellsville Railroad, eastwardly from Pittsburg, over which trains are now running, have been exceedingly gratifying. The exhibit made at a late meeting of the Board of Directors shows an increase of thirty per cent. of tonnage as compared with the preceding year. Some idea of the business the road is already doing may be had from the fact that the amount of coal and coke hauled over it was not less than three hundred thousand tons, and the total amount of raw material for manufacturing purposes, excluding coke, taken to Pittsburg was not less than five hundred thousand tons. What the road is destined to do when the rich mineral and agricultural regions through which it will pass are opened up and developed can scarcely be estimated. The ninety miles yet to be completed to connect it with Cumberland are all under contract.

☞ The contract for building the levees in Boliver, Washington and Issaquena counties, Miss., has been awarded to Capt. W. M. Williams and Martin Keary, of Vicksburg. The work comprises 1,500,000 cubic yards of earth, and the capital required for the undertaking will approximate $1,000,000.

A New Patent Car-Starter and Brake.

Captain J. W. Wilson, of the United States revenue service, has patented a brake and car-starter which is calculated to afford great relief to horses on horse railroads. The chief object is to relieve the horses from the strain of starting a car, when it has been stopped to take on passengers. Experience shows that the greatest wear on street-car horses in this city is in starting the cars, which stop at almost every corner. The strength required to draw a car when in motion is slight in comparison with that required to move a car loaded with passengers, when it is once stopped. Captain Wilson has contrived an ingenious and simple arrangement of friction wheels, by which he throws a spring into gear; and when the brake is taken off the spring starts the car ahead, without any effort on the part of the horses. The brake may be used at any time without the spring, at the discretion of the driver, as, for instance, when going down a grade. The spring may be used with less labor than the driver has to use in controlling ordinary brakes. It can be placed upon any car now in use, without any change in the running gear, except the addition of the patent brake, which is itself very simple. Such a contrivance is needed to save the straining of horses attached to heavy cars; and it should commend itself to the managers of our street railroads.

Nashua and Rochester Railroad.

At a meeting of the stockholders of this company at Derry, N. H., on the 1st inst., the following board of directors was chosen: Gen. Alfred Hoyt of Durham, Hon. N. N. Whitehouse of Rochester, Hon. J. D. Otterson, and Col. Gilman Scripture of Nashua, Col. Charles D. Waters of Groton, Mass., H. R. Underhill of Derry, T. J. Melvin of Chester, Col. George Marston of Sandown and Dr. Josiah C. Eastman of Hampstead. At the meeting all the towns on the line of the proposed road were fully represented, and a determined spirit was manifested to adopt the most vigorous measures for the immediate prosecution of the enterprise. The directors were instructed to secure the balance of the subscriptions to the stock within thirty days. Gen. Hoyt, one of the new directors, subscribed ten thousand dollars, and several of the towns reported large subscriptions—among them Chester, $40,000, and Sandown, one of the smallest towns on the line, $25,000. The prospects of the enterprise were never better, and it is confidently expected that the new board of directors, who are men of wealth, energy and large business experience, will adopt the most vigorous measures for the early completion of the road.

Western Pacific Railroad.

SAN FRANCISCO, Sept. 6.—By the completion of the Western Pacific Railroad on Monday, the cars now travel continuously from the harbors of New York, Boston, Baltimore and Philadelphia to the harbor of San Francisco. Arrangements have been made for carrying through passengers and mails between Sacramento and San Francisco, without transhipment, inside of four hours.

☞ The Kansas Pacific, Illinois Central, Milwaukee and St. Paul, and some ten or twenty of the largest Western railways, are about testing a new joint on their track, the nuts of which tighten up instead of working loose, which, it is said, will add greatly to the safety of the road, and be a great saving to the rolling stock.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,800		
Do. do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A. J.O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A.N	Aug.'69 3
Brooklyn City & Newt'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921 412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	13,768,500	J. & J.	Jan'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.50	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,000,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Ap'l.'69 5c
Cincinnati City Passenger....		J'n &J'ly	Jan.'68@2
" Street.....		J. & J.	Jan.'68@2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 5½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y'69 3½
Cleveland and Pittsburg... 50	5,424,091	J A.J &O	Aug.'69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	May'69 5
Concord & Porte., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn.100	500,000		
Conn. & Passum'p. Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....200	1,700,000	J. & J.	Jul. '69 5
Cumberland Val'y 50	1,316,900	A. & O.	Oct.'68 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'69—
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly'69 3½
Do do. pref.100	1,987,361	J. & J.	J'ly'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul.'69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul.'69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100	2,389,730		
East Tenn. and Virginia...100	657,800		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	M'y'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	57,765,300	F. & A.	Feb.'68 4
Do. pref.....100	8,534,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300		
Evansville & Crawfordav.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y'67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100		M. & S.	Sep. '69 4
Green and Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jul. '69 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,937,100	A. & O.	Apl. '69 4
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	26,592,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000		
Leeds and Farmington*.....		J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	July'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,360		
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati.... 50	3,618,374		
" " 1st pref. 50	6,586,138	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,376	J. & J.	Jan. '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " " pref.....100	8,168,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,456,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sep'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates....100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue..... 100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh...100	3,067,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Alleghany R. 50	4,259,000	J.A.J&O	Jul. '69 2½
Old Colony & Newport 100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A J&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,900,700		Jan. '68 3
Philadelphia and Reading 50	21,304,301	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Ap'l '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chicago.100	11,500,000	J. A J&O	July'69 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	B. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga .100	2,500,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred..... 100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,489,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,289,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham, and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000		
" " (W.D. pref.100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian....100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,497,791		
Western Union 100	2,707,693		
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,778		
Winchester and Potomac....		J. & J.	Jul. '69 3
Warren..... 100	1,547,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 $4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y'67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union.....			
" preferred 50	2,907,880		
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —		J & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express ..... .500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	347,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,160	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,666	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,528	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,206	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	440,300	480,900	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,088	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,094	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,606
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,650	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,101	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,086	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	596,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,000,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	496,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,823	656,424	781,562	827,639	685,554	746,990	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	364,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	280,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,594
1869	284,192	265,137	242,705	311,883	312,529	348,891	310,800	.....	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,481	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Sept. 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118¼
.. .. coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	123
.. .. coupon		6	" "	1881	122
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	121½
.. .. .. (5-20s).....coupon		6	" "	1882	121½
Loan of March 3, 1864 (5-20s)...registered	23,882,500	6	" "	1884	121½
.. .. .. (5-20s).....coupon		6	" "	1884	121½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	121½
.. .. .. (5-20s).....coupon		6	" "	1884	121½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	120½
.. .. .. (5-20s).....coupon		6	" "	1885	120½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	119
.. .. .. (5-20s).....coupon		6	" "	1886	119½
.. .. 3d series (5-20s)...registered	379,588,450	6	" "	1887	119½
.. .. .. (5-20s).....coupon		6	" "	1887	119½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	120½
.. .. .. (5-20s).....coupon		6	" "	1888	119½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	111
.. .. .. (10-40s)....coupon		5	" "	1904	110½
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95-'99	110
Certificates of Mar. 2, 1867, and July 2, 1868...	50,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	324,182	var	.....	Due.	....
Treasury Notes (7-30s).....	989,750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,714,980	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114,913	*nil.*	.....	Dem.	....
Fractional Currency	30,711,800	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	752,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	93
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	128
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	99½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	98
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91½
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	66
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	84½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	....
. — .. .. 1827.....	24,000	5	" "	1880	96
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	....
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101½
.. —Sewall Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	106¾
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	124½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	....
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,900	6	" "	1873	102
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	55½
.. — .. (new)	3,059,045	6	" "	'92-'98	47½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,123	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	110
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.	1,000,000	6	" "	'75-'79	70
.. —Funding Bonds	1,282,971	6	" "	'70-'90	67
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60½
.. —	2>9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	52½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	58
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	57½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95¼
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	76½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,820	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92¾
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	61½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	97
Loan for $675,000	675,000	6	" "	" "	1875	90½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1870	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	92
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	94½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
2d Mortgage	75,000	7	" "	"	1868	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	85½
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	93½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1888	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	100
Chillicothe and Brunswick:						94½
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	74
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	66½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1883	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	81
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	243,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'70–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,603,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $800,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	93½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1883	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	436,660	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	64
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1888	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	80
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	96½
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,929,000	7	May & Nov.	" "	1875	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,800	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	85
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	87
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	69½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.		1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	93½
Detroit, Monroe & Toledo Mort	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86½
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling } 1st *Mortgage*, Sterling }	4,593,000	6* 8*	May & Nov. " "	London. Mobile.	1882 1882	 52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38½
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7½	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	92
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250.000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	" "	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109
2d Mortgage	276,500	7	— & —	"	18—	83½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	125,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	
Equipment Bonds	300,000	8	" "	"	'69-'78	100 102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	92
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	84
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	....
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	94
Orange, Alexandria & Manassas:						101
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	73½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	83½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70½
Va. State Loan	249,962	6	" "	" "	1887	72½
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71-'73	91
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						....
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	98½
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						....
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						....
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
1st Mortgage (General)	5,000,000	6	" "	"	1881	89½
2d Mortgage	4,000,000	7	" "	"	1901	83½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						....
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	84
Bonds of 1857, convertible	171,500	6	" "	"	1886	97½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	106
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						....
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	73
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	90
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	82½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	292,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	420,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95-'99	84½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	83½
2d Mortgage	1,500,000	7	" "	Boston.	1891	39
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76-'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90¾
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	72¾
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97¾
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	**den and**	**A**	**mboy R. R.)**			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97½
Convertible Loan	1,201,850	6	" "	"	1877	82
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	64
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61¾
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Railroad. Branch Lins.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.
		M.	M.	M.	M.				
Sept. 30 1868	Adirondac.....New York.	25.0	—	0.4	157.0	1	—	—	6
Jun. 30, 1869	Alabama and Chattanooga....New York.	70.0	—	—	23.0	—	—	—	—
Sept. 30, 1868	Albany and Susquehanna ¶....New York.	125.0	—	11.2	15.0	17	15	7	182
Jan. 31, 1869	Allegheny Valley.....Pennsylvania.	132.0	—	12.0	48.0	12	13	6	102
Jun. 30, 1868	Androscoggin.....Maine.	26.5	5.0	4.9	—	7	6	4	110
Nov. 30, 1868	Ashuelot.....New Hampshire.	23.0	—	1.8	—	—	—	—	—
Jun. 30, 1868	Atlanta and West Point .....Alabama.	86.7	—	8.2	—	17	6	7	86
Oct. 31, 1868	Atlantic and Great West. N.Y. Penn. & O.	687.5	38.2	90.0	—	156	92	37	3,370
Dec. 31, 1868	Atlantic and Gulf ¶.....Georgia.	237.0	48.0	13.0	—	20	14	16	206
May 31, 1867	Atlantic and North Carolina ¶. N. Carolina.	94.9	—	7.7	—	9	6	2	62
Dec. 31, 1868	Atlantic and St. Lawrence. Me., N.H. & Vt.	149.0	1.5	25.0	—	45	17	7	541
Sept. 30, 1868	Avon, Genesco and Mount Morris ..N. Y.	15.5	—	0.5	—	2	3	1	4
Sept. 30, 1868	Baltimore and Ohio ¶.....Md. & W. Va.	379.6	8.0	329.0	—	200	137	27	3,846
Sept. 30, 1868	Washington Branch ¶.....Maryland.	30.0	.....	.....	—	—	—	—	—
Sept. 30, 1868	Parkersburg Branch.....W. Virginia.	103.5	.....	.....	—	—	—	—	—
Dec. 31, 1868	*Bay de Noquet and Marquette*....Michigan.	40.0	—	5.0	195.0	9	2	1	541
Dec. 31, 1868	Belvidere Delaware .....New Jersey.	67.0	—	8.0	—	21	20	6	720
Jun. 30, 1868	Bennington and Rutland.....Vermont.	54.0	—	5.5	—	4	3	3	40
Nov. 30, 1868	Berkshire.....Massachusetts.	21.2	—	1.9	—	—	—	—	80
Sept. 30, 1868	Blossburg and Corning.....New York.	15.0	—	5.4	—	—	—	—	—
Nov. 30, 1868	Boston and Albany.... Mass. & N. York.	200.6	41.1	265.4	—	144	108	34	2,334
Nov. 30, 1868	Boston, Clinton and Fitchburg .... Mass.	28.6	1.3	....	—	5	8	4	120
Mar. 31, 1868	Boston, Concord and Montreal .....N. H	93.5	—	6.7	—	15	12	8	223
Nov. 30, 1868	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	88.8	19.5	12.8	121.0	43	52	24	595
Nov. 30, 1868	Boston and Lowell.....Mass.	26.8	1.8	43.5	—	28	30	16	522
Nov. 30, 1868	Boston and Maine.....Mass., N. H. & Me.	76.3	6.8	55.8	—	43	73	21	996
Nov. 30, 1868	Boston and Providence.....Mass. & R. I.	47.0	7.0	46.5	—	30	49	12	410
Sept. 30, 1868	Buff., Bradford and Pittsb..Penn. & N. Y.	26.0	—	2.0	....	—	—	—	—
Oct. 31, 1868	Buff., Corry and Pittsb.... N. Y. & Penn.	42.5	—	1.0	—	6	5	2	23
Sept. 30, 1868	Buffalo and Erie.....New York.	88.0	—	40.0	—	42	22	15	946
Dec. 31, 1868	Buffalo and Lake Huron.....Canada.	161.2	2.1	8.7	—	—	—	—	—
Sept. 30, 1868	Buffalo, New York and Erie..New York.	142.0	—	13.0	—	28	32	9	428
Sept. 30, 1868	Buffalo and Washington ...Penn. & N. Y.	16.0	—	1.0	101.0	2	1	1	16
Dec. 31, 1868	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	330.0	—	—	—	—
Dec. 31, 1868	*Burlington and Missouri River*.....Iowa.	180.0	—	....	100.0	18	12	7	506
Dec. 31, 1868	Camden and Amboy.....New Jersey.	61.2	31.1	100.0	—	128	193	40	1,090
Dec. 31, 1868	Camden and Atlantic.....New Jersey.	60.2	—	4.1	—	9	36	4	88
Dec. 31, 1868	Camden and Burlington Co..New Jersey.	23.0	7.1	2.3	—	—	—	—	—
Nov. 30, 1868	Cape Cod .....Mass.	62.8	1.0	3.0	—	8	15	6	121
Dec. 31, 1868	Cape May and Millville.....New Jersey.	41.2	—	....	—	3	12	—	—
Oct. 31, 1868	Catasauqua and Fogelsville.....Penn.	20.0	4.0	6.0	—	6	3	2	418
Oct. 31, 1868	Catawissa.....Penn.	65.0	2.5	5.0	—	21	9	4	485
Sept. 30, 1868	Cayuga and Susquehanna.....New York.	34.6	—	....	—	—	—	—	—
Dec. 31, 1868	Cedar Falls and Minnesota .....Iowa.	44.0	—	....	37.0	—	—	—	—
Dec. 31, 1868	*Cedar Rapids and Missouri River*...Iowa.	271.6	—	....	—	—	—	—	—
Nov. 30, 1868	Central of Georgia.....Georgia.	190.6	—	25.8	—	49	34	41	638
Dec 31, 1868	Central of New Jersey.....New Jersey.	64 0	10.0	76.0	—	107	104	15	1,698
Jun. 30, 1868	Central Ohio.....Ohio.	137.1	—	23.2	—	44	20	25	1,258
Dec. 31, 1868	Central Pacific.....California.	695.0	—	....	52.0	108	11	10	1,694
Dec. 31, 1868	Central Br., Union Pacific R.R....Kansas.	100.0	—	....	—	....	....	....	....
Sept. 30, 1868	Charleston and Savannah...S. Car. & Ga.	103.5	—	....	—	10	9	4	80
Dec. 31, 1868	Charlotte and S. Carolina....N. C. & S. C.	109.6	—	8.9	—	13	9	7	99
Sept. 30, 1868	Chemung.....New York.	17.4	—	12.5	—	—	—	—	—
Aug. 31, 1867	Cheraw and Darlington.....S. Carolina.	40.0	—	....	—	....	....	....	....
Nov. 30, 1868	Cheshire.....New Hampshire.	53.6	—	13.0	—	23	17	7	334
Oct. 31, 1868	Chester Valley .....Pennsylvania.	21.5	—	1.5	—	—	—	—	—
Dec. 31, 1868	Chicago and Alton .....Illinois.	243.0	—	29.8	—	97	42	20	1,938
Apr 30, 1869	Chicago, Burlington and Quincy..Illinois.	370.0	60.0	200.0	—	135	49	38	2,943
Dec. 31, 1868	Chicago, Cincinnati and Louisville ...Ind.	73.0	—	....	30.0	7	4	3	93
Dec. 31, 1868	Chicago, Iowa and Nebraska .....Iowa.	81.5	—	....	—	—	—	—	—
May 31, 1869	Chicago and N. West'n. Ill., Wis. & Mich.	803.1	—	166.8	—	255	155	109	5,511
Mar. 31, 1869	Chicago, Rock Island & Pacific. Ill. & Iowa.	498.0	50.0	62.7	—	107	49	23	2,508
May 31, 1869	Chillicothe and Brunswick	—	—	—	26.0	—	—	—	—
Jun. 30, 1867	Cincinnati, Dayton and Eastern.....Ohio	Lessees of San. & Cin.							
Mar. 31, 1868	Cincinnati, Hamilton and Dayton...Ohio.	60.1	—	61.4	—	34	30	16	437
Dec. 31, 1868	Cincinnati and Indiana.....Ohio & Ind.	20.5	6.7	4.3	—	—	—	—	—
Dec. 31, 1868	Cin., Lexington and E. Tennessee.....Ky.	15.0	—	0.5	—	—	—	—	—
Jun. 30, 1868	Cin. and Indianapolis Junction..O. & Ind.	98.0	25.0	3.4	—	14	12	5	180
Dec. 31, 1868	Cincinnati and Martinsville.....Indiana.	40.0	—	2.6	—	—	—	—	—
Mar. 31, 1868	Cin., Richmond and Chicago. Ohio & Ind.	42.0	—	2.6	—	—	—	—	—
Jun. 30, 1868	Cincinnati and Zanesville.....Ohio.	132.1	—	9.0	—	15	11	6	259

Years ending.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
		$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	Adirondac	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	Alabama and Chattanooga	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	Albany and Susquehanna ¶	5,839,598	547,857	.....	.....	1,861,393	2,802.000	560,000	491,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	Allegheny Valley	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	Androscoggin	800,000	*	—	—	—	—	—	—	68.0	120,113	67.700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	Ashuelot	506,000	*	—	—	201.000	195,000	—	—	—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	Atlanta and West Point	1,200,230	*	—	117,052	1,252,200	47.000	6.613	31,470	86.7	—	—	—	351,071	111,667	8	100	95
Oct. 31, 1868	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53.417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	Atlantic and Gulf ¶	5,784,189	*	50,000	—	3,091,200	1,981,581	170,130	—	94.9	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	Atlantic and North Carolina ¶	.....	*	—	—	—	—	—	—	94.9	—	—	—	1,028,488	95,979	4	100	....
Dec. 31, 1868	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494.900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	Avon, Genesco and Mount Morris ..N. Y.	1,188,694	17,715	1,480	5,832	194.225	20,000	214	8,666	—	20,032	40,624	3,651	29,891	12,608	4	100	....
Sept. 30, 1868	Baltimore and Ohio ¶	22,591,011	4,609,045	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	120½
Sept. 30, 1868	Washington Branch ¶	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	Parkersburg Branch	—	—	—	—	—	—	—	—	103.5	525,892	.....	.....	555,435	—	—	100	24
Dec. 31, 1868	*Bay de Noquet and Marquette*	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	Belvidere Delaware	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,203	284,116	326,244	681,858	191,895	—	100	....
Jun. 30, 1868	Bennington and Rutland	1,125,000	*	.....	.....	332.000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	Berkshire	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	Blossburg and Corning	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1868	Boston and Albany	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	146½
Nov. 30, 1868	Boston, Clinton and Fitchburg	1,027,004	*	.....	.....	624,600	400.000	69.598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	Boston, Concord and Montreal	2,850,000	*	366,916	96,454	1,860,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	17½
Nov. 30, 1868	Boston and Lowell	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	225,139	8	100	135
Nov. 30, 1868	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	170,288	4,299,724	—	306,973	976,017	146 1	893,661	2,148,988	344,136	1,565,462	453,780	10	100	143
Nov. 30, 1868	Boston and Providence	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	136½
Sept. 30, 1868	Buff., Bradford and Pittsb.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700.000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	Buffalo and Erie	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	Buffalo and Lake Huron	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	Buffalo, New York and Erie	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	Buffalo and Washington	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	Burl., Cedar Rapids and Minnesota.	.....	*	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	*Burlington and Missouri River*	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	Camden and Amboy	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	127½
Dec. 31, 1868	Camden and Atlantic	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	Camden and Burlington Co.	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	Cape Cod	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	Cape May and Millville	701,024	*	—	—	447,000	200,000	—	—	—	(Leased to West Jersey.)					6	100	....
Oct. 31, 1868	Catasauqua and Fogelsville	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,024	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	Catawissa	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	Cayuga and Susquehanna	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	Cedar Falls and Minnesota	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1868	*Cedar Rapids and Missouri River*	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	Central of Georgia	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,066	.....	2,008,721	724,656	12	100	122
Dec 31, 1865	Central of New Jersey	18,034,675	*	*	—	15,000,000	3,034,675	.....	.....	59.0	.....	.....	.....	3,729,412	1,350,220	10	100	105
Jun. 30, 1868	Central Ohio	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	25
Dec. 31, 1868	Central Pacific	60,000,000	*	.....	1,992,150	8,000,000	54,064,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	Central Br., Union Pacific R.R.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	Charleston and Savannah	1,505,060	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	Charlotte and S. Carolina	2,000,000	*	103,000	15,340	1,500.000	334,080	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	Chemung	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	Cheraw and Darlington	—	—	—	—	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	Cheshire	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	Chester Valley	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)					—	50	64
Dec. 31, 1868	Chicago and Alton	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	150
Apr 30, 1869	Chicago, Burlington and Quincy	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,240	1,842,836	1,537,073	442.0	3,185,690	45,470,104	146,499,422	6,812,809	3,145,287	10	100	175
Dec. 31, 1868	Chicago, Cincinnati and Louisville	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	Chicago, Iowa and Nebraska	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	....
May 31, 1869	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	81
Mar. 31, 1869	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	3,801,000	177,565	1,597,244	526.0	2,515,073	627,596	806,788	5,231,980	2,708,049	10	100	112½
May 31, 1869	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	Cincinnati, Dayton and Eastern	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	Cincinnati, Hamilton and Dayton	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	Cincinnati and Indiana	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	Cin., Lexington and E. Tennessee	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)					—	100	....
Jun. 30, 1868	Cin. and Indianapolis Junction	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	Cincinnati and Martinsville	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	Cincinnati and Zanesville	2,969,361	*	.....	.....	1,669,263	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	840.6	49.9	70.8	—	83	47	22	1,316	Cleveland, *Col. Cin. & Ind.*...Ohio & Ind.	11,965,146	*	1,774,845	539,456	11,839,800	2,022,000	365,845	242,692	390.3	2,177,407	846,377	628,336	2,962,614	834,449	7	100	78
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,320,227	—	296,300	—	2,056,750	1,652,100	—	—		(Leased to Atl. & Gt. Western.)					8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,682	*	150,976	497,368	5,971,180	4,209,488	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	110
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,969,077	1,232,517	—	—	6,250,000	3,149,000	—	—		(Leased to Lake Shore.)					7	100	97½
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—		(Leased to Pittsburg Cincinnati and St. Louis.)					7	100	33½
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	30,667	85,846	—	(Operated by Little Miami.)					8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont..New Hampshire.	898,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,766	27,542	—	100	....
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	360,000	*	—	—	350,000	—	—	—		(Leased to Concord.)					7	100	....
May 31, 1868	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—		(Leased to Phila. & Trent.)					—	50	....
Mar. 31, 1868	14.6	—	1.1	—	....	....	....	....	Contocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,647	8,828	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,227	*	96,671	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	455,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingtn & Pekin..Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—		(Under construction.)					—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,090	210,840	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	—	—	14,100,000	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	112½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipisseogee....New Hamp.	825,199	*	—	—	480,000	—	—	—		(Leased to Boston & Maine.)		29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,045	*	107,398	64,767	3,662,123	960,000	653,956	153,124	(Leased to Illinois Central.)			973,186	.....	4a	100	111
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	365,000	—	—	—	280,000	—	—	—		(In progress.)					—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties....N. Y.	—	—	—	—	500,000	1,000,000	—	—		—	—	(In progress.)			—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	—	—	124,800	140,000	2,000	—		(Leased to Pennsylvania.)					—	100	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶.....Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	115
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	—	—		(Leased to Phila., Wil. & Balt.)					—	50	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	—	—	—		(Leased to Phila. & Reading.)					6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶..Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	—	—	—	—	—	—	—	(Oper. by		Evansville, Henderson & Nashv.)		82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—		(Leased to Northern Central.)			25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—		(Leased to Northern Central.)			165,000	5	50	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,686	*	2,276,518	12 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,892,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	....
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶..Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶..N. Brunsw.	4,044,903	*	112,472	24,889	4,761,978	—	—	20,288	108.0	182,212	171,453	63,450	453,186	117,920	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	—	—	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville..Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	107,400	—	—	—		(Leased to Pittsburg and Connellsville.)					7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,544	1,622,156	559,368	1,155,259	344,301	8	100	133½
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	275,000	*	39,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—		(Leased to Belvidere Delaware.)					—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—		(In progress.)					—	100	....
Dec. 31, 1868	11.5	5.6	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,505	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30 0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶.....S. Carolina.	3,981,213	*	80,495	—	1,510,374	1,737,500	203,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	....
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	125
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441		(Leased to Pennsylvania.)			133,284	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	676,048	931,821	380,123	1,697,334	529,117	12	100	210
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill..Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,929	2,055,000	—	—	122.4	373,155	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,165,568	*	285,095	123,332	2 000,000	291,000	121,023	101.962	119.8	—	—	—	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	—	—	2,600,000	2,600,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria.....Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,669,382	2,516,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	184½
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central* .....Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	138
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	—	—	—	—	(Is now operating Terre			Haute, Alton &	St. Louis R. R.)					—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	302.5	—	—	—	—	—	—	100	34
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jnn. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	1,063,524	264,955	—	100	65
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—		(Leased to Chicago and Alton.)			152,927	7	100	96
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—		(Leased to Michigan Central.)					8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	25 0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶....Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec 31, 1868	31 0	—	113	34.0	2	3	1	20	Knoxville and Kentucky ¶....Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolidated.)			619.3	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coal	and Navigation.)	.....	.....	153.0	918,774	.....	.....	1,027,418	325,468	—	50	112½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	....
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	———	39,600	———	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	———	———	———	———	———	———	———	———	12.8	———	———	———	———	———	———	———	———
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	17,262	9,140	514,646	44.000	114,049	8.267	———	(Operated by Louisv., Cinc. and Lex.)			45,700	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	———	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	———	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	.....
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	———	———	———	9.0	(Leased to Phila. and Read.)			.....	.....	4	50	84½
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	———	123.0	420,176	18,592,514	9 557,800	683.330	11,706	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	149	Louisville, Cincinnati and Lexington..Ky.	2,496,268	*	100,605	389,052	211,122	2,110,000	573,445	95,278	94.0	244,054	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5.519	1,108,594	282.519	5.540	185.179	———	(Leased by Louisv., Cinc. and Lex.)			103,839	6	100	66½
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,490,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29.321,009	2,228,609	919,094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	———	(Leased to Boston and Lowell.)			.....	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	———	(Leased to Summit Branch.)			.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	———	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	———	.....	(In progress 66 miles.)		.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138.055	.....	———	.....	(In hands of receiver.)		.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	———	(Leased to Phila. and Reading.)			.....	50	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544.950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	———	———	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	130
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	———	———	———	———	(Owned by Concord.)			.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	———	284.3	1,190,000	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	678,030	5,312,725	3,888,530	330,286	344,896	328.0	751,942	.....	.....	1,174.914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	———	———	(Oper. by L.& N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	———	130.6	313 574	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	847,814	251,871	11,197,348	5,153,489	752	800,634	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	130
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	———	———	(Oper. by Erie 5 mos.)			11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	———	14,168	———	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396.287	.....	.....	6,547,646	2,484,605	—	100	77½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven...Penn.	3,775,000	*	.....	.....	3,775,000	———	———	———	———	(Leased to Phila. and Reading.)			302,048	8	50	106½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	———	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13.469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129.000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	250,667	288,652	33,477	1,644,224	1,183,900	289,438	———	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	———	15,000	———	43.2	218,807	7,042,884	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	———	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	———	1,818,900	166,000	30,270	242.152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	———	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	———	927,000	———	———	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	———	(Leased to Pbg. F. Wayne & Chicago.)			.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	———	744,520	———	———	———	6.0	(Owned & oper. by Phil., W. and B.)			13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	123½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660.000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	———	80.2	137,608	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,800	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	205½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	———	53,952	———	———	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,396,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,766,232	983,545	8	100	157½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	———	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	———	———	———	1,000,000	———	———	———	———	(Leased to New York Central.)			.....	60,000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	———	.....	.....	.....	533,869	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*		26,175	23,701 (In progress.)	1,053,950	845,000	276,937	23,120	102.0				254,164	108,725	—	100	....								
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.																	—	100	....								
Dec. 31, 1868	233.3	147.8	....	—	60	20	11	732	North Missouri ¶.....Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	80	80¼								
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania.....Pennsylvania.	5,895,759	799,232	721,182	.....	.....	3,150,000	3,463,839	.....	.....	67.3	421,267	.....	.....	1,015,394	388,240	5s	50	72								
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern .....Canada.										96.8		4,788,284	13,598,080	561,370	128,943	—	100	....								
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	98								
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*		200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	108½								
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey.....N. J. and N. Y.	524,226	*		.....		159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	112								
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶.Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	664,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100									
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶.....Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621	.....	3,345,141	253,994	.....										
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain...N. Y.	5,399,872	1,400,963	.....	.....	.....	4,417 500	938,100	83,148	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	67½								
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi ....Ohio, Ind. & Ill.	27,846,338	*		.....	.....	23,354,125	4,964,000	.....	.....	340.0		30,256,534	.....	2,964,041	663,427	—	100	31½								
Oct. 31, 1868	96.0	3.5	18.5	—	28	18	4	293	Oil Creek and Allegheny River.....Penn.	6,742,065	807,721	.....	.....	.....	4,259,450	3,170,000	173,897	.....	101.5	248,880	.....	.....	1,197,090	653,185	—	50	82½								
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport..Massachusetts.	7,786,298	*		.....	.....	4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	97½								
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....	.....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72								
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark .....New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....								
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome.....New York.	925,799	*		.....	.....	222,987	717,000	2,387	.....	.....	.....	.....	.....	.....	111,196	56,811	—	100	....								
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse .....New York.	1,256,568	142,186	.....	.....	.....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....								
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶.....Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....								
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	.....	.....	.....	.....	7,000,000	1,192,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	250								
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	.....	630,000	.....	.....	—	(Leased to Erie.)						53,400	8	100	....								
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	10,000,000	.....	.....	.....	.....	5,000,000	500,000	.....	—	(Leased to Erie)							—	100	....								
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	.....	284,500	85,000	.....	—	(Leased to Erie.)						26,500	5	100	....								
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown.....Penn.	533,786	.....	.....	.....	.....	339,650	160,000	.....	—	(Leased to Camden and Amboy.)							—	100	....								
Dec. 31, 1868	330.0	86.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	114½								
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....	47.0	.....	.....	.....	.....	.....	20	50	225								
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	.....	1,200,000	600,000	.....	—	(Leased to Chic. R. I. and Pacific.)						125,000	8	100	....								
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville....Illinois.	2,000,000	*	.....	.....	.....	1,000,000	1,000,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....								
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶.....Virginia.	1,550,337	*	.....	.....	.....	1,323,200	67,926	154,299	—	82.3	.....	.....	.....	212,892	93,883	—	100	....								
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent..Penn. & Md.	1,336,551	*	.....	.....	.....	218,000	800,000	212,500	—	39.0	87,111	.....	.....	156,746	12,424	—	50	....								
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶.....Pennsylvania.	19,350,998	*	.....	.....	.....	6,004,200	13,000,000	328,033	.....	287.5	.....	.....	.....	2,804,250	.....	—	50	60¾								
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown..Pa.	1,139,079	352,380	.....	.....	.....	1,587,700	63,950	.....	.....	24.3	342,775	.....	.....	642,639	295,901	10	50	144								
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading..Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	96¾								
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....	26.5	.....	.....	.....	995,196	290,585	10	50	126¾								
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore..Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	.....	.....	2,393,897	905,891	8	50	105¾								
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	.....	5,000,000	4,008,000	4,750,000	—	222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....								
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶.....Penn.	4,103,728	*	.....	.....	.....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....								
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic..P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....								
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	75								
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.			(In hands of Receiver.)						23.0	34,971	.....	.....	60,642	5,313	—	100	....								
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec.....Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....								
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth....Maine.	1,380,184	*	445,282	100,923	1,500,000	.....	399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	100	111½								
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	....								
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			77,755	24,737	—	100	....								
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol..R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....								
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	594	Providence and Worcester..R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	.....	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....								
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....								
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....	92.3	.....	.....	.....	254,899	30,667	—	100	....								
Sept. 30, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	.....	.....	—	159,744	.....	.....	178,456	26,995	—	50	....								
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga.....N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....	175.0	535,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93								
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶.....Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	490,409	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....								
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶..Va.	2,297,932	*	126,230	5,628	1,320,576	580,776	38,034	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....									
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶.....Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....									
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	—	.....	(Not in operation.)	.....	.....	.....	—	100	....									
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....									
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0	.....	(Under construction.)	.....	.....	.....	—	100	....									
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg..N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	110									
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland .....Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	—	166.3	894,409	4 069,421	11,712,202	993,239	.....	—	100	32½									
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs...Missouri.	4,150,000	*	.....	.....	2,100,000	2,050.000	.....	.....	—	.....	(About $5 0,000 a month.)	.....	.....	.....	—	100	....									
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	—	132.0	.....	(Leased to Ind. & St. Louis.)	.....	517,941	—	100	35½									
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶....Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	....									
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	(Leased to Chi. & Alton.)			240,000	.....	—	100	....									
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph .....Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	—	.....	(Under construction.)	.....	.....	.....	—	100	....									
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(Under construction.)	.....	.....	.....	—	100	....									
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)..Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....									
Dec. 31, 1868	86.0	—	....	200	7	4	5	111	St. Paul and Sioux City.....Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....									
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....									
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....									
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark ..Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,010	100,052	—	100	....									
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna .....Penn.	1,299,845	*	.....	.....	1,269,150	97,000	148,578	.....	54.0	152,390	.....	.....	167,518	344	—	50	....									
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)					5	50	....									
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke..Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....									
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	798,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....									
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,092	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....									
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	28.0	178,705	.....	.....	277,763	83,511	5	50	....									
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac..Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....									
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and			Louisville.)			100	....									
May 31, 1869	50.0	—	2.5	—	10	15	8	35	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....									
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	90	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....									
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec.....Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....									
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)					6	100	....									
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	86	South Carolina ¶.....South Carolina.	7,597,414	*	.....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....									
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama .....Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	—	.....	(In progress.)	.....	.....	.....	—	100	....									
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore .....Massachusetts.	501,592	*	.....	.....	259,685	150,000	17,614	15,039	22.0	45,312	2,002,440	.....	77,017	15,961	3	100	....									
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.) .....New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....	—	(Not in full operation.)					—	100	....									
Sept. 30, 1868	123.0	0.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,066,425	389,360	63,500	—	100	....									
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central.....New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Under construction.)						—	100	....									
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota .....Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	250,000	.....	—	100	....									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.	.....																
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	91.0						—	100	....
Dec. 31, 1868	68.0	—	....	—	3	4	2	25	Spartanburg and Union ¶..South Carolina.									207.5	333,302	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	68.0				920,544	342,739	8	100	104
Sept. 30, 1868	7.6	—	1.0	—	3	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	13.0						—	130	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	.....	.....	.....	7.6	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	.....	.....	287,300	.....	.....	.....	—	11,925	8,702	486,794	47,908	29,709	7	100	....
Oct. 31, 1868	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	1,126	—	(Leased	to Housat	onic.)	31,409	31,409	7	100	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	—	(Leased	to Boston	& Lowell.	19,773	15,970	5½	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	.....	.....	.....	.....	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	(Will form a part of the		Rondout and Oswego Line.)								559,627	211,737	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis.....Indiana.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	.....	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western. O. I. & Ill.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	111.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	516.0	1,133,321	.....	.....	750,625	199,917	—	100	79
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	294,908	.....	.....	.....	274,400	.....	.....	.....	49.9	178,342	4,703,755	5,152,044	4,013,207	1,123,588	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Hudso	n River.)	517,000	244,944	—	100	46
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Vt. & Mass.,	R. R.)	.....	32,000	7	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1868	406.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	583,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	1,351,564	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,560	90,396	35,734	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	184.5	(Leased	to Vermo	nt Central.)	.....	.....	8	100	101½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	107.3	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	140.0	227,980	4,414,382	3,557,671	508,097	114,080	2	100	60½
Sept. 30, 1867	188.6	—	..	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	641,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	.....	7,261,382	15,554,017	564,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	(Leased	to Del. La	c. & W'tn.)	883,212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	20,760	289,515	.....	410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	23 0	.....	.....	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,385	186.075	30,547	684,046	959,600	175,911	.....	35.4	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic.....Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	199,550	8,344,441	1,880,650	366,247	150,716	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	943,607	266,320	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased	to Pennsy	lvania.)	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	1,209,170	1,221,500	.....	.....	116.9	.....	12,497,271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		265,643	164,032	—	100	62½
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased	to Nashua	and Lowell.)	596,169	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	395,535	—	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	126
														317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	41
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)					.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	8	50	100
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb. R.R.)			—	—	—	—	—	—	14	100	126½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	13,570,597	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	—	11,426	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	74
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	57,235	2,750,000	701,000	.....	.....	178.0	—	—	—	450,135	162,972	—	100	29
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	—	221,600	4,797,185	7,762,720	536,411	.....	108.3	—	—	—	258,300	30,107	—	50	40
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,685,267	—	—	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,800,000	600,000	.....	.....	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & "Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	622,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	58	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	99
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C.)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29⅝
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12½
Dec. 31,'68				Hoboken and Hudson City..N.J.										....
Dec. 31,'68				Hoboken and Weehawken..N.J.										....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.										....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	121,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	67⅞
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	....
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	119,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	27
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	168,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,907	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,200		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.)....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11⅞	50	20	45½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	32,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	185
Oct. 31,'68				13th and 15th streets (Phila.)..Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	62
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston).....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.00	44	9	Worcester.....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M.& N.	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N.	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.& O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.& D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N.	1878	....
Quincy: Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	...
Troy and Lansingburg: 1st Mortgage	100,000	7	A.& O	1872	...
Union (Boston): Real estate mortgages	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	...
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	...
West Hoboken: 1st Mortgage	61,000	7	M.& N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.& O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	80
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	154½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	89⅝
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	....
Hannibal and St. Joseph, pref.	5,253,836	....	....	120
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	22
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	86⅜
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Ningara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57½
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	85
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60½
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	33
Mariposa Mining, pref.	5,774,400	7	7	13

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 — @ 43 —
Pig, American, No. 1 (good to best)		40 — @ 41 —
Pig, American, No. 2		38 — @ 39 —
Pig, American, Forge		36 — @ — —
Bar, Refined, English and American		85 — @ 87 50
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		95 — @ 1 —
Bar, English and American, Common		87 50 @ 90 —
Scroll		120 — @130 —
Ovals and Half-round		120 — @145 —
Band		120 — @ — —
Horse Shoe		120 — @ — —
Rods, ⅜@3-16 inch		100 — @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11 @ — 12½
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold). per ton.	— — @ 56 50
Rails, American		74 — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 32
Bolts		— — @ — 33
Braziers'		— 33 @ — 35
Nails		— 38 @ — 40
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 22½@ — 23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 38
Straits	(gold).	— — @ — 32½
English	(gold).	— 31½@ — 32

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box.	8 37½@ 8 62½	11 75 @ 12 —	
I. C. Coke		7 — @ 7 50	9 75 @ 10 75	
Coke Terne		— — @ 6 —	— — @ 8 50	
Charcoal Terne		8 — @ 8 25	11 25 @ 11 75	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 23½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 31
Refined, Standard White (in ship'g order)		— 32½@ — 32½
Refined, prime White (in shipping order)		— 32 @ — —
Refined, S. W. (in merchantable order)		— — @ — 32½
Naptha, Refined, (60 @ 63 gravity)		— 10 @ — 10½
Residuum	per bbl.	— — @ 5 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	Th. 2.	F. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Canton Co.	....	....	....	....	....	....
Central of N. Jersey	105½	....	105½	105	105	
Chicago & Alton	153	152	153	154	....	150
" pref.	156	154½	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	84½	82⅝	82½	81⅝	79½	79½
" pref.	93⅛	90½	91½	....	88⅝	89
" 1st M.	90	91	90½	90½	90	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	94½	95	....	93½	....	....
Chic., Rock Isl. & Pac.	114½	113⅝	113½	111½	112	
Chicago & R. I. 7s, 1870	....	....	100	....	....	....
Chi., R. I. & Pa. 7s, 1896	94½	94½	94½	....	94	....
Clev., Col., C. and Ind.	....	....	....	78	....	....
Clev. and Pittsburg	109½	107½	....	108½	109½	109½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	74½	....	74½	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	32½	....	34	....	33½	....
" 1 M.	83½	83	83½	83⅝	83½	83
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	125½	125½	125	....	126½	
Del., Lack. & Western	112½	....	110	....	112½	....
" 1 M. 7s	....	....	....	....	98	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1867	98	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	90⅝	....	....	....
" 4 M. 7s, 1880	82½	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	81½
Hannibal & St. Joseph	125	....	....	....	....	....
" pref.	123	....	120	....	....	....
Hudson River	185⅛	184½	183¾	182½	184½	
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	138	13›	....	....	138	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	106	104½	103½	103½	102	102½
" Div. bonds.	91½	91	....	91	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	131	....	....	128⅜	129	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	98½	....	....	....
" 2 M.	92	92	....	....	....	93
Mariposa Mining Co.	....	....	....	....	....	8
" pref.	....	....	....	....	12½	13
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	83½	78½	78½	78⅜	76⅜	77½
" pref.	89½	87½	87⅜	87	85½	86⅜
" 1st mort.	....	....	91½	91½	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	101	....	....	101
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87½	87⅛	87½	87	86⅜	87½
" H. & St. J. 1st	92	....	....	....	....	90½
Morris and Essex	....	88	88½	88½	88½	....
" 1st mort.	99	....	....	99	99	....
" 2d mort.	....	....	....	92	....	....
New York Central	206	205⅞	203⅞	204	203½	205⅞
" 7s, S. F. 1876	....	100	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S. F. 1883	....	91	....	....	91½	....
" 6s, S. F. 1887	....	....	....	....	....	....
N. York and Harlem	160	159½	....	....	157½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	56	....	....	56⅜	55½	....
" new	49	48	....	47⅜	47½	47½
" special tax	....	55½	56	55½	54	54
Ohio and Miss.	32½	32	32	31½	31⅜	31½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	80	80⅜	80½	80⅜	79½	79½
Panama	....	240	....	250	250	250
Phila. and Reading	96⅞	96½	96½	96⅜	96½	96⅜
Pitts., Ft. W. & Chi. gtd.	88	88½	87½	87½	86½	87
" 1 M.	....	....	....	....	102	101
" 2 M.	....	....	97	....	....	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	15	....	14½	....	14½	14½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	58½	....	....	57	57½	
" 1 M.	....	....	94½	....	....	....
" 2 M. pref.	81	81	....	....	....	81
" Income bds.	....	76	....	....	....	76
Tennessee 6s	....	60½	61	60½	61½	....
" new	52	52	51½	52	52	....
Tol., Wab. & Western	83	82½	82	....	80	79
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	84½	84½	....	....	....	84½
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	....	56	....	....	....
" new	....	....	59	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	Th.2	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	118½	....	....	....	....	....
U. S. 5s, 1874, coup	118	....	....	....	....	....
U. S. 5s, 10-40s, coup	111¼	111¾	112	111⅝	111¾	111
U. S. 5s, 10-40s, reg	111¼	....	....	111¾	....	....
U. S. 6s, 1881, reg	123	123	....	....	....	....
U. S. 6s, 1881, coup	123	....	122½	122¾	121¾	122
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	122¾	122	122½	....	121¾	....
U. S. 6s, 5-20s, c. 1862	123	122¾	122¾	122¾	122¾	121¾
U. S. 6s, 5-20s, reg. '64	121¾	....	....	....	121¾	....
U. S. 6s, 5-20s, c. 1864	122¼	122¼	122½	122½	122	121¾
U. S. 6s, 5-20s, reg. '65	....	....	....	120½	....	....
U. S. 6s, 5-20s, c. 1865	122¾	122¼	122¼	122½	120¾	120¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	120½	....
U. S. 6s, 5-20s, c. n. '65	120¾	120¾	120¾	121¼	120¼	119¾
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	119½
U. S. 6s, 5-20s, c. 1867	120¾	121¼	121¼	121	120¾	119¾
U. S. 6s, 5-20s, reg. '68	121¼	....	....	....	120¾	....
U. S. 6s, 5-20s, c. '68	120¾	....	120¾	120¾	120¾	119¼
U. S. 6s, Pac.R.R.issue	111¼	....	110¾	110¾	....	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	....	....	....	....	....	....
.. preferred	38	....	38¾	38¾	....	40
Camden and Amboy	123¾	122¼	122	....	121¼	121¼
.. 6s, 1870	....	....	....	....	97	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	85¾	....
.. mort. 6s, '89	....	....	....	94	94¼	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	89	....	89
Lehigh Navigation	37¼	37¾	37½	....	37½	....
.. 6s, 1884	84	....	....	....	....	....
.. Gold L	98¼	97½	97½	98¼	98	97¼
.. R. R. L	87	....	....	....	....	....
Lehigh Valley R. R.	56¼	56¼	56½	56¾	56½	56
.. 6s new coup	94	....	....	94	94	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	42½	....	....	....	....	42½
.. 7s	....	....	....	....	....	....
Minehill	....	....	53½	....	53½	53½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	60½	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	36	....	....	....	....	....
.. 6s, 1880	....	....	87¾	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	49½	....	49
Pennsylvania R. R.	57	57	57½	57½	57½	57½
.. 1st M	....	98½	....	....	....	....
.. 2d M	97¾	....	97¾	....	....	....
Penn. State, 6s, 1st series	....	....	....	104½	104½	....
.. 6s, 2d series	....	....	....	106½	....	106¾
.. 6s, 3d series	110	....	....	....	....	....
.. 6s, W. L	101½	....	100¾	100¾	....	100¾
Philadelphia City, 6s	97	....	....	....	....	97½
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	72	....	....	72
Phila. & Reading	48¾	48¼	48½	48¾	48¼	48½
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	30¼	30½	30¾	30½	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	85	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	18¼	....	....	....	....
.. 6s, 1882	....	....	....	64	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	80	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	12¼	....	....	....	12¼	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	....	....	96	....	96	....
.. 1886	....	....	....	....	....	....
.. 1890	96	....	96	....	....	96
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	126	126	126¾
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	95¼	....	....	....	....	....
Marietta & Cin. 1st M.	87½	....	87	....	....	....
.. 2d M	....	....	69¾	....	69¾	....
Northern Central	49¾	49½	....	....	49½	49½
.. bonds, 1885	87½	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 8.

	Th.2	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	146⅞	....	146½	....	....	146⅝
Boston and Lowell	135	....	....	....	....	....
Boston and Maine	142½	....	....	143	....	....
Boston and Providence	....	....	136½	....	....	....
Boston, Hartford & Erie	18½	18½	18	....	....	17¾
.. 7s, new	....	61½	61	....	61½	....
Cheshire, pref	....	....	....	....	....	84½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	115½	....	....	115
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	129	....	....	....	130
Northern, N. H	....	....	....	....	....	108½
Ogdens. & Lake Champ	68¾	....	67½	....	....	....
.. pref	....	....	....	....	....	110
Old Colony & Newport	98	98	98	97½	97¾	97¾
Ph., Wil. & Baltimore	....	52¾	52¾	....	....	52¾
Portl'd, Saco & Ports	....	....	....	....	....	111½
Vermont & Canada	....	....	....	....	....	101½
Vermont & Mass	60½	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	67½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	8¾	....	....	9	9¼	....
Franklin ..	....	13½	13½	13¼	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	25	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 20.	Aug. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	62 — 68	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	62 — 68	60 — 65
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	24⅞ — 25½	25 — 26
Detroit and Milwaukee 1st mort. 7s	61 — 63	60 — 62
Do. 2d mort. 8 p. c.	62 — 64	60 — 63
Erie shares 100 dol. all paid	19½ — 20	19½ — 19⅞
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	55 — 60	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 95	94 — 95
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	75 — 80
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	85 — 87	85 — 87
Philadelphia and Erie 1st mort. 1881.	87 — 89	87 — 89
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, September 11, 1869.

Stock Exchange and Money Market.

Money has been in more active, speculative and mercantile demand, since our last, and rates have been quoted up to full 6@7, generally 7 per cent. currency and gold on call, and 7½@12 per cent. per annum in the discount form. The most urgent inquiry for aid has been from the Gold and Stock dealers, who have been making more extensive application to lenders, as the result of the increased activity at the Gold and Stock Exchanges. Some effort has been made to render money scarce, but not with very notable success, as the supply available to responsible borrowers has been equal to their wants, at the going rates. The city banks, in their latest return, show an addition of 2⅜ millions to their deposit averages, and over three millions to their legal tender reserve, while reporting a further loss of over two millions of specie. They added 1½ millions to their loan and discount averages; and slightly reduced their circulation. The U. S. Sub Treasury cash balance was augmented about 3¼ millions. The mercantile call from the country is increasing, and will soon be quite active, because of the requirements of the inland trade, in the forwarding of produce to the seaboard. The cotton crop movements promise soon to be on an extensive scale. The dealings in money on Wednesday showed a very close market, many of the stock firms having been compelled to pay the full legal rate in gold for the necessary aid.

The specie reserve of the city banks according to the latest return is $17,461,723, against $16,815,723 same time last year. The city bank deposits are now $191,101,086, against $210,334,646 week ending Sept. 5, 1868. The legal tender reserve amounts to $55,829,782, against $65,983,773 same time last year. The circulation now stands at $33,960,035, against $24,170,419 same time last year. The loans are now $262,549,839, against $271,830,696 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $92,814,879 a day, against a daily average of $100,633,390 the preceding week, and $101,000,000 the week ending with Aug. 21, 1869. The current week's exchanges average about $124,000,000 a day. The city banks, last week, reported a further loss of $2,007,380 of specie, with a gain of $2,346,547 of deposits, and of $3,036,948 of legal tender notes. They increased their loans, $1,587,730; and reduced their circulation, $39,707.

National Bank notes to the amount of $146,770 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $317,569,976, against $282,555,140 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $17,832,876, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,737,600. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,892,000; and for the public deposits, $20,041,000—making a total of $362,933,000. The Treasury Department last week redeemed and destroyed $249,200 of worn and mutilated fractional currency, and issued $109,000 of new. The outstanding amount of fractional currency on the 1st of Sept., was $30,711,799 87 against $31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury at this port was closed on Thursday in honor of the memory of Secretary Rawlins.

The U. S. Sub-Treasury receipts, week ending with Sept. 4, were $5,602,495 in coin, including $3,173,175 from customs duties, and $11,993,255 in currency; payments, $6,032,222 in coin, including $2,357,387 of coin interest, and $5,001,418 in currency; balance at the close of the week, $89,166,589, including $76,387,702 of coin, and $12,865,701 of currency, against $85,883,817 at the close of the preceding week, showing an increase of $3,282,772. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $458,339 of coin, including $303,894 from customs, and $383,860 of currency; and payments, $144,417 in coin, including $116,702 of coin interest and $445,629 in currency. On Tuesday, receipts, $787,567 in coin, including $412,000 from customs, and $373,264 in currency; and payments $270,505 in coin, including $117,000 of coin interest and $330,021 in currency. The balance at the close of business on Tuesday stood at $87,635,084, (including $12,347,176 of cur-

rency, and $75,218,686 of coin,) against $88,063,-638 a week previous; and $90,053,239 on Aug. 21, 1869. The aggregate receipts of the office in Aug. were $42,041,140, including $14,319,915 from customs; aggregate payments, $54,599,091, including $18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was $23,647,580, against $36,725,-840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired $3,050,176 of coin certificates through the receipts for customs.

Government revenues yielded fairly last week. The excises yielded about four millions; customs at the port of New York, $3,173,175, and at the outports about $1,050,000 (in coin) more, making the grand total income for the week equal to about $9,807,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 39½ millions.

Gold has been in much more active speculative demand, and has advanced sharply, the range having been from 134¼@137¾, and the closing quotation on Wednesday 135⅛. The market has been characterized by unusual excitement, consequent on the determined struggle between the conflicting bull and bear interests in the Gold Room. The export demand has been insignificant. The customs drain has been less urgent. Government held a coin balance on the 1st inst., of $101,214,987, or some two millions less than on the 1st of August. The Sub-Treasury coin balance, at this port, is now about 75¼ millions; and the city banks now hold a specie reserve of 17½ millions. The U. S. Sub-Treasury at Boston closed the week with a coin balance of $1,806,827.

The coin balances of the Government at this port on Wednesday morning, was about a little over 75¼ millions.

The following is a statement of the business of the New York Gold Exchange Bank for the week ending Saturday September 4th, 1869 :

Average am't of loans and discounts	$1,290,935
Average amount of specie	746,740
Average amount of deposits	1,444,423

The customs of the port on Wednesday yielded $594,000. The U. S. Sub-Treasury disbursed $96,189 of coin interest, on that day.

The customs demand for Gold last week, averaged $528,863 a day; thus far, this week, it has averaged $358,000 a day, or equal to a weekly aggregate of $2,248,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $11,385, and since Jan. 1, $9,847,241, against $5,529,241 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $92,025,901, against $80,950,810 same time in 1868. At San Francisco, from Jan. 1, to Aug. 29th, 1869, $5,477,658, against $5,503,000 same time last year.

The exports of specie, from this port, last week, were $335,183, against $643,387 same week last year; total, since Jan. 1,1869, $25,217,628, against $65,022,531 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $2,357,387, and since Jan. 1, 1869, $67,223,255, against $62,348,027 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Aug. 29, 1869, were $25,969,326, against $27,035,746 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 86 millions.

Foreign exchange has been seriously depressed, and quoted much lower and irregular, on a very limited inquiry. Bankers' prime sixty day bills on London closed irregularly on Wednesday at 107¾ @108⅛, and on Paris to 5.27½@5.20; sight bills on London to 108¼@108¾, and on Paris to 5.20c. @5.18½. The offering of produce bills has been liberal this week. The week's exports of domestic produce have been to the currency value of $4,393,783, making the total since Jan. 1, 1869, $130,996,579, against $114,532,742 same time last year.

Government securities have been less confidently dealt in, and have been quoted variably from day to day, showing on the whole, a weaker market, though the offerings of bonds have been on a restricted scale. The net reduction of the public indebtedness in August, was fully $5,604,235, according to the official reports, making the aggregate liquidation since March 1, $49,500,759, or equal to about ten millions a month. On Wednesday, Government bought in through the U. S. Sub-Treasury at this port two millions of Five-twenties, all from Messrs. Fisk & Hatch, at 117.80 net, out of an aggregate offering of $8,457,050.

U. S. sixes of 1881 closed here on Wednesday at 120½@121; U. S. Five-twenties of 1862, ex-coupon, 121¼@121½; U.S. Five twenties of 1864 at 120½@120¾; U. S. Five-twenties of 1865 at 120½@120¾; U. S. Five-twenties of 1865, consolidated, 119¼@119½; U. S. Five-twenties of 1867, 119⅜@119½; U. S. Five-twenties of 1868, 119@119½; U. S. Ten-forties at 110½@111, ex-interest; U. S. Six per cent. currency bonds, 109½@110.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 25.	Sept. 1.	Sept. 8.
Consols	93½	93¼	92⅞
U.S. 5-20's of 1862	84	84	82¾
U. S. 5-20s, 1865	83¼	83⅝	82⅝
" 1867	82⅞	83	81¾
" 10-40s	76	76½	75¾
Erie	20	24	23¼
Ill. Central	94¾	94¾	94

Railway and miscellaneous share property has been more active, but unusually variable, under the influences growing out of the Gold and Money dealings of the week. On Wednesday, the movements were on a restricted scale, opening heavily, but closing rather more firmly.

Business in domestic produce has been on a less extensive scale, and the market for the leading articles has shown less firmness. Middling upland cotton closed tamely on Wednesday at 34½ @34¾ cts. per lb. The stock of cotton now here is given at about 3,650 bales. The receipts at the port this week, have averaged about 450 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,308,500 bales, against 2,347,000 bales same time in 1867-'8; exports, same time 1,-445,000 bales, against 1,649,000 bales same time in 1867-'8; stock on hand at latest dates, 9,850 bales, against 34,500 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,276 pkgs., against 14,680 pkgs., same time last year. From Boston, 6,084 pkgs., against 6,755 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in more demand, at from 12@16½c., per lb.; week's receipts, 6,169. Milch cows, very dull, at from $40@$110 each, receipts, 105. Veal calves in more request at from 7@11½c. per lb.; receipts, 2,320. Sheep and lambs brisker and firmer at from 5@6¾c., and 6½@9c. per lb.; receipts, 28,735. Swine in moderate request at from 9¼@10c. per lb.; receipts, 22,659.

Foreign goods have been more active; groceries have been quoted stronger in price. The week's dry goods imports were valued at $2,116,-405, and of general merchandise, $3,405,672, making an aggregate for the week of $5,522,077 specie value.

Freights have been less active and variable, closing rather languidly. For Liverpool we quote flour at 2s. 4½d.@2s. 6d. by sail, and 2s. 7½d.@ 2s. 9d. by steamer, per bbl.; grain at 9¼d.@9½d. by sail, and 10¼@10½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@ 45s. by steamer, per ton. Total number of vessels in port on Wednesday, 399.

The New York exports, exclusive of specie, for the week ending Sept. 7, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,074,462	$4,393,783
Prev. reported	111,458,100	126,602,796
Since January 1	$114,532,742	$130,996,579

The imports for the week ending September 4, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,362,700	$2,116,405
Gen. merchandise	2,222,071	3,405,672
Total for the week	$4,584,771	$5,522,077
Previously reported	168,375,322	207,286,982
Since January 1	$172,960,093	$212,809,059

The balance in the Sub-Treasury on Wednesday was $88,234,600 40.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Michigan 6s, 1873, 93; N. Y. State 7s, Bounty Loan reg., 109; do., coupon, 109; Alabama 8s, 93; Georgia 7s, 91½; do., 6s, 84½; South Carolina 6s, new, 67; do., old, 70; Louisiana 6s, Levee bonds, 66; do., 8s, Levee bonds, 84½; California 7s, 128; Toledo, Wabash and Western consol. bonds, 87; N. J. Central 1st mort., 99; do., new bonds, 97; American Dock and Improvement 7s, 94¼; Central Pacific 6s, 94¼; New York and New Haven R. R., 140; do., 6s, 97; Great Western 1st mort., 1888, 85; Rome, Watertown and Ogdensburg R. R., 110; Third Avenue R. R., 185; Norwich and Worcester R.R., 112; Dubuque and Sioux City R.R., 111; Adams Exp. Co., 56⅞; Wells-Fargo Exp., 18½; Am. Mer. Union Exp., 36½; U. S. Exp., 62¾; Western Union Telegraph, 37⅛; do., 7s, 89⅛; Brooklyn 6s, W. L., 93¾; American Coal, 40; Central Coal, 60; Lehigh and Susq. Coal, 0.78; Buchanan Farm oil, 0.45; Benton Gold, 0.13; Consolidated Gregory gold, 1.95; Grass Valley gold, 0.32; Smith and Parmalee gold, 2.65; Tudor Lead, 4.75; United Petroleum Farms, 0.15.

Philadelphia.—Oil Creek and Allegheny River R. R., 41¼; West Jersey R. R., 62½; do., 6s,

1883, 90¼; Sunbury and Erie 7s, 98; Camden and Burlington County R. R., bonds, 85; Belvidere Delaware 3d mort., 76½; Elmira and Williamsport 5s, 60; Morris Canal 7s, Boat Loan, 80; Lehigh Nav. Conv. Loan, 82; Chestnut and Walnut streets (Phila. City) R. R. 6s, 85; New Creek Coal, ⅜; Allegheny Co. 5s, 75. The latest quotations are: City 6s, 97@97½; do., free of tax, 101@101⅛; State 5s, coupon, 92½@93¼; do., reg., —@99¼; do., 6s, W. L., 100¼@100½; do., 1st series, 104@105; do., 2d series, 106@107; do., 3d series, 110@111; Reading, 48⅛@48¼; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@89; Camden and Amboy, 121⅛@121⅛; do., mort. 6s, 1889, 94½@95; do., 1883, 85@86; Penn. R. R., 57@57½; do., 1st mort., 98½@99; do., 2d mort., 97¾@98⅛; Little Schuylkill R. R., 42@43; Morris Canal, 30@30; do., pref., 60@60½; do., bonds, 78@85; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 9@10; do., pref., 18@19; do., 6s, 1882, 64@65; Delaware Div. Canal, 48@53; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 38@40; do., 7s, 1873, 88¾@89¼; do., 5s, 59¾@60; Lehigh Coal and Navigation, 36⅞@37; do., 6s, 1884, 84@84; do., R. R., Loan, 87@87½; do., Gold Loan, 97½@98; North Pennsylvania, 36@36¼; do., 6s, 87½@88; do., Chattle 10s, 111½@113; Philadelphia and Erie, 30¼@30½; do., 6s, 89@89½; Minehill, 53@53¼; Catawissa, 16@19; do., pref., 38⅛@38¼; Lehigh Valley, 56@56; do., 6s, new, 93¾@91; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 45@46; West Philadelphia, 61½@62½; Spruce and Pine, 26@27; Green and Coates, 38@39; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 18@19; Girard College, 27@30; Tenth and Eleventh, 65@71; Union, 44@—; Hestonville, 12@12⅜.

Boston.—Union Pacific R. R. 6s, 84½; Vermont Central 1st mort., 83¾; do., 2d mort., 39; Cedar Rapids and Missouri River 7s, 92; Eastern R. R. 6s, 1889, 96; Old Colony and Newport 6s, 94; Vermont and Massachusetts R. R. 7s, 100; Western R. R., 6s, 1875, 97½; Vermont Central and Vermont and Canada 8s, 101⅞; Connecticut and Passumpsic Rivers R. R. pref., 90; Chicago, Burlington and Quincy R. R., 175; do., Rights, 16; Cincinnati, Sandusky and Cleveland R. R., 22; Boston Water Power Co., 14½; Cary Imp. Co., 7¾; Essex Land, 136; Connecticut 6s, 1883, 98; Massachusetts 5s, 1883, gold, 106¾; do., 6s, 1875, gold, 122; Cambridge 6s, W. L., 99⅜; Bangor 6s, 1894, R. R., Loan, 87; Chicago 7s, 97⅜; St. Louis County 7s, 1887, 94½; Cook County, Ills., 7s, 97⅜; Allouez Mining Co., 4¼; Dana, 20c.; Hanover, 20c.

Baltimore.—Maryland Defense Loan, 101¾; Virginia 6s, old, reg., 48; do., 1866, reg., 54; do., 1867, reg., 50½; City Park 6s, 95; Memphis City 6s, 50; Western Maryland 2d mort., pref., 45; Orange, Alex. and Manassas bonds, 70½; North Missouri R. R., 86½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, —@89; Balt. and Ohio, 126@127; do., 6s, 1875, 93¼@94; do., 1880, 93@—; do., 1885, 95@96; Northern Central, 49@49¼; do., 6s, 1885, 87@88; do., 1900, —@86; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 92@93½; do., 2d mort., 92@93; do., 3d mort., 1885, —@91; Marietta and Cincinnati 7s, 1892, 86½@87; do., 2d mort., 69¼@69¾; Central Ohio, 25@27; do., 1st mort., 78@80; Western Md. 6s, 1890, 69½@75; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 87@—; do., 6s, pref., 42½@50; do., 6s, guar., by Washington Co., 70@80; Richmond and Danville bonds, 72½@73; Baltimore 6s, 1875, 96@97; do., 1886, 93⅜@95; do., 1890, 96¼@96½; do., 1893, 91@92; do., 5s, 1838-'70, 73@78; Memphis City 6s, 49@50; City Passenger R. R., 18@19⅛; George's Creek Coal, 71½@73; Santa Clara, 1.50@1.60; Atlantic Coal, —@2.70.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

New York and Utica Railroad.

Travelers and citizens generally will be gratified to know that a company, composed of some of our most prominent capitalists, has been organized under the General Railroad Law of the State for the purpose of completing a railroad from the City of New York, direct to some advantageous point on the line of the New York Central Railroad at Utica or Rome. A road is now being constructed from Paterson in New Jersey to Port Jervis, and from Port Jervis to Monticello in Sullivan County, and upon that portion of the route there are at work nearly one thousand men, with every prospect of a speedy completion of the enterprise. The company now organized will construct the remaining link between Monticello and Utica perfecting a through line from the City of New York to Utica, avoiding for all time the necessity of going to Albany for the purpose of reaching the west by the way of Utica, and lessening the distance to that point at least sixty miles. It has always seemed strange to us that capitalists have not moved in this enterprise long ere now! Why it should be necessary for a traveler from the west to go to Albany at all has always seemed a mystery, and could only be explained by the fact that no railroad communication existed that would cut off the great Albany angle and strike Utica or Rome direct from New York! And strange, too, the people living in those cities and along the line of the proposed route have not moved—have made no effort to take advantage of the shortest route to the great commercial centre of the nation—by constructing a new communication direct with the City of New York! We see it advertised that the New York Central Railroad Company will contract to carry passengers from New York to Chicago in twenty-nine hours time! And yet travel sixty to seventy-five miles out of the direct line in doing it! If passengers could be taken direct to Utica or Rome from New York, a great saving of time, fatigue and expense would be effected, and so also would the traveller from the west experience a like benefit! making it altogether the most agreeable and speedy route now leading from this city to the growing western country. We have not the time or space to devote to further elucidation of the great benefits that must come from the completion of this road. Every county, every town, every village through which this road passes will awake from their long sleep, and start again with renewed vigor on the way to prosperity and wealth.

Port Huron and Lake Michigan Railroad.

The Flint (Michigan) *Globe* says that all the towns between Flint and Port Huron have voted 5 per cent. tax to the Port Huron and Lake Michigan Railroad Company. In Port Huron 5 per cent. additional tax was voted lately by 424 majority. A similar tax was voted by Flint, August 18, the vote standing 440 to 59. Track is laid about 10 miles west of Port Huron and is going down rapidly. It is intended to reach Lapeer by November 1. The grading is nearly completed for nine miles east of Flint, and there is talk of commencing tracklaying there. It is hoped that the road will be completed to Lansing and connect there with the Peninsular Railroad to Chicago by November, 1870.

Toronto, Grey and Bruce Railroad.

The by-laws granting bonuses to the Toronto, Grey and Bruce, and the Toronto and Nipissing Railways, were finally passed by the City Council last evening. The debentures will be issued immediately, and placed in the hands of the Trustees appointed for that purpose. Both companies, we are informed, are now almost fully organized. Engineers are hard at work preparing plans and specifications, and as soon as they are ready, tenders will be advertised for, and the work of construction commenced with the least possible delay. —*Toronto Telegraph.*

Elizabeth and Paducah Railroad.

We are gratified to learn of the rapid progress of the work on the Elizabethtown and Paducah Railroad. The bridges over all the rivers are now under contract, and on some of them the work is already under way, and two-thirds of the whole road is now under contract, and a portion of the first letting, extending from Elizabethtown to the line of Ohio County, (a distance of fifty miles) nearly completed. The iron sufficient for track laying to Litchfield in Grayson County, is provided, and by October 1st this work will begin.—*Louisville Journal.*

Canadian Railway Returns.

FOR THE MONTH OF JULY.

	1869.	1868.
Great Western	$314,949	$283,980
Grand Trunk	657,120	590,879
Welland	6,327	6,280
Northern	84,453	54,334
Cobourg and Peterborough.	10,131	1,903
Brockville and Ottawa	20,783	17,745
St. Lawrence and Ottawa	12,108	9,933
St. Lawrence and Industry.	1,006	1,480
New Brunswick and Canada	12,583	11,781
European and N. American.	19,910	17,726

☞ The Board of Public Works of Chicago has decided to prepare the way for another tunnel under the lake, to be sixty feet beneath the surface, running under the main and south branches of the river, and under the whole city from the Water Works on the North side to about Twenty-second street on the West side. The work will occupy three years to complete it, and cost about a million of dollars.

☞ The contracts for the construction of the Shelby Railroad have been let. The work will be commenced at once, and completed within twelve months.

Journal of Railroad Law.

RESPONSIBILITY OF RAILROAD COMPANY FOR ACTS OF SERVANTS—LIMITATION OF RULE.

The late case of Callahan *vs.* The Burlington and Missouri River Railroad Company (23 Iowa, p. 562,) was an action to recover damages for setting out fire, and negligently permitting it to escape from the grounds of defendant to those of plaintiff, where it burned timber, wood, &c.

The petition alleges that the defendant is an incorporation organized under the laws of this State for the purpose of constructing and operating a railroad from Burlington to the mouth of Platt River; that the State has granted to said company the right of way through the State; that said road passes through Lucas County; that defendant let the contract of grading its road through Lucas County to J. S. Wolf & Co., and that Wolf & Co., sub-let to John Fitzgerald; that in the contract with said Wolf & Co., defendant expressly reserved the right (to be exercised by its engineers,) of giving, as the work progressed, general and in many cases specific directions, as to how said work should be performed (the petition recites one paragraph of the specifications in said contract, as follows, to wit: First, "the ground occupied by and set apart for the right of way is to be thoroughly cleared of all trees, logs, brush and rubbish, and other perishable materials, and the whole to be removed or burned up as the engineer shall direct, and before the grading is commenced;") that in the month of May, 1867, Henry Gardner, an engineer of defendant, ordered one Pat. McGeary, a boss foreman of said Fitzgerald, to set fire and burn certain brush and rubbish on the tract of said road, at section ——, at station 278, about five miles west of Chariton, in said county; that said Pat. McGeary did cause fire to be set to said brush and rubbish, in obedience to said order, and that he and the hands of Fitzgerald negligently permitted said fire to escape to plaintiff's lands, whereby a large amount of timber and wood was burned; that Gardner, as engineer of defendant, had full authority from defendant to give such order, and gave the same in obedience to directions from defendant, under the specification above quoted from the contract between the defendant and J. S. Wolf & Co.

Beck, J.—Were the persons who committed the wrong as shown in the petition, the servants or agents of defendant in such a sense that it was liable for their acts? Upon the determination of this question the case depends.

The rule *respondeat superior* is limited by this principle. "The responsibility of the master grows out of, is measured by, and begins and ends with his control of the servant." 1 Parsons on Contracts, 88. If the person sought to be charged under the rule as employer, did not contract with the party committing the wrongful act for his labor or services, and is not directly liable to him for compensation for such labor or services, and has no such control over him as will enable the employer to direct the manner of performing the labor or services, he is not liable for the wrongful act of the agent or servant. 1 Parsons on Contract, 90–92 and notes. In order to create the liability it is especially necessary that the control of the employer over the servant should be of such a character as to enable him to direct the manner of performing the services, and to prescribe what particular acts shall be done in order to accomplish the end intended. The principle may be illustrated by the case of a contract for the erection of a house. The proprietor bargains with the contractor that the edifice shall be erected at a particular place, within a prescribed time, of prescribed materials, and in a certain style. The proprietor has no control over the workmen which enables him to direct what means they shall use to accomplish the work, or the way of performing or executing it. The means to be used and the way and manner of performing the work are under the control of the contractor only. Now if such means are used to do the work, or it is done in such a way and manner that another is injured, dangerous machinery being used, or reckless and careless workmen employed, the proprietor cannot be held liable, for the simple reason that the law will not hold one responsible for the acts of others, over whom he has no control. See Kellogg *vs.* Payne, 21 Iowa, 575, and authorities there quoted. The doctrine is learnedly discussed and the authorities extensively referred to by Judge Story, in his work on agency, sections 454–459 and notes. The conflict in the authorities is pointed out or reconciled, and the principles above announced are substantially laid down.

The parties doing the wrongful acts complained of in appellant's petition, were the servants of the sub-contractor, and were not in any way under the control of the defendant, it cannot therefore be liable for such wrongful acts.

It is contended with much ingenuity, by appellant's counsel, that under the stipulation of the contract with Wolf & Co., quoted in the statement of the case, appellee retained the right to direct and control the workmen, and did actually exercise that right through its agent, the engineer. A little thought will give a different view upon this point. The contractors obligated themselves to clear off the ground covered by the right of way, by removing or burning up the trees, logs, etc., as the engineer should direct. The clearing of the ground was the work to be done, the end to be attained, and could be done in one of two modes at the option of the defendant.

In the exercise of that option, burning was chosen as the mode of accomplishing the end. But with the manner of burning, defendant had nothing to do, and over it exercised no control. It could not direct that the combustible materials should be gathered in large or small heaps, or on one side of the roadway or the other, or that the act of burning should be prudently and carefully done, and proper precautions of watchfulness be exercised in order to prevent danger to the property of others, all relating to the manner of doing the work required by the contract to be done. Steel *vs.* The South Eastern Railway Co., 81 Eng. Com. Law, 550. The petition does not allege that the burning of the wood, brush, etc., was in itself an act necessarily dangerous to the property of appellant, but avers that the damage resulted because the act was carelessly and negligently done. The appellant did not sustain the loss on account of the act itself, but on account of the careless and negligent manner in which it was done. Appellee directed that the act should be done, and it was lawful and innocent in itself; the contractors only, had control of those who did the act, and could alone direct the manner of its performance. The loss resulted from the manner of the act done; it is clear that appellee is not liable therefor.

It is contended that section 1327 of the revision, fixes liability upon the appellee. The provisions of the statute referred to in this section, relate to the right of way of railroads and the manner of acquiring it, and contain sundry regulations in regard to the crossing of plank roads, turnpikes, canals and water courses by railroads, and impose certain duties upon the corporations in respect to bridges. The provisions of this section, and the statute therein referred to, do not extend the liability of the corporations to acts of those not their agents and servants.

Judgment affirmed.

Stone Cutting by Machinery.

A large party of engineers and other gentlemen interested in the progress of mechanical appliances assembled on Friday in an enclosure on the Thames Embankment to witness some experiment made with a new stone dressing machine invented by Mr. Joseph E. Holme, an American patentee. The machine consists of a small steam engine connected with that part of the apparatus in which the working of the stone is performed. The principle of the invention is exceedingly simple. The block of stone to be dressed is placed under a series of chisels in the first instance, which are impelled by an arm-shaped lever, which is itself driven by a slightly cranked shaft. On the power being applied, the stone is propelled forward, and as it advances lines of ridges are cut on its surface. On reaching the end of its course the action of the lever is reversed. The driving shaft is connected by a bevilled gear wheel with the shaft by which the motion of the stone is produced. To procure the reversed motion referred to a pin is taken out of the arm-shaped joint. During the first progress about three-fourths of an inch is taken off the surface of the stone, and then the power of the cutting apparatus is modified as occasion may require. To finish the stone completely, a knife is employed instead of the series of chisels alluded to. Amongst the experiments performed on Friday, one of the most interesting consisted of the dressing of a block of freestone six feet long and one foot ten inches wide. This was practically finished in an hour. The dressing of a stone of similar dimensions would occupy a mason for a whole working day. The engine was 8 horses power, but a less powerful motive machine would have sufficed for the operations specified. In addition to the apparatus driven by steam another smaller and less complex machine, constructed to be driven by hand, was also shown in the inclosure. Several stones dressed by this second application of the principle already explained were placed on benches for the inspection of the visitors. Amongst these were large blocks of Garth stone and limestone. The power of the machine, however, was most efficaciously proved by the appearance of the blocks of Guernsey granite and Irish marble, considered the two hardest stones of their respective kind—dressed by the smaller machine to which allusion has been made. It is not in the saving of time only that the value of Mr. Holme's invention consists. The faces of the stone dressed by it in either modification present none of the inequalities which necessarily occur on the surface of stone dressed by hand. The lines on the blocks treated by machine action were as nearly mathematically parallel to each other as could be conceived; whereas those on the blocks finished by hand, with which they were placed in juxtaposition, were palpably crooked.—*Montreal Gazette.*

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first eight months of the year:

	1868.	1869.
Ashes, bbls.	4,323	6,705
Breadstuffs—		
Wheat flour, bbls.	1,400,051	1,819,166
Cornmeal, bbls.	220,801	163,925
Wheat, bush.	4,644,680	11,862,315
Rye, bush.	230,225	256,032
Oats, bush.	4,068,332	3,742,071
Barley, bush.	870,556	392,516
Peas, bush	220,305	35,199
Corn, bush	13,495,771	6,261,063
Cotton, bales	389,383	372,445
Naval Stores—		
Crude turp., bbls.	7,359	11,937
Spirits turp., bbls	45,604	47,375
Rosin, bbls	308,333	376,609
Tar, bbls.	24,824	58,420
Pitch, bbls	4,610	4,563
Provisions—		
Pork, pkgs	76,048	68,094
Beef, bbls.	34,191	50,101
Cutmeats, pkgs	62,327	69,341
Butter, pkgs.	267,890	399,657
Cheese, pkgs	657,612	708,754
Lard, tcs. and bbls.	74,273	57,510
Do., kegs	10,774	9,378
Whiskey, bbls.	16,695	113,662
Petroleum, pkgs	444,801	609,792

Exports from New York to foreign ports of certain leading articles of domestic produce for eight months of the year:

	1868.	1869.
Ashes, Pots, bbls	2,653	3,110
Do., Pearls, bbls	151	79
Beeswax, lbs	358,298	117,618
Breadstuffs—		
Wheat flour, bbls.	627,945	933,057
Rye flour, bbls.	5,208	3,032
Cornmeal, bbls.	131,472	101,717
Wheat, bush.	3,286,391	10,918,331
Rye, bush	153,093	114,006
Oats, bush.	41,033	43,567
Barley, bush.	.....	.....
Peas, bush	122,488	71,734
Corn, bush	5,227,202	1,550,405
Candles, bxs.	54,365	37,490
Coal, tons	41,949	37,816
Cotton, bales	208,791	175,201
Hay, bales	32,468	20,149
Hops, bales.	664	52,437
Naval Stores—		
Crude turp., bbls	309	496
Spirits turp., bbls	13,351	15,835
Rosin, bbls	246,621	346,106
Tar, bbls	8,709	29,942
Pitch, bbls	2,320	3,449
Oils—whale, galls	156,823	14,547
Do., sperm, galls	251,983	467,682
Do., lard, galls	120,011	24,256
Do., linseed, galls	33,857	11,581
Provisions—		
Pork, bbls.	59,874	48,866
Beef, bbls.	17,158	22,016
Do., tcs	40,768	42,761
Cutmeats, lbs	25,091,650	39,486,566
Butter, lbs.	702,256	748,673
Cheese, lbs	30,368,652	37,732,172
Lard, lbs.	31,065,928	22,494,230
Rice, tcs	226	249
Do., bbls	12,441	6,469
Tallow, lbs	9,657,443	15,461,869
Tobacco, crude, pkgs.	61,998	83,105
Do., manf., lbs	5,101,382	4,139,809
Whalebone, lbs	494,010	176,830
Petroleum, galls	35,364,077	42,754,129

☞ The Pittsburg *Post* says that officers have been elected and about $31,000 of the $35,000 required to construct a railroad from Hollidaysburg to Morrison's Cove, Blair County, have been subscribed, and the Cambria Iron Company, who own considerable ore land along the proposed route, will furnish all the money needed for commencing the work without delay.

Mercantile Law.

The Supreme Court of Pennsylvania has recently made a decision of great importance to merchants and bankers. In what light a person who endorses a promissory note before the payee is to be regarded has long been a vexed question. In some cases he is regarded as a joint and several promissor with the maker, in other cases as a guarantor to the payee or any subsequent lawful holder, in others as a second endorser, the payee having a right to restrict his own prior endorsement by the words "without recourse," in others still as a second endorser, merely under an implied engagement to the payee to assume the position and all the responsibilities of a first endorser. In a large majority of cases, however, he is treated as an original promissor or a guarantor, according as the evidence may show the original contract between the parties to have been.

The law being in this state uncertainty, the Legislature of Pennsylvania, on April 5th, 1855, passed an act going into effect on January 1st, 1856, which, following the English statute of Frauds and Perjuries, provided that no action shall be brought "whereby to charge the defendant upon any special promise to answer for the debt or default of another, unless the agreement upon which such action shall be brought, or some memorandum or note thereof, shall be in writing and be signed by the party to be charged therewith, or some other person by him authorized." In a suit brought after this act went into effect, it was held that a person who endorses a promissory note before the payee is within the provisions of the statute, and that his signature is not the necessary note in writing to charge him with the debt of another, but only imports an endorsement of commercial paper, and makes him liable as endorser only to subsequent and not to prior holders. The principles involved in the above case were recently re-argued before the entire Bench and were unanimously reaffirmed by the Court.—*Pittsburg Chronicle.*

A Double-Bogie Locomotive.

The *Scientific American* describes a new double locomotive, just manufacurted by Wm. Mason & Co., of Taunton, Mass., for the Central Pacific railroad. It looks precisely as if two ordinary locomotives had been backed up to each other and made into one machine. The engineers' house and the fuel bunkers are, of course, stationary, between the two locomotives—or rather, are part and parcel of the machine itself, which, like a double ender steamship can go equally well either way, thus obviating entirely the necessity of turn-tables. The whole machine is carried by six pair of 3 feet 9 inch wheels, in two groups, one at each end; and each group is driven by a pair of 15 inch cylinders, with 24 inch stroke; and the combined power of the machine is equal to a pull of 25,714 pounds. Its weight is 54 tons, or about 4½ tons to thewheel. It has 1,650 feet of tube surface, 125 feet of fire-box surface, and about 25 feet of fire-grate surface. In its wing-tanks it can carry 3,000 gallons of water, and in its bunkers 2½ tons of coal.

☞ By a recent report to the directors by the engineer of the Belfast and Moosehead Lake Railroad, it is shown that of the 565,000 yards of excavation and filling on the whole road, 338,000 yards have been completed, or nineteen miles and seven-tenths brought to an actual sub grade. The whole distance to Burnham is 33 miles.

A New Locomotive Alarm Bell.

A new locomotive alarm bell has just been invented in Detroit. The invention consists of an ordinary bell, weighing about 100 pounds, placed on the platform of the locomotive, immediately over the cow-catcher. A rod attached to the eccentric shaft causes a clapper to strike the bell each turn of the driving wheel. The bell is suspended loosely, and revolves from the force of the stroke it receives, so that all parts of the surface are equally exposed to wear. The advantages of this arrangement are a continuous sound, slow or rapid in proportion to the speed of the engine, each 15 feet producing a stroke of the bell. In case of an accident the railroad company can always prove that their bell was ringing according to law. Owing to the position in which this bell is placed the sound can be distinctly heard about three miles in day time, and by night four miles or more, the ground and the continuous rail, both excellent conductors of sound, assisting in carrying the vibrations. The Detroit and Milwaukee Railroad have 24 of these alarms already in use, and intend to provide all their passenger engines with them. Mr. Ben Briscoe, of Detroit, is the inventor.

Concord and Rochester Railroad.

At a meeting of the directors and stockholders of this road in Concord, N. H., on the 1st inst., it was stated that the locating survey from Concord to Pittsfield was completed, and measures were taken to insure an immediate survey of the remainder of the route. It was voted that none of the building funds of the corporation should be expended until the final survey was completed, and not then unless the amount of subscription should be sufficient to build the whole road. It was considered that the way was clear to increase the present subscriptions to half a million dollars. Much encouragement was received as to the probable success of the undertaking.

Costa Rica Railroad.

The Panama *Star*, of August 23d, says that General Spalding, chief engineer of the Costa Rica Railroad, with four assistants and several laborers, arrived at Aspinwall on the steamer Arizona, from New York on the 9th inst., and took passage for Lamon Bay on the steamer Atrato. The party consisted of twenty-six persons in all, and will go to work at once on arrival in Costa Rica running levels and making other preliminary arrangements for the opening of the road.

☞ The following gentlemen have been elected directors of the Southern Central Railroad Company for the ensuing year: John H. Chedell, D. M. Osborn, H. Woodruff, Wm. C. Barber, Wm. H. Seward, Jr., Nelson Beardsley, C. G. Briggs, Hyland K. Clark, J. W. Dwight, J. C. Platt, J. J. Taylor, C. L. Rich and George J. Post. President, J. H. Chedell; vice president, J. J. Taylor; treasurer and secretary, William H. Seward, Jr. The office of the company is at Auburn, N. Y.

☞ The earnings of the North Carolina Railroad for the months of May and June, 1869, were $78,300 52; and the expenses, $50,729 72—making the net earnings, $27,570 80. In the corresponding months of 1868 the earnings were $69,629 52, the expenses, $57,464 82, and the net earnings, $12,164 70—an increase in gross earnings of $8,671, and in net earnings of $15,406 10.

☞ The Frederick *Union* says that the work all along the line of the Frederick and Pennsylvania Line Railroad is being prosecuted with the utmost vigor, and that the most confident hopes are entertained that it will be entirely completed by the 1st of July, 1870, the time designated.

CHANGEABLE GAUGE
FREIGHT CAR TRUCKS.

A line of upwards of 200 Freight Cars, with ***Changeable Gauge Trucks,*** are in successful operation

BETWEEN BOSTON, CHICAGO AND ST. LOUIS,

Running over Different Gauges of Tracks.

These Trucks are adaptable

To any and all Gauges of Track.

The Proprietors of the Patents are prepared to treat with any Railroad Companies desiring to use them. Address,

CHAS. BOCKUS & CO.,

134 Washington St., Boston, Mass.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

Manufacturers' Agents for Sale

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American & Foreign Rails,

STEEL OR IRON,

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Railway & Machinists' Supplies

OF EVERY KIND.

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BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.

THE POSITIVE STEAM PUMP.

W. HARSEN,

PATENTEE AND MANUFACTURER,

6m37 **Greenpoint, L. I.**

FOR SALE.

A SMALL LOCOMOTIVE, suitable for Construction, Switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

PETER FIELDS & SON,

North Point Foundry and Machine Works, Jersey City, N. J.

NOVEL R. R. SPIKE OR HOLDER.

Having depressions on the sides; also barbs and grooves for ventilating sap; straight jaw with groove; under, centre, leaving two bearings on the rail, with leather, &c., cushions to prevent raising of the holder and noise. For sale by the inventor.

1t37 A. BEEBE, 78 Cedar st., N. Y.

Notice to Railroad Companies.

OWING TO A CHANGE IN OPERATING, THE Second Avenue Railroad Company offer for sale, at their depot, corner of Sixty-third street and Second avenue, in the City of New York, the following described Cars:

Two attached 16-horse power Dummy Engines, built by Grice & Long.

Seven 20-horse power double end Dummies, with Grice & Long Engines and Whittaker Boilers.

Also seven 50 Passenger Cars, all in good running order, and will be sold cheap.

Communications addressed as above will meet with prompt attention.

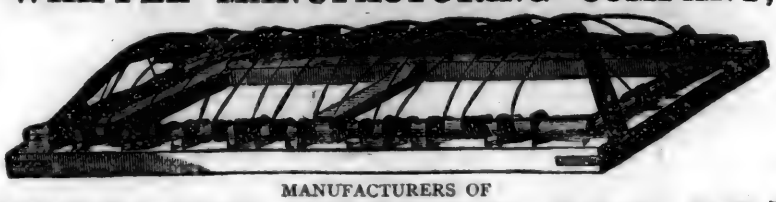
MONTGOMERY QUEEN,

Vice President

4t34 **Second Avenue Railroad Co.**

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—Very thorough instruction in Civil and Mining Engineering, Chemistry, Metallurgy, and Natural Science. Graduates obtain desirable positions. Re-opens Sept. 8. For annual Register, giving full information, address Prof. CHARLES DROWNE, Director. 6t32

WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer. - - - - - DETROIT.

C. A. TROWBRIDGE, General Agent. 37 William Street, NEW YORK.

Intercolonial Railway

THE Commissioners appointed to construct the Intercolonial Railway give PUBLIC NOTICE that they are now prepared to receive Tenders for five further Sections of the line.

CONTRACT No. 8 will be in the Province of Quebec, and extend from the Easterly end of Contract No. 5, at Rimouski, to a point near the Metis River, about 20½ miles in length.

CONTRACT No. 9 will be in the Province of New Brunswick, and extend from the Easterly end of Contract No. 6, towards the Town of Bathurst, about 20½ miles in length.

CONTRACT No. 10 will be in the Province of New Brunswick, and extend from the centre of the Chaplin Island road, near the Court House, at New Castle, towards Bathurst, about 20 miles in length.

CONTRACT No. 11 will be in the Province of Nova Scotia, and will extend from the Easterly end of the Eastern Extension Railway to the Westerly end of Section No. 4, (including the bridge across the Missiquash River, except the western abutment) about 3½ miles in length.

CONTRACT No. 12 will be in the Province of Nova Scotia and extend from the easterly end of Contract No. 7, at Folly Lake, to a junction with the existing railway at Truro, about 24½ miles in length.

Contracts Nos. 8, 9 and 10 to be completely finished before the first day of July, 1871. Contract No. 11 to be completely finished by 1st July, 1870.

That portion of contract No. 12 east of Folly River to Truro to be finished and ready for laying the track by the 1st day of October, 1870, from Folly River to a point opposite the Londonderry Iron Works by the 1st January, 1871, and the remaining portion of said contract by the 1st day of July, 1871.

Plans and profiles, with specifications and terms of contract, will be exhibited at the offices of the Commissioners in Ottawa, Rimouski, Dalhousie, St. John, Halifax, Toronto and Quebec, on and after the 13th September next, and sealed Tenders addressed to the Commissioners of the Intercolonial Railway, will be received at their office in Ottawa up to 7 o'clock, p. m., on the 18th October, 1869.

Sureties for the completion of the contract will be required to sign the Tender.

Commissioners' Office.

Ottawa, 3d August, 1869.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGES,
A. W. McLELAN,
} Commissioners.

STEAM COAL,

From the Clover Hill Virginia Coal Mines,

A SUPERIOR ARTICLE FOR STATIONARY ENGINES.

FOR SALE LOW BY THE CARGO. Apply to

JAMES B. CUNNINGHAM & CO,

3m23. ***AGENTS, 130 PEARL-ST.***

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until **October 15th, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

All the work upon this Division must be finished by October 1, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

TO RAILROAD COMPANIES.—THE ADVERtiser, a thoroughly competent and experienced man, desires a position as superintendent of either a steam or horse railroad. Address "RAILROAD," at this office.

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SURVEYS, ESTIMATES, PLANS, MAPS, SPECIfications, and all Information Furnished in relation to the Construction and Equipment of Steam and Horse Railroads.

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To Bridge Builders.

THE HALLOWELL AND CHELSEA BRIDGE Company solicit proposals for putting a new superstructure upon the piers of their bridge across the Kennebec River at Hallowell, Maine.

The Bridge is 878 feet long with four spans of 150 feet each, one 106 feet, with a draw of 170 feet in length, and is to be substantially built and covered, to be completed within one year.

Builders will specify the kind of material to be used and the style of bridge which they propose to build.

For further particulars apply to CHAS. A. PAGE, Hallowell, Me.

CROSS TIES.

PROPOSALS FOR WHITE OAK AND CHESTNUT RAILROAD TIES, to be 8 feet in length, 6 inches thick, average 8 inches face, none to be less than 6 in face, delivered at Georgetown and Shallcross wharf, on Sassafras River, will be received until the 1st of October, 1869, by

PRESIDENT KENT COUNTY R. R. Co.,
Chestertown, Kent County, Md.

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.
Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.
Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.
TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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OFFICE OF THE
RICHMOND IRON MINING COMPANY,
No. 165 BROADWAY, Room No. 17, } New York, Aug. 20th, 1869. }

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron	72.57
Sand, etc., (insoluable)	15.67
Moisture and other constitutes	11.76
	100.00
Yielding metallic iron	50.80

Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

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4,000 CEDAR AND HACKMETACK ON hand, and for sale in lots to suit, by
JNO. BOYNTON'S SON & CO.,
8m34 **32 Broadway.**

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60 AND 64 SEAT NEW FIRST CLASS PASSENger Cars. Immediate delivery. For sale by
WM. H. PETIT,
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PASSENGER CARS.

8 NEW PASSENGER CARS FOR SALE, AND ready for delivery; first class in every respect. Address
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$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

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WATSON'S NEW & COMPLETE RAILROAD MAP,

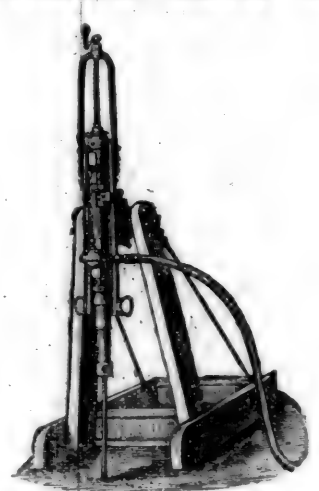
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United States and Canada.
SIZE, 3½ BY 4½ FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

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Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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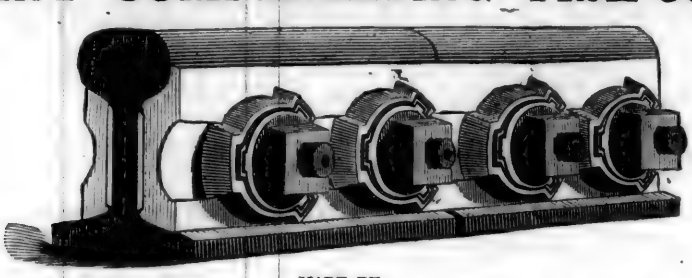
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PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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according to location of berth.

These rates include berths, board and all necessaries for the trip.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

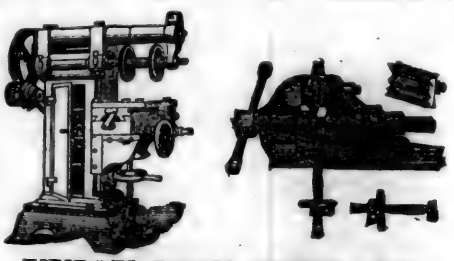
Sept. 16, ALASKA, CAPT. GRAY, connecting with MONTANA, CAPT. FARNSWORTH.

Steamer CHINA, will leave San Francisco Oct. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on WEDNESDAY, Sept. 15. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

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61 WATER STREET.

50 Sizes and Styles constantly on hand. Heavy Vises warranted. Milling Machines—simple, great capacity and strength—5 Sizes, weighing 2,300, 1,600, 1,050, 1,000 and 900 lbs. For Sale by the Trade.

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From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

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AMERICAN RAILROAD JOURNAL.

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SECOND QUARTO SERIES, VOL. XXV., No. 38.] SATURDAY, SEPTEMBER 18, 1869. [WHOLE No. 1,744, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 18, 1869.

Boston and Maine Railroad.

The annual meeting of the stockholders of this corporation was held in Lawrence, Mass., on the 8th inst. The annual report—an abstract of which was given in our last issue—was read and unanimously accepted. The following gentlemen were elected directors for the ensuing year: Francis Cogswell, of Andover; Peter T. Homer, of Boston; N. G. White, of Lawrence; E. J. M. Hale, of Haverhill; Geo. C. Lord, of Boston; Amos Paul, of So. Newmarket, N. H.; and John E. Bickford, of Dover, N. H. On motion it was voted "that the directors be authorized to employ a suitable engineer to make a survey and plan of the Boston and Maine Railroad and all the land belonging to the same, designating any now in litigation, and mark the whole by metes and bounds."

The second article in the warrant for the meeting, relating to the issue of new stock by the Portland, Saco and Portsmouth Railroad Company, was next taken up.

President Cogswell, in explanation, was understood to say that by existing contracts the surplus earnings of the Portsmouth, Saco and Portsmouth road belong to the Boston and Maine and the Eastern roads jointly; that in past years about $200,000 had been realized annually by the two roads in this way; but that last year, by mutual agreement, the surplus earnings had been applied to the building of a new machine shop and the purchase of land at Portland, and to the improvement of the rolling stock. The expenditures thus made were a debt due the Boston and Maine and Eastern roads. The Legislature of Maine had granted the Portland, Saco and Portsmouth Corporation an increase of $500,000 capital stock, which they had accepted, conditioned upon the approbation of the Boston and Maine and Eastern Corporations, and with this stock, or so much of it as should be required if issued, it was proposed by the Portland, Saco and Portsmouth Corporation to pay the indebtedness mentioned. The speaker furthermore intimated his approbation of this plan of liquidating the debt.

Without further discussion a vote was passed recapitulating the action of the Portland, Saco and Portsmouth Railroad Company in accepting the increase of capital stock, and authorizing their Directors, with the consent of the Eastern and Boston and Maine Companies, to issue such amount as might be necessary to pay for improvements made or to be made in putting the Portland, Saco and Portsmouth road into the condition of a first class road, and that said shares should have the same rights as those previously issued—therefore, voted, that the Directors of the Boston and Maine Railroad Corporation be authorized, if they so deem it expedient, to give its consent to the issuing of new stock by the Portland, Saco and Portsmouth Railroad Company in the manner provided in the votes above recited, and furthermore that the Directors of this corporation be invested with full power to act in the premises.

The article in the call, "to see what action the stockholders will take in regard to opening communication with deep water," after prolonged discussion, was disposed of by a vote referring the whole subject of deep water communication to the Directors, to investigate and report upon it at a meeting, which the directors were instructed to call at a future day.

At a subsequent meeting of the directors Francis Cogswell, Esq., was re-elected President.

Erie Railway.

It was formally announced to the Stock Exchange on the 14th inst., that the shares of the Erie Railway Company would thereafter be regularly called at the Board, the Company having fully complied with the rules of the Exchange. The following letter from the President of the Company was read at the Board:

OFFICE ERIE RAILWAY COMPANY,
NEW YORK, Sept. 11, 1869.

R. G. Rolston, Esq., President Farmers' Loan and Trust Company:

DEAR SIR: The following is a statement of stock, debt and leasehold estates, in answer to your inquiries of this date. The amount of common stock is $70,000,000, and the amount of common scrip, none. The amount of preferred stock, including scrip $8,536,910. The amount of mortgage debt (7 per cent.) authorized and issued is as follows:

First mortgage, $3,000,000; extended May, 1867, due 1897.

Second mortgage, $4,000,000; date of issue March 1, 1849, due 1879.

Third mortgage, $6,600,000; date of issue March 1, 1853, due 1883.

Fourth mortgage, $4,441,000; date of issue October, 1857, due 1880.

Fifth mortgage, $926,500; date of issue June 1, 1859, due 1888.

Buffalo Branch mortgage, $186,400; date of issue July 1, 1861, due 1891.

The amount of Sterling Bonds £1,000,000 equivalent to $4,844,400; date of issue Sept. 1, 1865, due 1875.

Under a statute of the State, the mortgage debt is convertible into stock only within ten years from date of issue. The ten years have expired on all but the Sterling Loan, and as that is selling at par in London, there is no danger of conversion.

There is no leased road that can be converted into the stock of the Company, except in compliance with the rules of the Stock Exchange by giving thirty days' notice; nor will any increase be made in any form, except in compliance with the aforesaid rules.

JAY GOULD, President.
H. N. OTIS, Secretary.

From this letter it appears that the nominal par value of the outstanding obligations of the Company is as follows:

Mortgage debt	$23,897,300
Preferred stock	8,536,910
Common stock	70,000,000
Grand total	$101,984,210

Massachusetts Central Railroad.

An adjourned meeting of the stockholders of this company was held in Boston on the 9th inst. A vacancy in the Board of Directors, occurring by the declination of Henry F. Hills of Amherst, was filled by the election of C. C. Aldrich of Granby.

At a meeting of the Directors subsequently held, Hon. James M. Stone of Charlestown was elected President, Jas. S. Draper of Wayland, Clerk, and Francis J. Parker of Boston, Treasurer. An immediate thorough re-survey of the entire line with reference to route and method of construction was ordered, and other measures to promote the enterprise were adopted. Both meetings stand adjourned to 30th inst.

Louisville, Cincinnati and Lexington Railroads.

We have been favored with a copy of the Third Annual Report of the "Louisville, Cincinnati and Lexington Railroads"—being the Twenty-first Annual Report of the *Louisville and Frankfort & Lexington and Frankfort* Railroad Companies. These roads have hitherto been operated as one under the control of an executive committee with Hon. W. A. Dudley, President of the Lexington and Frankfort Railroad Company, as Chairman. The receipts from operations of these roads for the years ending June 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$277,702 59	$257,553 12
" freight	187,247 74	220,398 93
" express	15,437 14	14,863 58
" mail	9,400 00	9,400 00
" telegraph	1,111 27	1,343 14
" miscellaneous	2,320 19	313 06
	$493,218 93	$503,871 83
Expenses, viz:		
Conducting transp.	$71,610 54	$71,628 62
Motive power	77,641 95	77,708 52
Maintenance of way	139,566 41	136,508 04
" cars	33,977 50	42,228 83
General expenses	13,175 47	13,041 28
	$335,971 87	$341,115 29
Net earnings	$157,247 06	$162,756 54

Compared with the previous year, the gross earnings of 1868-'69, show an increase of $10,652 90; with an increase in expenses of $5,143 42—making the increase in net earnings, $5,509,48.

The receipts and expenses from all sources for the year ending June 30, 1869, were as follows:

Receipts.

Transportation receipts, as above		$503,871 83
Sales of bonds	$512,000	
Less discount	76,800	
		435,200 00
Sales of preferred stock		637,193 58
Bills payable		564,287 82
Decrease of cash on hand		375,450 01
Decrease in stock of supplies		15,685 52
Total		$2,531,688 76

Expenses.

Operating expenses, as above	$341,115 29
Construction Cincinnati Branch	1,781,195 09
Interest on bonds, etc.	170,574 23
Dividends on preferred stock	62,128 10
Real estate	5,805 00
Paid to sundry individuals and contractors	78,352 87
Louisville and Frankfort R. R. Co.	74,078 80
Lexington and Frankfort R. R. Co.	28,439 88
Total, as above	$2,531,688 76

Income Account.

Balance on hand, July 1, 1868		$95,278 46
Gross earnings for the year ending June 30, 1869		503,871 83
Total		$599,150 29
Operating expenses for the year ending June 30, 1869		$341,115 29
Louisville and Frankfort R. R. Co.—		
Cash paid	$40,873 10	
Preferred stock	33,205 70	
		74,078 80
Lexington and Frankfort R. R. Co.—		
Cash paid	$13,000 00	
Preferred stock	15,439 38	
		28,439 38
Supplies on hand Jul. 1,'69.	$43,770 56	
Paid to Cincinnati Br. fund.	111,746 26	
		115,516 82
Total, as above		$599,150 29

We give elsewhere statements showing the financial condition of the respective companies July 1, 1869. Excluding the joint liabilities contracted on account of the Cincinnati Branch, which are borne by the two companies, as between themselves, in the same ratio in which their profits are divided, the general condition of each company is as follows:

	Lou. & Frank.	Lex. & Frank.
Capital stock	$1,109,594 40	$514,716 02
Debt secured by mort.	208,000 00	25,000 00
Debt unsecured	74,519 50	.....
Total liabilities	$1,372,113 90	$539,716 02
Cost of road	1,532,644 99	654,265 37

The aggregate amount of capital stock is $1,623,310 42; debt secured by mortgage, $213,000; unsecured debt, $74,519 50—total liabilities of both roads, $1,911,829 92. The aggregate cost of both roads has been $2,186,910 36. The report says:

The repairs of the road have been kept up to the usual standard, and the track is in very good condition throughout. The completion of the Cincinnati Branch will of course throw out a very much heaver traffic upon the road between Louisville and Lagrange than it has heretofore been subject to. It was therefore desirable to place that portion of the line in the best possible order. As stated in my last report, we had purchased in England seven hundred tons of iron rails beyond what was required for the main track and sidings of the Cincinnati Branch. This surplus has been laid on the old road from Lagrange westward, and the rails which were taken up have been put down again on the sidings of the Branch. In this manner several hundred additional tons of new rails have been relieved, and the process of relaying the old road is being continued. By the end of the summer the track between Lagrange and Hobbs will have been relaid with the new fish-jointed rail, leaving only twelve miles to be relaid hereafter at your convenience. The expenditure in relaying so large a portion of your road was much beyond the ordinary requirements for repairs, and could not justly be charged to the *repairs* of any single year. It might with justice have been charged to *construction*, inasmuch as it was principally intended to meet the exigencies of the new business. But as the entire purchase of new rails had been originally charged to construction account, it was thought, under all the circumstances, to be the most proper course at once to credit to that account, and charge to repairs the value of such portion of the iron used on the old road as would have been sufficient for the ordinary annual repairs, and to continue that course for one or two succeeding years until the whole amount should be exhausted. At the same time construction was charged with the actual value of the old iron used on the sidings of the new road. If there be any injustice in the course which has been adopted, the error has been in charging too large an amount to the repairs of the year—an error on the right side, and which will correct itself in the diminished charges to be made to that account in one or two succeeding years.

Cincinnati Branch.

The end of the fiscal year witnessed the opening of the Cincinnati line for passenger business. It was a month later before the completion of our temporary station buildings at Covington enabled us to advertise our readiness to carry freights. The accompanying report of General St. John, late Chief Engineer, is a history of the progress of the work during the year, and a statement of its condition on the 15th of June, when he resigned his position to take service elsewhere, and turned the work over to other hands. The Auditor's Table No. 9 is a detailed account of the expenditures in construction. The total, exclusive of discounts and interest paid, is $3,827,998 42. The Auditor's general balance sheet indicates the mode by which these means have been provided. The item of *bills payable* in the sheet includes the sum of $60,893 24 for interest yet to accrue on notes given for rails and equipment. The floating debt is provided for by the deposit as collateral security of 372 mortgage bonds and 6,517 shares of preferred stock. The larger portion of the debt for which they are pledged will not mature for nearly two years to come, so that ample time will be afforded to realize the hypothecated securities for its payment.

It is very much to be regretted that we are not yet able to announce to you the settlement of the vexed question of a right of way through the city of Louisville to a connection with the Nashville Railroad. In accordance with the wishes of a majority of the stockholders of the Louisville and Frankfort Railroad Company, as expressed at their last annual meeting, the Executive Committee passed a resolution offering to change the gauge of the road on the terms proposed by the city authorities, if time should be allowed them, until the completion of the bridge at Cincinnati should enable them to make connection on the new gauge with the eastern roads centering at that city. Negotiations to this effect have now been pending for several months, and it seems that the only difficulty remainining in the way arises from the inability of the city councils to agree upon the particular route which should be granted for the connecting line. This difficulty, it may reasonably be hoped, will soon be surmounted.

The Newport and Cincinnati Bridge is in the hands of a strong company, who are abundantly able to complete it with dispatch. Considerable progress has already been made in the erection of the shore piers, and we have the most confident assurances that the bridge will be ready for use in the course of next summer. No considerable expenditure will be required in the extension of your line from South Covington to Newport until that bridge approaches completion. The utmost that can be needed this season would be to put in the foundations for the piers of your own bridge across Licking River, so as to enable us to complete the structure readily during the next spring or early summer. The rest of the work is of so easy a character as to require a very short time for its completion.

In the mean time our business is accommodated at Covington by an arrangement with the Kentucky Central Railroad Company for the use of a mile of their track, and by the erection of temporary station buildings upon grounds leased from that company.

It can not be expected that your road will be able to command its proper share of traffic either in freight or passengers while we are without connections at either end of the line. The long drayage and omnibus ride at each terminus are serious obstacles in our way, and until their removal the superior location and direction of your line will not give us the full advantages which they ought to do in its competition for business. Yet the

brief experience which we have had from the opening of the road to the time of writing this report is very far from discouraging. We have been carrying passengers but six weeks, and the public are just beginning to understand the advantages which we offer them. The passenger receipts for the month of August will very closely approximate, if they do not exceed, those of the old road, which has been in successful operation for nearly twenty years. As it is only a fortnight since we advertised our readiness to carry freight, we can not be said to have had any actual experience of the business; but I may add that it is already evident that the freight traffic from the eastern end of the Lexington line will receive large accessions from the use of the Cincinnati Branch, and that the business between Cincinnati and Louisville is beginning to develop itself very encouragingly. There can be no doubt of a steady increase of both passengers and freight even while matters remain as they are; and if, as there is every reason to hope, we shall be able next year to complete our connections at both Louisville and Cincinnati, the increase can not fail to be immediate and very great.

The intervening country between Lagrange and Covington has heretofore been so secluded and inaccessible from without that time will be required to develop its capabilities and accustom its people to the use of the new facilities now offered them. Its principal production, tobacco, had been already marketed for the present season before the opening of the road. Since that time the farmers have been engaged in harvesting their crops, so that neither in passengers or freight has any fair indication been given of the traffic it will afford us. The value of lands has risen, but is still low compared with that of other lands not more fertile nor so well located with a view to market. When the character of the soil and its proximity to market become understood by the public, population will flow in rapidly and production will be largely increased. Several of the way stations already compare favorably in point of traffic with the stations upon the old line. At many of them villages are springing up, and new life is being infused into the whole of the adjoining country.

Consolidation.

A plan for the consolidation of your two companies will probably be submitted by the Executive Committee at your approaching annual meeting. Its details are not, at the moment of writing this report, definitely arranged, and therefore will not now be commented on. It is sufficient to say that the Committee are deeply impressed with a sense of the advantages which would accrue to the stockholders of both companies from a consolidation upon *some* plan, and that the one to be submitted to you will have received their most careful consideration. Your present organization is cumbrous and unnecessarily expensive, and its working is liable to interruption by the occurrence of any disagreement between you. The affairs of your companies are now so interwoven that a severance of their connection is no longer practicable unless by the extinguishment of one company through the purchase of its property and franchises by the other—a contingency not at all likely to occur. The rate of division of their profits has long been fixed by their operating agreement. The liabilities of each are well known, and the relative value of their stocks is of easy calculation. Thus there remain but a few minor points upon which there can arise any difference of opinion when considering the terms of the arrangement. The advantages of consolidation are so manifest that no small obstacle should be allowed to stand in its way.

The company have 26 locomotives, 22 passenger, 8 baggage and mail, 24 house freight, 130 house stock, 24 open stock, 100 platform, 6 express, and 195 road cars. Miles run by locomotives with passenger trains, 145,079; with freight trains, 85,377; with distributing trains, 18,903; with construction trains, 65,822—total, 315,181. Total cost per mile run, 80.85 cents. Number of passengers carried, 288,815; do., carried one mile, 6,705,055. Av. distance traveled by each passenger, 23.21 miles. Earnings per passenger per mile, 3.84 cents. Earnings per mile run by passenger trains, 202.49 cents. Tons of freight hauled, 83,891; do., hauled one mile, 4,381,111. Av. distance hauled, 53.17 miles. Earnings per ton hauled one mile, 5.03 cents. Earnings per mile run by freight trains, 293.51 cents. Total earnings per train mile, 235.71 cents.

The gross cash receipts of the joint roads for three years ending June 30, 1869, were $1,507,409 78; and the actual cash expenditures, $963,318 74—leaving a balance of $544,091 04; of which there has been paid to the Louisville and Frankfort Railroad Company $295,996 37, and to the Lexington and Frankfort Railroad Company $127,448 32. The balance, amounting to $120,646 35, has been paid into the Cincinnati Branch Fund, from which a dividend amounting to $8,900 09, was paid on the preferred stock in 1868, leaving a balance, as per income account, of $111,746 26.

General Account, June 30, 1869.

Construction Cincinnati Branch	$4,576,985 74
Due from sundry individuals	19,037 93
Real estate	29,055 00
Stock of supplies on hand	43,770 56
Cash on hand	14,502 60
	$4,683,351 83
Seven per cent. First Mortgage bonds due in 1897	$2,628,000 00
Nine per cent. preferred stock	848,315 52
Due other companies	623 01
Due sundry individuals	28,152 94
Unpaid coupons	4,655 00
Unpaid dividends	4,486 10
Bills payable, including interest on rail and locomotive notes, and premiums on gold	1,013,602 44
Balance to credit side of income account	155,516 82
	$4,683,351 83

Chairman Executive Committee.—W. A. Dudley.

Executive Committee.—Norvin Green, C. N. Warren, W. A. Dudley, J. Guthrie Coke, J. F. Speed, M. C. Johnson.

Superintendent.—Samuel Gill.

Secretary and Treasurer.—W. H. Beynroth.

Auditor.—William Mahl.

Palace Cars.—Miller's Patent Couplings.

Within the past few months the Philadelphia, Wilmington and Baltimore Railroad Company has placed upon the through line between Washington and New York four new cars, which, in point of magnificent appearance and the comfort which they insure to passengers traveling in them, are entitled to the designation of "palace" cars. The last of these cars was finished about a week since, and all four are now running regularly upon the night trains from Washington to New York. A description of this car will answer for all. It is fifty-six feet long and nine and a half feet wide, the exterior painted and varnished light yellow, the color agreeably relieved by the bright hues of the lettering. The exterior of the car presents a handsome appearance by the graceful outlines of the mouldings on the sides and at the ovals of the windows. On entering the car at either end the passenger steps into an ante-room or vestibule, separated from the main portion by a dark walnut door, the upper half of which is of ground glass, worked in elegant patterns. Each vestibule contains four roomy arm chairs cushioned with dark velvet, marble washing basins with silver faucets, and the private closets. These apartments are intended for the use of smokers, who will appreciate the provision which enables them to smoke a cigar without being driven into what is usually the most uncomfortable and crowded car on a train. The main apartment of the car contains thirty-seven arm chairs in double rows on either side of the central aisle, and by merely working a wheel and screw, set below the seat of the chair in the framework, the occupant can adjust it at any incline. When the back is adjusted vertically the chair is an ordinary arm-chair, but by turning the wheel back is lowered and from under the chair a rest for the feet is thrown out, it then becoming a cozy and luxurious arrangement for sleeping. The cushions are of crimson velvet, the wood work of dark walnut grained and polished, and the metal work heavily silver plated. The floor of the car is grained and polished in light yellow, the aisle is carpeted with a neat pattern of velvet carpet, and the interior walls are of dark yellow walnut and light yellow satin wood, each polished in a beautiful manner. The ceiling is of a pure white material, worked out with tracery of blue and gold in graceful designs. The patent ventilators above the roof are of ground glass, and all the metallic finishings are plated with silver. The artistic combination and contrast of colors on the interior of the car, the dark walnut, the brilliant satin wood and crimson velvet, the white, blue and gold of the ceiling and the sparkle of the metal, all form a beautiful and attractive spectacle. The car is furnished with "Miller's Patent Couplings," by means of which the connection between two cars is made simply by the movement of a lever on the platform of each, thus obviating the danger and trouble of coupling by hand. This coupling never fails to work satisfactorily, and the company are putting it upon all their new cars. The car was built at the Company's Works, Wilmington, Delaware.

Missisquoi Valley Railroad.

At a meeting of the directors of this road at St. Albans, Vt., on the 10th inst., it was voted to divide the charter on the basis that all that part of the chartered road lying north and east of Richford Village shall be called Missisquoi Valley Railroad, Orleans Division, and all that part lying between Richford Village and the Vermont and Canada Railroad shall be called Missisquoi Valley Railroad, Franklin Division; that there shall be a division of the capital, and that each division of the road is to have a separate board of management and control. This action, it is said, will lead to the speedy construction of the road.

Memphis and Charleston Railroad.

At the recent annual meeting of the stockholders of this company at Huntsville, Ala., the directors were authorized to lease or purchase, as they may deem best, the Decherd, Winchester and Fayetteville Railroad; and in case they succeed in effecting the lease or purchase, then to build a branch road from or near Huntsville, to intersect the same at or near Decherd, in Tennessee, or such other point as the directors may consider for the best interests of the Memphis and Charleston Railroad Company.

☞ The earnings of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad in July and August, 1869, were $590,808; in July and August 1868, they were $489,772—showing an increase of $101,036.

Baltimore and Potomac Railroad.

The annual meeting of the stockholders of this company was held at Upper Marlborough, Md., on the 1st inst. The President (Hon. Oden Bowie) in his annual report says that but five miles of the road had been graded at the date of his last report, and "since then much progress has been made with the work, and many results accomplished which, until they had been secured, necessarily delayed the undertaking. Thus our entrance into the City of Washington depending upon the consent of Congress, and into Baltimore upon that of her City Council, we were delayed in the location of our route in and adjacent to those cities until we could designate one satisfactory to their authorities. In both Congress and the Council of Baltimore we were confronted with a determined and formidable opposition—the same which has heretofore opposed us at every step; and, in addition, in Baltimore we had to overcome the strong and influential antagonism of the property holders along the line, who objected to the road being located near their premises. But the mayor and councilmen, legislating for the general good, and foreseeing the immense advantages to accrue to their great and beautiful city from this road, which would pour into her lap the wealth of southern trade and travel, wisely passed the ordinance authorizing us to tunnel through their streets from our point of entrance into the city to our general depot.

"The idea of this tunnel had not suggested itself at our last annnual meeting, and although its construction will involve an immense outlay of money, yet we doubt not that the interests of the road will be advauced, and the company fully reimbursed for the expenditure by its enabling us to make rapid and close connections by steam, and without change of cars. The popular clamor in Baltimore against the rails already down upon the grade of her streets is such that the councils have required certain of them to be taken up, and will, in time, all others. In anticipation of this, the acute and intelligent managers of the Baltimore and Ohio Railroad are looking to their northern and eastern connections by way of a ferry at Locust Point, instead of by horse, as at present, through Pratt street. It is the only way by which their connections can be made, and although the tunnel will probably be more expensive to us than the ferries and boatage to them, yet the delay and inconvenience to travel by their line will be much greater than by ours, and give us a vast advantage over them in the through travel. The convenience of our local travel has been provided for by locating our main depot upon one of the widest and handsomest streets in Baltimore, at which point the city railway will deliver passengers, and by having several local stations in our passage through and around the city, at each of which our trains will receive and deliver passengers instead of requiring them, as they are now, to go from all parts of the city to but one point, and that not immediately adjacent to the city railways. In Washington, also, our depot will be nearer to the business and resident heart of the city, and other facilities are in contemplation for both local and through travel."

The President congratulates the company upon the appropriation to the road by Charles Co., of the sum of $175,000, to which their county is entitled under the State constitution for the aid of internal improvements within her county limits, after the question had been duly considered, whether it should be appropriated to the proposed Southern Maryland or Baltimore and Potomac road, and then adds:

"The proper papers have been prepared and will be signed by the President of the company and by the commissioners, requiring the money to be expended in the construction of the road from the Charles County line to the Potomac River, and the work will be shortly commenced and rapidly pushed to completion.

"There should be no antagonism between the Baltimore and Potomac and the Southern Maryland, if it should fortunately ever be built. There will be none on the part of the Baltimore and Potomac as long as it is controlled as it is at present, and if after it shall have been in successful operation, as we look to see it in its whole length in the course of one or two years, the Southern Maryland shall be building, and shall stand in need of aid from us, it will be the policy and the duty of this road to aid it at least to the amount of the $175,000 subscribed by Charles County, provided the purposes of the two roads shall be, as they should be, in thorough accord, and each auxiliary to the other for mutual benefit and the benefit of the country through which they run.

"When the capitalists who furnished the largest means to build the road were induced to so invest their capital, they had the assurance, and every reason to believe, that the right of way would be secured at a very moderate cost—that the people who were to be so immensely benefitted by the road would have the liberality to either donate their land for right of way, or dispose of it at its actual value, and the enlightenment not to impair their own interest by impeding the progress of the work. To the credit of the people of Prince George's County especially, it can be said that this has generally been the case. Much of the right of way has been freely donated, and very rarely have any excessive damages been asked. Strange to say, the very cases where legal and other impediments have been interposed have been those where the company had either agreed to pay most liberally the high prices asked, or had accepted the excessive rates awarded by the juries rather than have delay and the annoyance of Court proceedings. Finding that our liberality was thus abused, we have determined no longer to submit to these unjust and excessive demands, and these and similar cases have been, or will be, perforce, submitted to the arbitrament of the Courts."

"These delays above Marlborough have prevented the location of the line below the town, as our engineers, agents and attorneys have had their every moment occupied with them. They being happily disposed of, the progress of the work below will immediately occupy our attention. Here, too, whilst many of the landholders have met us in a liberal, just, and enlightened spirit, others who are most able to aid the building of the road, and most to be benefitted by it, are most extortionate in their demands and most obtuse to their own interests.

"With our experience on the road above, we have found it necessary to secure, in advance of operations below Marlborough, the right of way in all cases. Accordingly, an agent of the company will be sent with agreements to be signed by persons through whose property the road runs, and in such cases where terms mutually satisfac tory cannot be agreed upon, juries of condemna tion will be immediately summoned.

"Other progress than that of the grading has been made. Cross ties sufficient for the work being graded have been secured, and many of them delivered along the line of road.

"The bridging along the road has also been undertaken. Many culverts and smaller bridges have been permanently completed, and the long and expensive bridge over the Patuxent River is well under way. The grading of the long "Y," which connects this road with ours, has been lately completed, and it is in contemplation to lay the track from their road to the Patuxent River immediately, to facilitate the transportation over our own road of the heavy materials for the building of the bridge.

"The General Assembly of the State meeting only biennially, and our charter expiration by limitation before it will again meet, in 1872, it will be necessary to apply to the next Legislature for an extension of charter. With our people united in its favor, and the road being vigorously prosecuted, there can be doubt of the result of our application. Division and dissension, however, among the friends of the road may lead to unity of purpose and concert of action among those who have heretofore opposed us, and may embolden them to other acts of opposition. This makes the efforts of those who have embarrassed us with litigation the more serious and damaging. They are not aware, or have not stopped to reflect, that by the course they are pursuing they may destroy the road entirely.

"It should be constantly borne in mind that this is the only railroad ever attempted to be built in Maryland, and possibly in the United States, without State, county or city aid, either by subscription to the capital stock or endorsement of its bonds. It should also be remembered by those most interested in and most vitally benefitted by its construction, that *they* have not been required either to subscribe to the stock or guarantee the bonds. And that except a very small subscription to the stock *they have done neither.*

"Since the report of Mr. Emack, Chief Engineer, was handed in, three other sections have been completed, and we are informed by him that of the whole forty miles now being graded, all but about five miles will be completed on or before the 1st of November next. These are sections on which we have been enjoined, and those on which the work was so heavy and the hauls so long as to induce the company to supply the contractors with rails to expedite their work.

"The chief engineer asserts in his report that but for the legal delays interposed against its progress, the road would have been completed and running from Baltimore to Washington and Upper Marlborough by March next. It was this assurance given by the President of this company to the Congress of the United States which did so much to defeat the 'air line' project last winter.

"It will be further observed that the engineer declares that the road can and will still be completed during the next summer, if it receives the 'hearty co-operation of all those interested.' Such being the case, we unite with him in the belief that the next annual meeting of the stockholders will witness the completion of this part of the road, and great progress made on that part of it between Upper Marlborough and the Potomac River. This part, except a few miles below Marlborough, can be very rapidly and cheaply constructed, and that from Baltimore to Washington and Marlborough completed, will enable the company to place their bonds so advantageously that all financial difficulties will be removed, and the whole road from Baltimore to the Potomac River speedily completed."

The Chief Engineer, C. S. Emack, in his report says:

"The line in the cities of Baltimore and Washington has been located, and as soon as the 'right of way' has been secured will be ready for letting. Below the town of Upper Marlborough, for about seven miles, we have a very difficult country to pass over; three lines have been run over this section, which meet at a common point a short distance below the Holy R sary Church; from this point to the Potomac River two lines have been run, one reaching the Potomac, opposite Aquia Creek, and the other at the mouth of Pope's Creek. I have at present a corps of engineers making an examination of the country in King George's and Caroline Counties, Virginia, to enable me to form a better idea of the proper terminus of the road. A more thorough examination of the whole route, and careful estimates of the cost, have shown that your road will cost nearly sixty per cent. more than at first estimated, requiring a much larger expenditure of money than was at first expected."

☞ The corporation of Marieville, Canada, has adopted a By-Law authorizing the Mayor to take stock to the amount of $3,000 in the Shefford,

Stanstead and Rouville railway. The parish of St. Marie has subscribed for $12,000 of the same stock.

Louisville and Frankfort and Lexington and Frankfort Railroads.

We give elsewhere a statement in detail of the joint operations of these roads for the fiscal years ending June 30, 1868 and 1869. During the three years that these roads have been operated as one the earnings, expenses, etc., have been as follows:

	1867.	1868.	1869.
Earnings	$510,319 02	$498,218 93	$503,871 83
Expenses	357,101 90	335,971 87	341,115 29
Net	$153,217 12	$157,247 06	$162,756 54

The aggregate earnings and cash receipts for the three years under review have been $1,507,409 78; and the operating expenses, consisting of cash and materials used bought in former years, $1,034,189 06—leaving as the aggregate net earnings of both roads for the years named $473,220 72. Deducting from the expenses the sum of $70,870 32 (being decrease in amount of material used from the stock of supplies on hand July 1, 1866,) will leave the actual cash expenditures, $963,318 74, and the actual net cash receipts, $544,091 04. These have been disposed of as follows:

Paid Louisville & Frankfort R.R. Co.	$295,996 37
Paid Lexington & Frankfort R.R. Co.	127,448 32
Paid into Cincinnati Branch Fund	120,646 35
Total, as above	$544,091 04

The receipts of the Louisville and Frankfort R. R. Co. from all sources for the year ending June 30, 1869, were as follows:

Received from the L., C. and L. R. R., in part net earnings	$74,078 80
Bills receivable—amount received on account	875 00
Cash in New York July 1, 1868	2,699 50
Cash on hand July 1, 1868	2,819 78
	$80,473 08

Expenditures, viz:

Preferred joint stock dividend No. 4	$33,205 70
Interest on bonds, etc	16,572 22
General expense	1,923 45
Taxes—Municipal, State and National.	4,767 24
Redemption of bonds	20,000 00
Cash in New York to pay interest	2,892 00
Cash dividends paid	971 75
Cash on hand June 30, 1869	140 72
	$80,473 08

The financial condition of the company June 30, 1869, was as follows:

Capital stock	$1,109,594 40
Railroads bonds, due 1870–'78	88,000 00
City of Louisville bonds, due 1881	100,000 00
State of Kentucky, for right of way on perpetual credit at 6 per cent.	74,519 50
Cash dividends unclaimed	3,566 46
Preferred joint stock dividends, unclaimed	5,209 50
Profit and loss	241,255 40
	$1,622,145 26
Construction	$1,532,644 99
Real estate	33,235 10
Bills receivable	1,057 33
Louisville, Cincinnati and Lexington Railroad	38,465 62
Stock of other companies	8,500 00
Cash in New York to pay interest	2,892 00
Preferred joint stock	5,209 50
Balance cash on hand	140 72
	$1,622,145 26

The receipts of the Lexington and Frankfort R. R. Co. from all sources for the year ending June 30, 1869, were:

Received from L., C. and L. R. R. in part net earning	$28,439 38
Sale of four bonds L. and F. R. R. Co.	4,000 00
Profit and loss	439 84
Sale of fractional stock	59 99
Rent of house	270 00
Cash on hand July 1, 1868	9,140 28
	$42,349 49

Expenditures, viz:

Joint stock dividend 26	$15,439 38
Railroad due bonds July 1, 1869, redeemed	19,000 00
Taxes and insurance	2,376 53
Interest	1,941 96
Expenses	236 50
Contractor's bond 1850 and interest	53 00
Cash dividends	86 84
Bills receivable, charged off	439 84
Lexington City tax scrip	69 60
Cash on hand	2,705 84
	$42,349 49

The financial condition of the company June 30, 1869, was as follows:

Capital stock	$514,716 02
Bonds due in 1874	25,000 00
Renewal and contingent fund	35,296 72
Stock profits	66,173 34
Sinking fund	10,000 00
Cash dividends unpaid	1,390 88
Preferred joint stock dividends unpaid	734 70
Profit and loss	29,006 58
	$682,317 74
Construction	$654,265 37
Bills receivable	726 60
L. and J. Co. stock Ass	1,500 00
Treasurer	612 49
Preferred joint stock	734 70
L., C. and L. R. R. Co	21,772 74
Cash on hand June 30, 1869	2,705 84
	$682,317 74

Raritan and Delaware Bay Railroad.

The sale of this road took place on the 13th inst., at the depot of the company, Manchester, N. J. The sale was under a writ of *fieri facias*, issued to Robert S. Green, a Master in Chancery of New Jersey, by the bondholders of the line, for non-payment of a mortgage on the line and stock of $1,000,000 and accumulated interest to the amount of $1,700,000.

The property was sold in two lots, the first comprising the railroad and its corporate franchises and rights. The second consisted of the entire rolling stock of the company, the locomotives, cars, and the steamboat Jessie Hoyt. Both lots were knocked down to the bondholders of the company after a very feeble competition, the first for $50,000 and the second for $74,000. These prices were only nominal, it being understood that the bondholders were determined to buy in the line, and no opposition was offered.

The new proprietors will have a fresh board of directors, of which Charles Gould, of New York, is proposed as president, and intend issuing $3,500,000 worth of new stock and raising $2,000,000 on fresh mortgage bonds, the majority of which is to be expended in putting the road into better working order and improving the stock.

☞ The New Bedford Glass Works have been purchased by Messrs. Libby & Co., of the Mount Washington Glass Works, South Boston, Mass.

Illinois Central Railroad.

The statement of this Company for the month ending August 31, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,571.91 for	$40,336 55
Acres Int. Fund Lands sold	40.00 for	501 60
Acres Free Lands sold	845.40 for	12,674 94
Total sales during month of August, 1869	5,457.31 for	$53,513 09
To which add Town Lot Sales		
Total of all	5,457.31 for	$53,513 09
Cash collected in August		$213,620 00

TRAFFIC DEPARTMENT.

Receipts from	Freight	$472,472 00
do.	Passengers	136,641 77
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	60,000 00
Total Receipts in August, 1869		$679,472 10
Total Receipts in August, 1868		$675,637 10

Estimated earnings in the month of August, on the D. & S. C. R. R., not included above	$110,856 25
Corresponding month of 1868	$88,142 23

National Junction Railroad.

An engineer corps have commenced the survey of the route of the National Junction Railway, as incorporated by a late act of Congress, at the south bank of the Potomac, above Georgetown, opposite the island known as the "Three Sisters," and to run thence through Georgetown and Washington. The object in commencing the survey at the point mentioned is to ascertain the practicability of a railroad crossing in conjunction with a free bridge there. If this road is pushed forward earnestly and completed, the needed link to connect the Northern and Southern Railroads through Washington will be supplied, for it is stated that the directors of the Washington and Alexandria Canal, Aqueduct, Bridge and Railroad Company at a meeting recently held in Washington, passed an order for the immediate construction of a railroad to connect Georgetown with the Alexandria, Loudoun and Hampshire Railroad, commencing at the Virginia terminus of the aqueduct, and running thence along the berm bank of the canal and connecting with the Loudoun and Hampshire Railroad near the Four-Mile Run. The depot will be established at Rosslyn, on the south side of the aqueduct bridge, to the north end of which it is believed the Washington and Georgetown street Railway will be extended, and this with the completion of the National Junction road will form a direct connection.

☞ The McGregor and Sioux City Railroad is now under contract to be finished to Clear Lake, Cerro Gordo county—forty miles from Algona—by the middle of next October. It is expected that the road will be completed to Algona by the first of December, 1870, which is three years sooner than it has been contemplated.

☞ The Fort Wayne, Muncie and Cincinnati Railroad south has been completed to a connection with the Bellefontaine Railroad at Muncie. The direct line from Muncie to Cincinnati is now completed. Work upon the new road north Muncie is being pushed rapidly.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ...50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 1½
Baltimore and Ohio.....100	16,162,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,660,000	A. & O.	Apl. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 5
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	July'69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Apl.'69 4
Boston, Concord & Mont..100	459,800	.....	.....
Do., do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	325,000	J A J.O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A N	Aug.'69 3
Brooklyn City & Newt'n.100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'69 4½
Camden and Amboy.....100	7,921,412	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville...100	447,000	J. & D.	Jun.'69 5
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J.	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,800,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Buri. & Quincy . 50	12,500,000	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14 590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Apl.'69 5s
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oc 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Porte., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	600,000	.....	.....
Conn. & Passum'k Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,392,361	.....	.....
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,388,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	Aug.'69 —
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia...100	2,389,730	.....	.....
East Tenn. and Virginia...100	657,800	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	M'y '69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	6 4,300	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,640,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Jul. '69 3
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,937,100	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	26,592,000	F. & A.	Aug. '69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,188,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 100	10,731,400	J.A J&O	July'69 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 4
Lexington & Frankfort ...50	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	1,600,860	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	.....	.....
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	9,325,102	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	.....	.....
Mill Creek and Minehl l*. 50	323.375	J. & J.	Jan '69 5
Millville and Glassboro' ... 50	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuyl. Haven 50	2,775,000	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... .100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck..... 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,000 000	F. & A.	Aug.'69 5
New London Northern.....100	896,000	M. & S.	Sept'68 4
New York Central.....100	28,795 000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	6,285,050	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	6,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina..... 100	4,000,000	.....	.....
Northern Central 50	4,648,900	F.M.A N	Aug.'69 2
North Eastern (S. C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,067,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,024,000	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Oct.'69 2½
Old Colony & Newport ...100	4.848,320	J. & J.	Jul. '69 3
Orange and Newark	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A J&O	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,960,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.. 50	5,906,700	.....	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,951,800	J. & J.	July'69 5s
Phil., Germ'n't'n & Nor't'n 50	1,635,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,099,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,997	J. @ J.	July'69 2
Pittsb., Ft. W. & Chi. gtd.100	19,665,000	J.A J&O	Oct. '69 1½
Pittsfield and N. Adams..100	460,000	J. @ J.	July '69 3
Portland and Kennebec...100	679,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 5½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,598	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '68
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. 68 3
South Western, Georgia...100	3.203,400	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	207,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'69 3
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (R. D.) pref.100	1,700,000	.....	.....
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'69 0
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,497,791	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jul. '69 3
Warren 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	3,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred)..... 100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal..... —	.....	J & J.	Jul. '69 2
Lackawanna Coal..... ..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	.....
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	.....	.....
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	100,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	239,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,630	271,247	3,695,153
1867	243,787	157,882	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,190	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	381,400	4,541,973
1869	333,300	308,200	398,700	362,900	419,100	508,000	440,300	480,900	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	585,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,506	946,707	932,683	764,671	647,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,429
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,904	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	576,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,900	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,365	655,047	740,949	661,794	790,322	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,043	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,316	488,388	530,871	429,785	380,034	4,663,806
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869	378,781	363,881	453,481	473,544	445,792	408,139	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,434	529,927	468,796	6,517,562
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	.....	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,534,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,904	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	726,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,687	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506.641	625.547	675,360	701,352	691,556	914,082	7,120,466
1865	600,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	680,964	8,489,063
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,690	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,406	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,023	127,817	175,950	171,868	157,398	154,133	144,164	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	285,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,951	364,724	382,906	406,766	351,759	333,490	3,809,353
1869	278,712	265,793	263,259	292,285	280,529	293,344	283,833	484,208	450,203	429,898	323,274	320,756	3,945,694
Western Union:													
1865	43,716	37,265	32,378	33,072	63,862	82,147	68,180	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,482	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	46 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Sept. 1, 1869					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	121½
.. .. coupon		6	" "	1881	121½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	121
.. .. .. (5-20s).....coupon		6	" "	1882	122
Loan of March 3, 1864 (5-20s)...registered	23,832,500	6	" "	1884	120½
.. .. .. (5-20s).....coupon		6	" "	1884	121½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	120½
.. .. .. (5-20s).....coupon		6	" "	1884	121½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	120½
.. .. .. (5-20s).....coupon		6	" "	1885	121½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	119½
.. .. .. (5-20s).....coupon		6	" "	1886	119½
.. .. 3d series (5-20s)...registered	379,588,450	6	" "	1887	119½
.. .. .. (5-20s).....coupon		6	" "	1887	119½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	120½
.. .. .. (5-20s).....coupon		6	" "	1888	120
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)....coupon		5	" "	1904	110½
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95–'99	109½
Certificates of Mar. 2, 1867, and July 2, 1868...	50,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	324,182	var	.....	Due.	....
Treasury Notes (7-30s).....	989,750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,714,980	6	.....	Due.	....
Temporary Loan of June 30, 1864	183.110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114,913	*nil.*	.....	Dem.	....
Fractional Currency	30,711,800	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	93
Arkansas—*State Bonds (Real Estate Bank) .	888,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	128
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7½	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71–'81	98½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91½
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	84½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)....	754,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	198,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97¼
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	71
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	66
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	85
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1927.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	95
.. — .. .. 1838–'39.....	525,006	6	" "	'89–'99	....
.. — .. .. 1838–'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	102
.. —Bonds Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar	1,166,500	5	" "	'90–'94	106½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B. H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70–'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72–'73	124½
.. —	720,000	6	" "	'74–'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63....	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	....
.. —Consols, (Interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	86½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	90½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84–'89	98
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69–'91	55
.. — .. (new).....	3,059,045	6	" "	'92–'98	47½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,300	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		6	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	94
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	110
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	434,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	70
.. —Funding Bonds	1,282,971	6	" "	'70–'90	67
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60½
.. —	2d9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	53½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	100
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	55
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	57½
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,000	6	Jan. & July.	'77–'83	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	76½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	000,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	61½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,000,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	000,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	000,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	74½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	90½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,666,940	6	June & Dec.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	...
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	91
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	95
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	93
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	99½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	89½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	89½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	98
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,028,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	86

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	81
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, frec	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,603,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	436,660	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1880	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	80
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	90½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,892,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	85
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	2,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	88
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	68½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,723,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	92½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101
2d Mortgage (P du C.)	738,000	7.3	" "	" "	1898	91½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86½
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38½
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'68–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	119 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	70
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109
2d Mortgage	276,500	7	— & —	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	125,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	
Equipment Bonds	300,000	8	" "	"	'69–'78	100 102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	92
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	
Old Colony and Newport:						....
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	....
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	94
Orange, Alexandria & Manassas:						100½
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	73½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	83½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70½
Va. State Loan	249,962	6	" "	" "	1887	73½
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	
Oswego and Rome:						....
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	91
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama.						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						....
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	
Peninsula (C. & N. W.):						....
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	
Pennsylvania:						96
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99½
2d M. stg.	2,283,840	6	" "	London.	1875	98½
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	
Pensacola and Georgia:						....
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						....
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	
Perth Amboy and Woodbridge:						....
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	97
2d Mortgage	4,000,000	7	" "	"	1901	88½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	83½
Philadelphia, Germant. & Norist.:						....
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	
Bonds of 1861	106,000	6	Jan. & July.	"	1871	100½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	96
Bonds of 1857, convertible	171,500	6	" "	"	1886	84
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	96
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	....
Philadelphia and Trenton:						106
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						88½
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	90
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1870	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'76–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	100,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	82
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1900	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,044	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1883	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	85
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1836	83½
2d Mortgage	1,500,000	7	" "	Boston.	1891	38½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	10 2½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	738,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,529	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and A	mboy R. R.)				
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97½
Convertible Loan	1,201,850	6	" "	"	1877	82
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	63
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,937	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	28.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	—	—	—	351,071	111,667	8	100	95
Oct. 31, 1868	387.8	88.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,256	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,959	155,978	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	—	—	—	—	—	—	—	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶ .....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	127
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	835,435	—	—	100	24
Dec. 31, 1868	40.0	—	5.0	196.0	9	2	1	541	*Bay de Nequt and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	145¼
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,369	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.6	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,831	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	19
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	1-0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,144,988	344,136	1,565,462	453,780	10	100	141½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	137
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	—	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	121
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	—	—	—	1,109,400	990,000	75,179	—	60.2	—	—	—	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	200,000	—	—	—	(Leased	to West Jersey.)		—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)		54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois Central.)		—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. and N. W.)		419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,098	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	103
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	25
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah ...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	—	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,060	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	—	—	—	391,222	261,600	.....	.....	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,589,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)		—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,648	1,987,896	10	100	151
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,060	3,860 219	1,989,710	414,155	13,825,025	4,794,2 0	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	174
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)		631,782	631,782	10	100	....
May 31, 1869	803.1	—	166.8	—	255	155	169	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	79½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	113
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	—	—	—	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	....
Jun. 30, 1867		Lease	es	of 8	an.	&	Cl	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.		.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)		—	—	—	100	....
Jun. 30, 1868	98.0	26.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	365,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	2,539,456	11,620,000	2,022,000	365,845	242,602	390.8	2,177,407	546,377	628,356	2,962,614	834,449	7	100	77½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning.....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—		(Leased	to Atl. &	Gt. Weste	rn.)	—	8	100	—
Nov 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	618,471	979,862	2,493,214	937,788	6	50	109
Dec 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo.....Ohio.	6,959,077	1,282,517	—	—	6,250,000	3,149,000	—	—		(	Leased to	Lake Sho	re.)	—	7	100	97½
Feb 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—		(Leased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	30½
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by	Little Mi	ami.)	—	—	8	50	—
Nov. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	538,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	698,268	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	—
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont..New Hampshire.	350,000	*	—	—	350,000	—	—	—		(L	eased to	Concord,)	—	—	7	100	—
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	18	11	7	327	Connecticut and Passump. Riv..Vermont.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,849	193,584	9	100	130½
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	—
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,828	39,337	14,823	—	100	—
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	—
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	148,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	485,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	—
Dec. 31, 1868	28.8	—	8.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under cons	truction.)	—	—	—	—	100	—
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	—
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	168,420	17,479	—	100	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	—
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	—
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	112
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	—
Dec. 31 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	—
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	825,199	*	—	—	480,000	—	—	—	—	(Leased to	Boston	& Maine.)	29,000	29,000	3	100	—
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipisseogee....New Hamp.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	—	4s	100	109
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	—
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	365,000	—	—	—	280,000	—	—	—	—	(In progress.)			—	—	—	100	—
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progress.)	—	—	100	—
Sept. 30, 1868	10.0	—	—	66.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	—	—	—	—	124,800	140,000	2,000	—	—	—	—	—	—	—	—	100	—
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	—	—	3,883,300	2,192,400	6,013,294	221,010	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	114½
Nov. 30, 1868	44.1	58.4	39.5	—	42	73	24	666	Eastern ¶.....Massachusetts.	5,365,649	739,592	925,640	269,141	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Bal	t.)	—	—	100	—
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Readin	g.)	—	6	50	—
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy.....Pennsylvania.	391,604	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	80
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	—	—	—	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	—
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶..Tenn. & G.	3,630,492	*	40,410	255,124	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	—
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	—	—	—	—	—	—	—	(Oper. by	Evans	ville, H	enderson	& Nashv.)	82,923	8,095	—	100	—
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	—	—	—	—	—	—	—	—	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	39½
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central	l.)	165,000	5	50	64
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	—	—	—	—	—	—	100	—
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	—
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	800,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	—
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶..Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶..N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,460	166,758	35,072	—	100	—
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	—
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	—
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7.6	50	—
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	135½
Nov. 30, 1868	14 0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	275,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	—
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased	to Belvidere	Delaw	are.)	—	—	100	—
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	—
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)			—	—	—	100	—
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	—
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	—
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	667,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	61.0	—	30.0	—	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,663,144	7,014,800	1,800,572	—	100	—
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,894,696	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	—
Sept. 30, 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶...S. Carolina.	3,981,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.2	122,712	39,149	—	320,138	128,055	—	100	—
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	120
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.6	576,048	931,821	380,128	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,826	182,894	766,351	122,688	—	100	—
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	263	Housatonic .....Connecticut	2,105,558	*	286,095	123,332	2 000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	—
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	185 0	—	—	—	897,617	528,297	—	100	—
Dec. 31, 1868	50.0	—	....	—	2	3	1	16	Houston Tap and Brazoria.....Texas	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	—
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	13,669 382	2,636,607	19,484	—	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,026,303	716,263	5,674,215	1,780,896	8	100	189½
Oct. 31, 1868	44.0	14 7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	—
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*.....Illinois	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	Alton &	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	138
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	—	—	—	(Is no	w operat	ing Terre	Haute,	St. Lo	302.5	—	—	—	—	—	—	100	34
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,184	1,586,339	4,456,486	106,746	6,185,897	8,232,807	—	—	75.0	237,250	—	—	—	—	—	100	—
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Jan. 30, 1868	13.0	—	....	—	4	2	—	64	Iron .....Ohio.	314,897	*	—	—	132.411	35,000	26,399	—	13.0	23,000	31,778	68.378	64,610	8,944	—	100	—
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129.013	87,322	2,107	—	50	—
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	—
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	65
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	—
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	—
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	—	—	—	—	—	1,150,000	—	—	99.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)			—	—	—	100	—
Dec. 31, 1868	18.0	—	—	63.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	—
Dec 31, 1868	31.0	—	118	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	—	—	—	—	—	—	—	—	31 0	—	—	—	—	—	—	100	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Oct. 31, 1868	80.0	—	36.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)	619.2	.....	.....	.....	.....	.....	—	100	101½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325.468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	112½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,820	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1868	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	17,252	9,140	514,646	44,000	114,049	8,267	—	(Operated by Louisv., Cinc. and Lex.)			45,700	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	.....	....
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	4	50	84½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55 463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9 557,800	683,330	11,706	—	50	50
Jun. 30, 1868	—	—	—	81.0	14	13	5	149	Louisville, Cincinnati and Lexington..Ky.	2,496,288	*	109,605	389,952	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	....
Jun. 30, 1868	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	45,668	5,519	1,108,594	282,519	5,540	185,179	—	(Leased by Louisv., Cinc. and Lex.)			103,839	6	100	66½
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased to Boston and Lowell.)			21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	..... (11 mos.)	.....	94,046	288	—	100	135
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	....
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	..... (In progress 66 miles.)			.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	—	..... (In hands of receiver.)			.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	28.0	.....	.....	.....	142,796	102,550	10	100	128
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	..... (Owned by Concord.)			.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,836	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,089	.....	.....	.....	.....	2,275,366	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514.376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	361,871	11,197,348	5,153,489	752	800,034	329.3	2,394,924	.....	.....	4,716,293	1,681,848	10	100	130
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	128 931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper. by Erie 8 mos.)			11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,680	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	330.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	74½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			302,048	8	50	106
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	88
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,489	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,928	15,301	22.0	.....	..... (9 mos.)	.....	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	185
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36 7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg F. Wayne & Chicago.)			.....	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126.871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	123½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	28	26	6	488	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,328	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,400	11,458,904	1,087,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14 381,303	5,143,140	8	100	203½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,196	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	154½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,077	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,660	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N.Y.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,001	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	225.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In progress.)												—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000		422.8					1,296,961	301,779	—	—	80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267				1,015,394	388,240	5s	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8			4,738,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277		4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	98
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*		200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	108
Sept. 30, 1868	21.8	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				149,400	400,000	47,373		35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170		684,877	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621				3,345,141	253,994			....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	67½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000			340.0		30,256,534			2,964,041	663,427	—	100	32
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880				1,197,090	653,185	—	50	81
May 31, 1869	72.5	68 5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,555	141.0	869,867	40,214,034	11,028,842		1,404,295	531,078	6	100	97½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444		291.7	431,670	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612		289,550	380,000	26,500		9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387							111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471		289,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		38,598		3,340,024	7,550,375		1,560,756	285.0	1,594,535				3,086,592	1,064,338	—	—	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000					7,000,000	1,192,000			47.6							....	24	100	250
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000					(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000				(Leased	to Erie)					—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000				(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000					(Leased to Camden and Amboy.)					—	100	....
Dec. 31, 1868	320.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256		27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	113½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500			3,200,000	597,500	375,000		47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000				(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000											—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299		82.3					212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*				215,000	800,000	212,500		39.0	87,111				156,746	12,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633		287.5					2,804,250		—	50	61
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950			24.3	342,775				642,639	295,901	10	50	144
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	3,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128		26,301,352	7,030,220		1,921,976	806.7	4,500,135				8,791,937	3,150,837	10	50	95
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		322,063			1,259,120				26.5					995,196	290,585	10	100	126
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099		9,084,300	2,935,000	514,390	1,101,105	103.8	897,200				2,393,897	905,891	8	50	104
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*				5,000,000	4,008,000	4,750,000		222.5	1,568,097				2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*				1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	64	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782			50,080	1,217,879	670,258		108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34,971				60,642	5,318	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				783,500	1,232,760	4,510		109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.5	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	—	399,709	6,680	51.3	258,977				518,592	130,420	6	100	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000					(Leased	to Concord.)				24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000				(Leased	to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				437,917	150,000			14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.8	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426		54.4	351,060	10,423,316	10,439,958		723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																	—	100	....
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,390		92.3					254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791			505,848	1,000,000				159,744				178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308		4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	38,034	490,409	78.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313		847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073		146,985	58,72	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*				650,000	600,000					(Not in operation.)					—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402				22.0							—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.						1,080,000	1,384,000			12.0		(Under construction.)					—	100	....
Dec. 31, 1868	141.1	48 5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2					1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	789	Rutland	Vermont.	6,500,000	*								166.3	664,409	4 069,421	11,712,202		993,239		—	100	32½
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*				2,100,000	2,050,000					(About $60,000 a month.)					—	100	80
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000			132.0		(Leased to Ind. & St. Louis.)				517,941	—	100	35½
Dec. 31, 1868	196.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000					10,000,000	4,000,000			120.6					612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000				(Leased	to Chi. & Alton.)			240,000		—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.						2,000,000	1,000,030					(Under construction.)					—	100	....
Dec. 31, 1868	68 9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.												(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					2,020,000			80.0					209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	2 0 6	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700			232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000					(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1868	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679			226,900	487				(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1868	116 3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*				900,235	2,150,000	60,000		116.8	240,299				416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84	*				1,289,150	97,000	148,578		54.0	152,360				167,518	344	—	50	....
Oct. 31, 1868	9.2	29.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050					576,050					(Leased	to Phila. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							290,000										—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,103,564	*				999,050	796,830			119.3					312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	1,079,100			180.0					218.441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—				869,450	700,000			28.0	178,705				277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2 1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*				743,100	294,000	121,900		25.0		285,000	155,000		32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						—	100	....
May 31, 1868	60.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*				636,200	55,000			50.0	167,376				289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.						1,330,000	3,200,000			75.0					127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	229	Somerset and Kennebec	Maine.	2,020,770	*				783,500	1,232,760	4 81		109.0	373,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	15.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—				438,300					(Leased to Central of New Jersey.)						6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	0	South Carolina ¶	South Carolina.	7,567 4 4	*		1,026,406		5,819,275	3,860,741	514,388	1,295,967	243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.						900,000							(In progress.)				—	100	....
Nov. 30, 1868	21 5	—	2.0	—	8	12	2	15	South Shore	Massachusetts.	501,592	*				259,685	150,000	17,614	15,039	22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 186	85.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*				484,000	750,000	150,000					(Not in full operation.)					—	100	....
Sept. 30, 1868	123.0	6 5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401		132.5	255,714	1,944,588	8,6 3,425		389,360	63,560	—	100	....
Sept. 30, 186	—	—	—	98.0	—	—	—	—	Southern Central	New York.						880,000				(Under construction.)							—	100	....
Dec. 31, 1868	56.0	—	....	23 5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*													250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.									68.0						—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.			19,773	15 970	5½	100	....
Oct. 31, 1868	—	—	—	22.9	—	—	—	—	Sullivan and Erie.....Pennsylvania.																	
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	6,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)													50	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.			3,274,000	.....	654,000	2,620,000	.....	.....							—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	78½
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1.923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased to Hudson River.)					7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass.,					—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			R. R.)	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170.273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					8	100	102
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,657,671	508,097	114,080	2	100	62½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	182	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5.540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,552	461,649	.....	113.5	.....	7,261,382	15,554 017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,850	511,400	.....	.....	18.3	(Leased to Del. La		c. & W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3.049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,528	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579.474	.....	1,209,170	1,221,500	.....	.....	116.9	.....	12,497.271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	89,289	1,195,000	2,000,000	749,297	223,184	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3.411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	.....	213,000	—	—	—	—	(Leased to Nashua and Lowell.)			456.892	207,744	—	100	....
Dec. 31, 1868	88.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—				596,199	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	126
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	395,535	—	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c.																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	41
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,584	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2.433.000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	96
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	126
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Cam. & Amb.R.R.)	—	—	—	—	—	—	.....	.....	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3.362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	72½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	450,135	162,972	—	100	29
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	258,300	30,107	—	50	40
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	166,589	86.081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	—	—	—	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	5,800,000	600,000	—	—	123.0	—	—	—	267,884	29.513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000	—	—			—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.							—	100	100	20
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,858	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—			....
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	.....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	280,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—			....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	13
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.										
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	.....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	.....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,850	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—			....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50.241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65½
Sept. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	74
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	.....	....	Passenger (Cin.).....O	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	47
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	27
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland.....Me	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,982	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	45½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	5½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N.Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	185
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311.879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87.000	75,000	12,000	1,612	17,925	3,291	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	62
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	8,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.09	44	9	Worcester.....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.& D.	1684	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	300,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23.000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48.300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000.000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	76½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	151
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	71
Hannibal and St. Joseph, pref.	5,253,836	...	...	117
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	66½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323.375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282.250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,000	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	76
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	82
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	300,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60½
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	33½
Mariposa Mining, pref.	5,774,400	7	7	18

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 —	@ 43 —
Pig, American, No. 1 (good to best)		40 —	@ 41 —
Pig, American, No. 2		38 —	@ 39 —
Pig, American, Forge		36 —	@ — —
Bar, Refined, English and American		85 —	@ 87 50
Bar, Swedes, assorted sizes	(gold).	82 50	@ 87 50
—Store Prices.—			
Bar, Swedes, ordinary sizes		— —	@140 —
Bar, English and American, Refined		95 —	@ 1 —
Bar, English and American, Common		87 50	@ 90 —
Scroll		120 —	@180 —
Ovals and Half-round		120 —	@145 —
Band		120 —	@ — —
Horse Shoe		120 —	@ — —
Rods, ⅜@3-16 inch		100 —	@155 —
Hoop		125 —	@180 —
Nail Rod	per lb.	— 8½	@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11	@ — 12½
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold) per ton.	— —	@ 56 50
Rails, American		74 —	@ 76 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality).	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½ @ — 19
English Machinery		— 12½ @ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½ @ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 32
Bolts		— — @ — 33
Braziers'		— 33 @ — 35
Nails		— 38 @ — 40
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 22½ @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold).	per lb. — —	@ — 38
Straits	(gold).	— 32½	@ — 32½
English	(gold).	— —	@ — 32

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 8 37½	@ 8 62½	11 75	@ 12 —
I. C. Coke	7 —	@ 7 50	9 75	@ 10 75
Coke Terne	— —	@ 6 —	— —	@ 8 50
Charcoal Terne	8 —	@ 8 25	11 25	@ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 16½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 31
Refined, Standard White (in ship'g order)		— — @ — 32½
Refined, prime White (in shipping order)		— — @ — 32½
Refined, S. W. (in merchantable order)		— 32 @ — —
Naptha, Refined, (60 @ 63 gravity)		— 10½ @ — —
Residuum	per bbl.	— — @ 5 25

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.		New List.
6 by 8 to 7 by 9	per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15		8 25 @ 6 50
11 by 14 to 12 by 18		9 75 @ 7 —
14 by 16 to 16 by 24		10 50 @ 7 50
18 by 22 to 18 by 30		12 25 @ 8 —
20 by 30 to 24 by 30		15 — @ 9 —
24 by 31 to 24 by 36		16 50 @10 —
25 by 36 to 30 by 44		17 50 @12 50
30 by 46 to 32 by 48		20 — @13 50
32 by 50 to 32 by 56		22 — @14 50
Above		25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)	
6 by 8 to 8 by 10	per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15		9 — @ 6 75
11 by 14 to 12 by 18		10 — @ 7 50
13 by 18 to 16 by 24		11 — @ 8 —
18 by 22 to 18 by 30		13 50 @ 9 —
20 by 30 to 24 by 30		16 50 @10 —
24 by 32 to 24 by 36		18 — @12 —
25 by 36 to 26 by 40	(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48	(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56	(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60	(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15
Canton Co.	....	....	....	....	....	....
Central of N. Jersey	105	103	103	103	104	103½
Chicago & Alton	150½	150½	150½	150½	151	....
" pref.	150½	150½	....	151	....	....
" 1 M.	99½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	107½
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	80½	79½	80½	80½	80½	80
" pref.	89½	88½	89½	89½	89½	89½
" 1st M.	....	....	....	90	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	93	....
Chic., Rock Isl. & Pac.	111½	110½	111½	112	113	113½
Chicago & R. I. 7s, 1870	100	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94½	....	94½	....	94½	94½
Clev., Col., C. and Ind.	....	78½	79	78	78	78½
Clev. and Pittsburg	109½	110½	111	110	110½	109
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	99½	....	....	....
Col., Chi., & Ind. C.	33½	32	31	30	30½	31
" 1 M.	....	83	82	82½	82½	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	33½	....	....	....
Del. & Hudson Canal	....	....	123	....	....	125
Del., Lack. & Western	....	....	....	112	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	38½	....	....	....	40½	39
" pref.	....	....	....	....	71	....
" 1 M. 7s, 1867	98	98	98	....	....	....
" 2 M. 7s, 1879	....	....	94½	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	82	....	....	....	....	83
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	81½	....	....	....	....	....
Hannibal & St. Joseph	....	118½	118½	117½	120½	120
" pref.	....	....	117	....	....	117
Hudson River	184½	....	184	....	185	184
" 1 M. 7s, 1869	....	....	....	....	....	99
" 2 M. S. F.	102	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	137	....	137	138	....	....
" bonds	....	....	120	....	....	....
Lake Shore & Mich. S'th.	101½	100½	102	101½	102½	103
" Div. bonds	....	....	....	....	91	....
Marietta & Cin. 1st pref.	....	....	20	20	....	....
" 2d pref.	....	....	....	....	8½	....
Michigan Central	128	....	....	129	128	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	....	98	....	....
" 2 M.	....	....	....	92½	....	....
Mariposa Mining Co.	....	....	8½	....	10½	10½
" pref.	13½	13½	14	15	18½	18
" Tr. 10s ctfs.	....	....	38	40½	46	....
Milw. and St. Paul	77½	76½	75½	76½	76½	75½
" pref.	86½	85½	85½	85½	85½	85½
" 1st mort.	....	....	92	91½	91½	90½
" 2d mort.	....	....	....	....	....	....
" 8s	101	100½	....	....	101	....
" 7 3-10s con.	....	....	....	90½	....	....
Missouri 6s	88	87½	87½	87	86½	86½
" H. & St. J. 1ss.	....	....	90½	....	....	....
Morris and Essex	88	....	....	87½	87½	88
" 1st mort.	99	....	99	....	....	99½
" 2d mort.	....	....	92	....	92	....
New York Central	206½	204½	205½	203½	204½	202½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	90½	90½	....
" 6s, S.F. 1887	....	....	....	....	90½	....
N. York and Harlem	157½	....	157	155	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	55½	55	....	....
" new	....	....	47½	47	47½	47
" special tax.	53	52	51½	52½	53	52½
Ohio and Miss.	31½	31½	31½	31½	32½	32½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	79	77½	77½	76½	76½	73½
Panama	250	251	....	....	....	....
Phila. and Reading	96½	96½	96½	96½	96½	96½
Pitts., Ft. W. & Chi. gtd.	87½	87½	87½	88½	88	87½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	96
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	14	13½	13½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	58	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	....	61½	....	....	....	61½
" new	....	52½	52½	53	53	53
Tol., Wab. & Western	79	78½	....	78½	....	78½
" pref.	....	....	....	82	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	....	....	84	84½	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	....	....	55	55	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	110½	110⅝	110¼	110½	110½	
U. S. 5s, 10-40s, reg	....	110⅜	110	109⅝	109⅝	
U. S. 6s, 1881, reg	....	121½	....	....	121½	
U. S. 6s, 1881, coup	122	....	121½	121½	121¾	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	120⅜	....	121	121½	121	
U. S. 6s, 5-20s, c. 1862.	121	120½	122½	121	122	122
U. S. 6s, 5-20s, reg. '64.	120½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	120	121½	121½	121	121	121½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	120½	....	121½	121½	121½	....
U. S. 6s, 5-20s, r. n. '65.	119	119½	....	....	....	119⅝
U. S. 6s, 5-20s, c. n. '65.	118⅝	119⅝	120½	119⅝	119⅝	120
U. S. 6s, 5-20s, reg. '67	....	119½	....	120	....	119⅝
U. S. 6s, 5-20s, c. 1867.	119½	119½	120⅜	120	120½	120½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	119½	....	....	120½	....	120
U. S. 6s, Pac.R.R.Issue	109⅛	110	109⅞	109⅞	109⅝	109⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	....	....	....	....	....	....
.. preferred	38½	....	....	....	....	....
Camden and Amboy	121½	....	121½	....	121	....
.. 6s, 1870	....	....	....	97½	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	85½	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	95	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	89	....	....	....	....	....
Lehigh Navigation	37	36⅜	36½	....	....	....
.. 6s, 1884	....	....	....	83⅜	83⅜	....
.. Gold L	98½	....	....	97⅜	97⅜	97
.. R. R. L	....	....	....	87½	....	88
Lehigh Valley R. R.	56	56	56	56½	56½	56½
.. 6s new coup	94	94	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	42½	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	53½	....	....	....	53½
Morris Canal	....	....	....	....	....	....
.. pref	60½	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	87½	87½	87½	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	49	49	....	....	49	....
Pennsylvania R. R.	57½	57½	57½	57	57	56½
.. 1st M	....	....	....	99½	....	....
.. 2d M	98½	98½	....	....	98½	....
Penn. State, 6s, 1st series	....	....	....	....	104	104½
.. 6s, 2d series	106½	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	....	....	97	101	100½	....
Philadelphia City, 6s	97½	....	....	....	....	....
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	48⅜	48½	48½	48½	48½	48⅜
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	30⅜	....	30½	30½	30½	....
.. 6s	89½	....	....	....	....	....
.. 7s	83½	....	....	84	....	83½
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	63	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	12⅜	12½	12½	12⅜
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875	96½	....	....	96½	96½	96⅜
.. 1886	....	....	95	95	....	....
.. 1890	....	....	....	....	....	95½
.. 1893	....	....	....	....	....	....
Balt and Ohio	127	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	95	....	....	....
Marietta & Cin. 1st M.	86½	87	....	....	88	....
.. 2d M	69½	69⅜	....	....	....	68⅝
Northern Central	....	49½	....	....	49½	49⅝
.. bonds, 1885	....	87½	....	....	....	....
.. .. 1900	....	....	....	....	85½	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	146	....	146	....	145¾	145½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	142	....	....	141	142	141⅜
Boston and Providence	....	....	....	....	....	137
Boston, Hartford & Erie	17⅜	17½	17½	16⅝	17⅜	19
.. 7s, new	....	61	61	....	....	61½
Cheshire, pref	....	84	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	114¾	114¾	....	115	114⅝
Fitchburg	....	....	....	135	135¾	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	....	129	129	129
Northern, N. H	....	....	....	108½	108	....
Ogdens. & Lake Champ	....	....	....	....	....	....
.. pref	110	....	....	....	....	110
Old Colony & Newport.	98	....	97⅜	97½	....	....
Ph., Wil. & Baltimore	52⅜	52½	52⅜	52⅜	52⅜	52½
Portl'd, Saco & Ports	112¾	....	....	....	....	....
Vermont & Canada	102	101¾	101½	102	102	
Vermont & Mass	....	62½	....	....	....	....
Broadway (Horse)	....	....	....	58½	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	66¾	....	....	65¾
Middlesex ..	....	....	....	....	....	74
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	9	....	9	....	....	9
Franklin ..	13	....	....	....	....	1
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Aug. 20.	Aug. 27.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	62 — 68	62 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	62 — 68	62 — 68
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	24½— 25½	25 — 26
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c	62 — 64	62 — 64
Erie shares 100 dol. all paid	19⅛— 20	22½— 23½
Do. sterlg. 6 p.c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	55 — 60	55 — 60
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 95	94½— 95½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	72 — 72
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	85 — 87	85 — 87
Philadelphia and Erie 1st mort. 1881.	87 — 89	86 — 88
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, September 18, 1869.

Stock Exchange and Money Market.

There has been a variable market for Money, through the week. The speculative demand has been generally active, and has enabled lenders to place their available means in a temporary form at the full legal rate of seven per cent., as the governing price of accommodation. The Stock and Gold operators have been the most urgent borrowers, and on one or two days, they experienced no little difficulty in adjusting their accounts at the close of bank hours. The mercantile calls for aid have been increasing with the increasing activity of the fall trade, and discounts have been reported more active within a range of from 7@10 per cent. par annum. There has been a further outflow of currency to the West and South, which had its due effect on the bank reserves. The city banks, in their last weekly return, showed a loss of nearly 4⅜ millions of the legal tender notes, over 2½ millions of specie, and over 2¼ millions of deposits. Their loans were increased nearly 6⅜ millions; and a slight addition was made to their circulation. They now hold 51½ millions of legal tender notes, against about 56⅛ millions six weeks since. Their specie reserve is now less than 15 millions, against over 81 millions on the 17th of July. Their deposits are now 188⅞ millions against 200¼ millions five weeks ago Their loans are now up to 268⅞ millions, against 261 millions a fortnight back. The U.S. Sub-Treasury at this port reduced its cash balances slightly, during the week. Its coin and currency reserve on Tuesday was about 86¼ millions against 87⅝ millions the preceding Tuesday evening.

The specie reserve of the city banks according to the latest return is $14,942,066, against $16,-150,942 same time last year. The city bank deposits are now $188,823,324, against $205,-489,070 week ending Sept. 12. 1868. The legal tender reserve amounts to $51,487,867. against $63,429,337 same time last year. The circulation now stands at $33,964,196, against $24,139,926 same time last year. The loans are now $268,-864,533, against $272,055 690 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $131,959,-000 a day, against a daily average of $92.814,879 the preceding week, and $100.633,390 the week ending with Aug. 28, 1869. The current week's exchanges average about $103,000,000 a day. The city banks, last, week, reported a further loss of $2,519,656 of specie, $2,277,762 of deposits, and of $4,341,915 of legal tender notes. They increased their loans, $6,314,694; and their circulation, $4,161.

The city bank exchanges on Wednesday were $95,122,199.

National Bank notes to the amount of $77,170 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $317,647,146, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $17,904,916, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,742.230. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $347 893,-000; and for the public deposits, $19,881 000—making a total of $367,774,000. The Treasury Department last week redeemed and destroyed $249,200 of worn and mutilated fractional currency, and issued $396,406 of new. The outstanding amount of fractional currency on the 1st of Sept., was $30,711,799 87 against $31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Sept. 11, were $4,118,579 in coin, including $2,696,000 from customs duties, and $2,683,572 in currency; payments, $2,736,106 in coin, including $658,922 of coin interest, and $5,494,064 in currency; balance at the close of the week, $88,951,-334, including $75 770,175 of coin, and $9,455,-210 of currency, against $89,166,589 at the close of the preceding week, showing a decrease of $215,255. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $711,456 of coin, including $523,662 from customs, and $439,149 of currency; and payments, $133,500 in coin, including $91,000 of coin interest and $1,112 640 in currency. On Tuesday, receipts, $1,111,799 in coin, including $461,000 from customs, and $281,971 in currency; and payments $213,946 in coin, including $116,837 of coin interest and $163,736 in currency. The

balance at the close of business on Tuesday stood at $86,287,697, (including $8,894,954 of currency, and $77,245,985 of coin,) against $87,635,084 a week previous; and $83,063,633 on Aug. 28, 1869. The aggregate receipts of the office in Aug. were $42,041,140, including $14,319,915 from customs; aggregate payments, $54,599,091, including $18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was $23,647,580, against $36,725,840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired $2,574,648 of coin certificates through the receipts for customs.

Government revenues have been yielding quite satisfactorily for the season. The excises yielded about 4¼ millions; customs at the port of New York, $2,696,000, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $9,037,100 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 43 millions.

Gold has been less confidently dealt in by speculative operators, and has shown less firmness. The range has been from 134¾ to 136⅝; and the closing quotation on Wendesday was 136⅛. The customs demand has been less extensive, and the export drain has been very light. The Gold Exchange Bank clearances which were as high as 190¼ millions on Monday of last week were down to 85½ millions on last Saturday; and on Tuesday of the current week were only 53⅛ millions. The receipts of California gold, by the last Aspinwall steamer, were only $1,925. The exports of specie from this port last week, were only $56,439.

The coin balances of the Government at this port on Wednesday morning, was about 77¼ millions.

The following is a statement of the business of the New York Gold Exchange Bank for the week ending Saturday September 11th, 1869:

Average am't of loans and discounts	$1,182,095
Average amount of specie	743,196
Average amount of deposits	1,236,413

The U. S. Sub-Treasury coin balance on Thursday morning was $77,869,331.

The customs of the port on Wednesday yielded $510,504. The U. S. Sub-Treasury disbursed $93,975 of coin interest, on that day.

The customs demand for Gold last week, averaged $449,333 a day; thus far, this week, it has averaged $492,500 a day, or equal to a weekly aggregate of $2,955,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $11,385, and since Jan. 1, $9,847,241, against $5,529,241 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $94,715,901, against $62,843,345 same time in 1868. At San Francisco, from Jan. 1, to Sept. 1, 1869, $5,433,154, against $5,715,132 same time last year.

The exports of specie, from this port, last week, were $56,439, against $329,525 same week last year; total, since Jan. 1, 1869, $25,274,067, against $65,352,056 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $658,922, and since Jan. 1, 1869, $67,882,177, against $62,843,345 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sep. 8, 1869, were $26,555,822, against $28,341,440 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 40 millions.

Foreign exchange has been in light demand and generally weak in price. Bankers' prime sixty day bills on London closed irregularly on Wednesday at 108@108¼, and on Paris to 5.27½@5.20; sight bills on London to 108⅜@108¾, and on Paris to 5.20c.@5.17½. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of $3,124,362, making the total since Jan. 1, 1869, $134,120,941, against $117,695,766 same time last year.

Government securities have been in much less request, and with rather freer offerings of the various issues of bonds, prices have been depressed. Government bought in on Friday of last week $675,500 of Five-Twenties at from 117.42@118.99; and on Saturday, $324,500 do. at from 118.25@118.90 nett. The street business has been mainly confined to the local dealers. There has been very little of an investment inquiry. Some purchases have been made on Cuban account; but apart from this, there has been no foreign demand of moment. On Tuesday, a somewhat steadier movement was noted. On Wednesday, Government bought in two millions of U. S. 5 20s at 118.20@118.75, out of an aggregate offering of $5,474,000.

U. S. sixes of 1881 closed here on Wednesday at 121½@121¾; U. S. Five-twenties of 1862, ex-coupon, 122@122¼; U. S. Five twenties of 1864 at 121⅛@121⅜; U. S. Five-twenties of 1865 at 121¼@121½; U. S. Five-twenties of 1865, consolidated, 119⅞@120; U. S. Five-twenties of 1867, 120⅛@120¼; U. S. Five-twenties of 1868, 119⅞@120⅛; U. S. Ten-forties at 110⅛@110¼, ex-interest; U. S. Six per cent. currency bonds, 109¼@109⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 1.	Sept. 8.	Sept. 15.
Consols	93¼	92⅞	93
U. S. 5-20's of 1862	84	82¾	83⅛
U. S. 5-20s, 1865	83⅝	82⅝	82⅞
" 1867	83	81¾	82
" 10-40s	76½	75¾	75½
Erie	24	23¼	28½
Ill. Central	94¾	94	94½

Railway and miscellaneous stocks have shown more activity; and notwithstanding the augmented call for Money, prices have been on the whole, quite buoyant. The shares of the Erie company were formally restored to their place on the regular list, on Tuesday last, at Stock Exchange. On Wednesday, the general market closed weak and irregular.

The President of the Erie Road sent in to the Committee of the Stock Exchange a statement of their funded debt, of which only $4,887,000 is convertible into Common Stock, and also a pledge that none of their numerous leases will be capitalized without thirty days' notice to the Stock Exchange, under the rule adopted last Winter. Notice has also been given by the Farmers' Trust, that the the certificates of stock in the names in which they now stand will be duly countersigned and registered, without waiting for the reopening of the transfer books on the 13th October after the annual election.

Business in domestic produce has been on a very moderate scale in all other articles than Breadstuffs, in which the dealings have been extensive, prices have favored buyers. Cotton has been depressed and lower. Middling upland cotton closed tamely on Wednesday at 32@32¼ cts. per lb. The stock of cotton now here is given at about 4,500 bales. The receipts at the port this week, have averaged about 1,500 bales a day. The receipts at all the ports, year ending Sept. 1, 1869, were 2,260,657 bales, against 2,430,893 bales in 1867-'8; exports, same time 1,447,643 bales, against 1,655,816 bales same time in 1867-'8; stock on hand at latest dates, 15,500 bales, against 39,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,695 pkgs., against 15,106 pkgs., same time last year. From Boston, 6,189 pkgs., against 6,871 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 11@16½c., per lb.; receipts, 7,095. Milch cows dull, at $40 @$110 each, receipts, 115. Veal calves in good request at from 7@11½c. per lb.; receipts, 2,463. Sheep and lambs fairly active at from 4½@7c., and 6½@9c. respectively per lb.; receipts, 41,398. Swine more sought after at from 9⅜@10½c. per lb.; receipts, 16,856.

Foreign goods have been in fair demand, and generally held with firmness. The week's dry goods imports were valued at $3,105,307, and of general merchandise, $3,839,566, making an aggregate for the week of $6,997,873 specie value.

Freights have been less active, especially in the breadstuff line at firmer rates. For Liverpool we flour at 2s. 6d. by sail, and 2s. 6d.@2s. 9d. by steamer, per bbl.; grain at 9½d.@9¾d. by sail, and 10d.@10½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and ¼d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 413.

The New York exports, exclusive of specie, for the week ending Sept. 14, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,163,024	$3,124,362
Prev. reported	114,532,742	130,996,579
Since January 1	$117,695,766	$134,120,941

The imports for the week ending September 11, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,857,313	$3,105,307
Gen. merchandise	2,364,942	3,892,566
Total for the week	$4,222,255	$6,997,873
Previously reported	172,960,093	212,809,059
Since January 1	$177,182,348	$219,806,932

The balance in the Sub-Treasury on Wednesday was $86,955,695 36.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Pacific R. R. 6s, gold, 93; Galena and Chicago 2d mort., 95; St. Louis and Iron Mt. R. R. 1st mort., 82; Toledo, Wabash and Western consol. bonds, 85; Chicago and Great Eastern 1st mort., 82; American Dock and Improvement 7s, 94; Geeat Western 1st mort., 1888, 85; Ohio and Mississippi consol. bonds, 83;

Hartford and New Haven R. R., 252; Dubuque and Sioux City R.R., 109; Rome, Watertown and Ogdensburg R. R., 109; Michigan 6s, 1878, 97⅛; N. Y. State 7s, Bounty Loan coupon, 109; do., 6s, 1873, ex-int., 101; Louisiana 6s, 71; do., 8s, Levee bonds, 85; Western Union Telegraph, 37¼; do., 7s, 88⅜; Wells-Fargo Exp., 19; Mer. Union Exp., 11; Adams Exp. Co., 57½; Am. Mer. Union Exp., 38; U. S. Exp., 62; Brooklyn 6s, W. L., 94; Benton Gold, 0.13; Bennehoff Run oil, 0.35; Buchanan Farm oil, 0.51; Consolidated Gregory gold, 1.95; Grass Valley gold, 0.30; La Grosse gold, 0.14; Lehigh and Susq. Coal, 0.76; Quartz Hill gold, 1.00; Rynd Farm oil, 0.25; Smith and Parmalee gold, 2.50.

Philadelphia.—Pennsylvania State 5s, 94; West Jersey R. R., 6s, 91; Phila. and Reading 6s, 1886, 96; do., 6s, 1843–'80, 88¼; Oil Creek and Allegheny River R. R., 40½; Phila., Wil. and Balt. R. R., 52; Delaware Division Canal, 48; Morris Canal scrip, 64; Big Mt., Coal, 6⅛; St. Nicholas Coal, 2¾; Ocean oil, ⅛. The latest quotations are: City 6s, 97⅛@97½; do., free of tax, 101@101; State 5s, coupon, 93¾@94; do., reg., —@99¼; do., 6s, W. L., 100⅝@101; do., 1st series, 104@104½; do., 2d series, 106@107; do., 3d series, 110@111; Reading, 48@48; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@88½; Camden and Amboy, 120½@120½; do., mort. 6s, 1889, 94⅜@95; do., 1883, 85½@85½; Penn. R. R., 56⅞@57; do., 1st mort., 99@99½; do., 2d mort., 98½@99; Little Schuylkill R. R., 42@42½; Morris Canal, 30@30¼; do., pref., 60@60½; do., bonds, 78@80; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 9@9; do., pref., 18@18; do., 6s, 1882, 62¼@62¾; Delaware Div. Canal, 48@48⅛; do., bonds, 81@83; Elmira and Williamsport, 30@—; do., pref., 38@40; do., 7s, 1873, 88½@89½; do., 5s, 59½@60; Lehigh Coal and Navigation, 36@36½; do., 6s, 1884, 82@84; do., R. R., Loan, 87¾@88; do., Gold Loan, 97⅛@98¼; North Pennsylvania, 36@36¼; do., 6s, 87½@87¾; do., Chattle 10s, 111@113; Philadelphia and Erie, 30⅛@30¼; do., 6s, 89½@89½; Minehill, 53@53¼; Catawissa, 16@18; do., pref., 38@38½; Lehigh Valley, 56⅜@56½; do., 6s, new, 95@—; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 46@47; West Philadelphia, 62@64; Spruce and Pine, 26@27; Green and Coates, 37@39; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19; Girard College, 28¾@30; Tenth and Eleventh, 66@71; Union, 44@—; Hestonville, 12⅛@12½.

Boston.—Vermont Central 2d mort., 38¼; Union Pacific R. R. 6s, 85; Old Colony and Newport 7s, 100¾; Cedar Rapids and Missouri River 7s, 91; Eastern R. R. 6s, 1874@1889, 96; Vermont and Massachusetts R. R. 7s, 100; Vermont Central and Vermont and Canada 8s, 102½; St. Joseph and Council Bluffs R. R., 80¼; Boston, Hartford and Erie scrip, 50; Sandusky, Cincinnati and Cleveland R. R., 22¾; Summit Branch R. R., 23¼; Burlington and Missouri River R. R. pref., 74½; do., 8s, 1879, 97⅞; Connecticut and Passumpsic Rivers R. R. pref., 92¼; Chicago, Burlington and Quincy R. R., 174; do., Rights, 15¾; Boston Water Power Co., 15¾; Cary Imp. Co., 7⅛; Waverly Land, 1¾; Connecticut 6s, 1881, 98¼; do., 1883, 99¼; Massachusetts 6s, 1874, gold, 121⅞; do., 5s, 1883, gold, 106½; New Hampshire 6s, 1884, 100; Chicago 7s, 97; Bath 6s, 1896, 90; Portland 6s, 1876, 95; Brooklyn 6s, 1881, 93; do., 1891, 92¼; Cincinnati 6s, 1882, 86½; do., 7 3 10s, 1889, 103; Cook Co. Ills., 7s, 97¼; Albany 6s, 1891, 93; Cambridge 6s, W. L., 99¼; Boston 6s, 1876, currency, 100; Allouez Mining Co., 4¼; Dana, 23c.; Hancock, 1¾; Ridge, 4½.

Baltimore.—Virginia 6s, old, reg., 46½; Maryland Defense Loan, 102; Memphis City bonds, 49; Richmond and Danville bonds, 72¼; Orange, Alex. and Manassas R. R. bonds, 73½; do., 3d mort., 83¾; Western Maryland 2d mort., pref., 43½; Pittsburg and Connellsville bonds, 88½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 125@130; do., 6s, 1875, 93@94; do., 1880, 93@—; do., 1885, 95@96; Northern Central, 49@49⅛; do., 6s, 1885, 87½@88; do., 1900, 85½@86; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 90@93½; do., 2d mort., 90@93; do., 3d mort., 1885, 86@89; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 69½@69¾; Central Ohio, 25@27; do., 1st mort., 77@79½; Western Md. 6s, 1890, 69¾@72; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@—; do., 6s, pref., 41⅝@45½; do., 6s, guar., by Washington Co., 70@80; Richmond and Danville bonds, 72¼@73; Baltimore 6s, 1875, 96½@97; do., 1886, 95@95; do., 1890, 95@95¼; do., 1893, —@96; do., 5s, 1838–'70, 73@78; Memphis City 6s, 49@49¼; City Passenger R. R., 18½@19¼; Baltimore and Catonsville, 4½@6; George's Creek Coal, 71½@72½; Santa Clara, 1.50@1 60; Atlantic Coal, —@2.90.

Chesapeake and Ohio Railroad.

The anticipated completion of the Chesapeake and Ohio Railroad, now running to White Sulphur Springs, in West Virginia, and to be extended to the Ohio within the next two years, will open another and most important avenue to trade between the Great West and the Atlantic cities.

From Richmond to the White Sulphur Springs, a distance of 225 miles, the road is completed and in good running order. From White Sulphur Springs to the Ohio River, a distance of 200 miles, the road is yet to be constructed.

The Messrs. Huntington & Co., of the Central Pacific Railroad and other influential parties of New York City have, during the past six months, examined thoroughly the present condition and future prospects of the Chesapeake and Ohio Railroad, and have recently concluded to undertake the completion of this important road to the Ohio River.

By the terms of the agreement with the Chesapeake and Ohio Railroad Company, Mr. Huntington and his associates (ten in all) will have the control of this road from Richmond to the Ohio River, a distance of 425 miles; *and thus New York will control the most important railroad in Virginia*—a road calculated to accomplish more good for Virginia than all their other internal improvements combined, and destined to make Norfolk a great commercial city.

The advantages of this road to New York, Virginia, and the great West are apparent.

1. Cincinnati and the great central West will be 120 miles nearer to the Atlantic seaboard by this road than by any other railroad now in operation.

2. In grade the Chesapeake and Ohio has decided advantages over the Baltimore and Ohio, over the Pennsylvania Central, and over the New York and Erie. The maximum grade of the C. and O. R. R., in ascending the chief Alleghany range of mountains from west to east being only 29½ feet to the mile; that of Pennsylvania Central, 53 feet to the mile; that of New York and Erie, 60 feet to the mile; that of Baltimore and Ohio, 116 to the mile.

3. In climate this Central Virginia route has advantages over the other three routes. The Winters being much milder, therefore this route will have less obstruction from ice and snow than the more northern routes.

Thus, in *distance, grade,* and *climate* this route through Central Virginia will have decided advantages over any other road now in operation between the great West and the Atlantic seaboard, and when completed to the Ohio River it will constitute the best outlet for the trade of St. Louis, Louisville, and Cincinnati seeking the New York market. It will develop the vast cannel splint, and bituminous coal deposits situated in the great Kanawha region, and also the iron deposits of Central Virginia and Central and West Virginia, and will make Norfolk an important commercial city. And, as "all roads lead to Rome," we do not fear that New York will reap less than her fair share of the advantages resulting from the construction of so great a work.—*N. Y. Tribune.*

Debt of Michigan.

The debt of Michigan has been reduced $852,342 since January 1, 1867, and the whole amount paid and ordered to be paid this year, is $1,151,500. In three years, from a fraction less than $4,000,000, the State debt will thus be reduced to less than $2,500,000. The diminution of the State tax has been $415,474 in two years, and the cash balance in the treasury next January, it is expected, will exceed $250,000, of which sum $80,000 or $100,000 will be by law applicable to the purchase of State bonds.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

☞ The Louisville and Frankfort and Lexington and Frankfort Railroad Companies have been consolidated, under the name of the "Louisville, Cincinnati and Lexington Railroad Company." The former road is 65 miles in length, and the latter, 29—total, 94 miles. To which add length of Cincinnati Branch, 81 miles—making a total of 175 miles of road now in successful operation.

☞ The stockholders of the Richmond and York River Railroad Company have resolved to extend the road twenty-one miles to the Chesapeake Bay, thus shortening by eleven hours the time between Richmond, Baltimore and Philadelphia.

☞ Messrs. Corning, Griswold & Co., Troy, N. Y., will commence upon the manufacture of street rails at their new rolling mill, next week.

Journal of Railroad Law.

RAILROAD COMPANIES—DIFFERENCE BETWEEN CONSOLIDATION AND AMALGAMATION—DISSOLUTION—ITS EFFECTS.

The facts of the late case of Powell *vs.* North Missouri Railroad Company (42 Missouri Reports page 63) are fully and clearly stated in the following opinion by

HOLMES, J.—The petition is in the nature of a bill in equity, for an account of the assets of the Chariton and Randolph Railroad Company, in the hands of the defendant. It is alleged that this company, by an agreement with the defendant, and by virtue of the act of the General Assembly, approved February 10, 1864, for the consideration of one dollar and of the covenants contained in the instruments of transfer, surrendered and transferred to the defendent their franchises and property of the value of $200,000, and that it was agreed that, upon the acceptance of such transfer, the other corporation should cease to exist. There was no allegation of fraud, nor that the transfer was not made for a valuable consideration, nor that the defendant was not a *bona fide* purchaser, nor that there was any trust for the benefit of creditors.

A demurrer to the petition was overruled.

An answer was then filed denying the averments of the petition as therein stated, and alleging that the defendant, under the act aforesaid, did, on the 14th day of May, 1864, purchase, for a valuable consideration and in good faith, from the said Charitan and Randolph Railroad Company, all their rights, privileges, franchises, and property, but assumed no liability to pay the debts of the company; and it denied the right of the plaintiff to maintain this action.

There was some evidence tending to show that the value of the property sold and conveyed was between fifty and a hundred thousand dollars. The deed of sale and transfer was expressed to be "in consideration of the premises and the agreements herein contained, and of the sum of one dollar." Among the covenants there was one for the payment of $25,000, for the liquidation of the debts of the company to that amount, and no more, and it was proved that this sum had been paid. Another covenant was to the effect that the defendant would issue certificates of stock in the "West Branch of the North Missouri Railroad Company," to the stockholders in the other corporation, to the amount of the actually paid up stock held by each one, upon a surrender of the old certificates for cancellation. It was further covenanted that the defendant would accept the transfer in pursuance of the act, and agree to undertake the construction of the West Branch Railroad, and proceed at once to the construction and completion thereof, as rapidly as the moneys to be raised by means of the bonds authorized, or from other sources, would enable them to do.

The Court gave an instruction, which we may take as indicating the principles upon which the decision was grounded, to the effect that the act of the Legislature did not authorize a sale of the effects of the Chariton and Randolph Railroad Company, but merely an amalgamation and consolidation of the two roads, and that therefore the assets were subject, in the hands of the defendant, to the plaintiff's claim; and judgment was given for the plaintiff for the sum of $37.35, for which execution was awarded against the property, real and mixed, of the Chariton and Randolph Railroad Company, found in the hands of the defendant.

This corporation was authorized by the act to transfer and assign, by a vote of a majority in interest of the stockholders, all their effects and assets rights and privileges, and all the work done in the construction of their road, to the North Missouri Railroad Company; and upon such transfer and acceptance the company was "to cease to have a corporate existence" and the road was thenceforth to be styled the "West Branch of the North Missouri Railroad;" their "franchises" were to become "completely vested in the North Missouri Railroad Company" but "the accounts and business of the West Branch" road were to be kept separate and distinct from those of the main line, so that one road should not become or be held liable for the debts of the other.

The deed certainly transferred and conveyed everything that could be transferred or assigned under this act. This was not a mere amalgamation or consolidation of the two corporations into one. By the very terms of the statute and the deed, the first corporation was extinguished—the second only continued to exist. Where several railroad companies were, by virtue of the act of union "merged in and constituted one body corporate," under the name of one of them, and all were continued in existence, it was treated as a consolidation. (Phila., Wil. and Balt. R. R. Co. *vs.* Howard, 13 How. 333.) An amalgamation implies such a consolidation as to reduce the companies to a common interest. (2 Redf. Rail. 659.) Such was not the case here. One was absolutely extinguished, as was held in a similar case in Eaton and Hamilton R. R. Co. *vs.* Hunt, 20 Ind. 463.

As to what the effect was upon the corporate franchises, we need not inquire very minutely. It may safely be said that such of them as were personal in their nature, and incapable of being transferred to another, were revoked or surrendered, and were extinguished. There is no question here of the power of the Legislature to pass this act, nor of the power of this corporation to do this thing with the consent of all the stockholders, and, for all the purposes of this case, such consent may be presumed. As to the other corporation, whether any franchises were transferred or not, the act conferred upon that company all the additional franchises and powers that were necessary to enable them to accept this transfer and build the West Branch of the North Missouri Railroad. The provision in relation to the keeping of the accounts and business of the branch and the main line separate and distinct, appears to refer to the future operations of the North Missouri Railroad Company, and to the rights and interests of the stockholders therein. This corporation is to be considered as having power to construct a main line and a branch, with two classes of stockholders, in respect to their interest in the corporation. The act of February 16, 1865, to provide for the completion of the North Missouri Railroad, and its West Branch, proceeds upon this idea in reference to the application of the funds to be raised by the first mortgage bonds, and may be taken in some measure as a legislative construction of the nature and constitution of this corporation. Whatever it may be, we need go no further now than to say that there is no consolidation of these two corporations into one under the name of the other.

The Chariton and Randolph Railroad Company was not compelled to make this transfer. It was a matter of contract, and it is clear that the conveyance was made upon a valuable consideration, and to a *bona fide* purchaser. It was authorized by law, and it was effectual to convey the property.) Bruffet *vs.* Great West. Railw. Co. 25 Ills. 356). By the old common law, it seems, a dissolution of the corporation extinguished the debts; but courts of equity in such case will consider the property and effects as a trust fund for the payment of creditors and for the shareholders, into whosesoever hands they may come, subject to such a trust. A corporation cannot give away the effects belonging to it, to the prejudice of the creditors. (2 Redf. Rail. 624). A court of equity will follow the trust fund into the hands of others than *bona fide* creditors and purchasers. Bacon *vs.* Robertson (18 How. 480.) There was no averment and no proof that this defendant held this property otherwise than as a *bona fide* purchaser for a valuable consideration. The judgment of the court below did not proceed upon any equity of this nature upon the theory that the debtor corporation still existed under the corporate name of the defendant, and that the property which had belonged to it was subject to this demand in this suit. According to the view we have taken of the case, this proceeding was entirely erroneous.

Judgment reversed and the petition dismissed. The other judges concur.

Baltimore and Ohio Railroad.

At the regular monthly meeting of the directors of this company held in Baltimore on the 8th inst., President Garrett made the following statement in reference to the business of the road:

Within a brief period the relations of the Baltimore and Ohio Company have so materially changed, and openings for a great increase of the business of Baltimore with extensive and important regions have been so effectually secured by new connections, combinations and contracts formed in the West, that a statement in reference to the agreements and their effects will doubtless prove interesting. The board will remember that on the 1st of July the contract with the Sandusky, Mansfield and Newark Railroad Company went into operation. That line is 116 miles in length, extending from Newark, on the Central Ohio Division, to the city of Sandusky, on Lake Erie. Passing under the charge of this company permanently, it is now known as the Lake Erie Division of the Baltimore and Ohio Railroad. This road extends through five of the richest and most important counties of the State of Ohio, namely: Licking, Knox, Richland, Huron and Erie. It passes also through a number of important places. It commences at the city of Newark, at the junction with the Central Ohio Division. This city, with a population of 9,000, has extensive manufactures and a large and increasing business. The road passes through the prosperous and enterprising city of Mount Vernon, which contains a population of 7,000. Within five miles of Mount Vernon is situated Gambier, the seat of the successful and distinguished institution, Kenyon College, the students of which and the adjacent population use this road as their chief avenue of communication. Mansfield, also upon the line, is a town of 10,000 inhabitants, with large establishments for various manufactures, and an active and large commerce. Besides these principal places, important towns are located at a number of points on the line—each of which has a fertile

back country for its support. The city of Sandusky is a port of entry and possesses one of the best harbors upon the Lakes. Its present population is fifteen thousand, which is rapidly increasing. Its traffic is large in lumber, wool, flour, grain, fish, grapes, wines, etc. Its manufacturing interests are varied and extensive. Heretofore Sandusky has been without direct relation with any eastern seaport. Its trade has not, it is believed, for this reason, been developed to the extent to which it is legitimately entitled. With the improved and direct relation now established with the city of Baltimore, the entire line of Railway (595 miles) being under one management, the cars transported through without break of bulk, combined with the conveniences and economy of shipment from this point by the regular lines of steamers to Europe to the Atlantic, and especially to Southern ports, it is anticipated that the business of Sandusky will rapidly enlarge and improve. Such an additional direct outlet for the commerce of the great Lakes to the city of Baltimore with advantage to many great interests, will doubtless attract a large increase to the commerce of the port of Sandusky.

The relations of the Baltimore and Ohio Railroad, through the Marietta and Cincinnati Road, under the contract which has been recently made with the Cincinnati, Indianapolis and Lafayette Railroad Company, are also proving of a highly interesting character. That road and its branches pass through Hamilton county, Ohio, Ripley, Decatur, Shelby, Dearborn, Johnson, Marion, Boone, Clinton, Tippecanoe, Franklin, Wayne and Henry counties in Indiana, all of which are populous and fertile and afford a heavy and growing traffic.

It is strange that the chief difficulty which is alleged in transferring to Baltimore a large portion of the immense business of these counties, and also from the region of the Lake Erie division —counties which embrace a population of 600,000 —arises from a want of knowledge of and relations with Baltimore merchants, on the part of the business men of these sections. So little direct intercourse has heretofore existed with Baltimore that the Baltimore and Ohio Railroad Company in securing these lines of communication, with preparations for the most economical transportation of an enormous business, will enable the merchants of Baltimore who will appreciate the advantages which they can thus control to transfer a most valuable traffic to this city which has heretofore passed to New York.

A number of our merchants have recently been induced to visit these important sections of Ohio and Indiana, and already business has commenced to flow to Baltimore in a much enlarged volume. With proper energy and enterprise, which will beyond doubt be exerted as soon as the subject is generally understood, a rich harvest of increased business for this community can beyond question be commanded.

These roads are equally important in their chains of connections. The main line of the Indianapolis, Cincinnati and Lafayette Road is 179 miles in length. It operates leased roads from Fairland (95 miles northwest from Cincinnati) to Martinsville, 53 miles; and from Valley Junction (18 miles west of Cincinnati) to Hagerstown, 70 miles; and from Cincinnati to Lawrenceburg, 25 miles—making an aggregate of 301 miles.

That company has also important and favorable contracts for through business with the St. Louis, Alton and Terre Haute Road, and will, under existing contracts, have similar arrangements with the new road between Terre Haute and Indianapolis and the Vincennes lines when completed.

In addition to these connections from Cincinnati, the Baltimore and Ohio Company has the most friendly relations with the Ohio and Mississippi Road, with which it is transacting a large reciprocal business between Cincinnati and St. Louis.

Amidst the tremendous efforts and conflicts of the past few months of the great trunk lines, in connection with Western business, the power and capacity of the Baltimore and Ohio Road to maintain satisfactory results under its enlarged arrangements have been exhibited.

It is interesting to note that the revenues of the Main Stem and branches, which in the corresponding month in 1868 were in the aggregate $790,059 99, in the past month of August, notwithstanding the unprecedented difficulties in rates, amounted to $1,036,244 29, exhiting an increase of $246,184 30. Of this amount, however, $40,889 21 were derived from the Lake Erie Division. Deducting this sum, an increase of $205,295 09 is shown in the general business of the company.

The company has made special efforts within the past year to afford increased facilities and advantages for the passenger business. Arrangements are in progress for further improvements. The extensive building being erected at Mount Clare for the construction and quick repair of passenger cars is rapidly approaching completion. and large as they have been heretofore, the facilities for this work will be materially increased upon the completion of that structure. In May last, availing at the earliest practicable period of the completion of the arching of the tunnels on the Parkersburg branch, and of the improved condition of the Marietta and Cincinnati Road, this company organized a fast line, running betwixt Baltimore and Cincinnati in twenty three hours and thirty minutes, a time unprecedented in the history of travel between these cities. That line has been run with marked success. It made the time with great uniformity and safety in two hours and fifty minutes less than the shortest time made by the Pennsylvania Road. In the recent schedule adopted by the Pennsylvania Road, our line still reaches Cincinnati two hours and twenty minutes in advance of their quickest line. The Baltimore and Ohio Company also furnishes to travelers from Washington to Cincinnati an advantage of three hours and ten minutes in advance of the quickest time by the Pennsylvania Road. The result has been that the road, with its increased advantages, its comfortable cars, its line improved with superior iron and a large quantity of steel rails, its bridges and structures in the most perfect condition, and the singular safety and immunity from accidents, has not only increased its ordinary business, but has attracted a very large from the city of New York and the New England States.

The facilities and economies which Baltimore now possesses in connection with its European steamship arrangements, and its lines of steamers to every important Southern port, continue to attract great attention in the West, as well as abroad. The company has been informed that a number of extensive houses, which have heretofore had their relations almost exclusively with New York, are about organizing houses and branches in the city of Baltimore, in order to avail of the economies and advantages of this port. To add to and complete the advantages of this city, another enterprise has been urged. Gradually the system of shipping the cereal products of the West unground is taking the place of shipments of flour. In order to handle grain in the most economical manner it is being shipped to a large extent in cars *in bulk*. This company has prepared a large number of cars which pass through from distant points in the West without change to this city.

It is justly stated that the absence of a facility offered elsewhere—of an extensive grain elevator —is a disadvantage to this market. Whilst it would seem that the enterprise of others should have, as we had hoped, supplied this requirement, yet as an injurious delay is occurring, the President is prepared to recommend to the Board that this company, in addition to its various and extensive works in progress, shall undertake to build a first-class elevator, and thus furnish an essential facility for this important trade.

The value of the roads in alliance with this company, important as it is in their immediate and direct relations, extends much further. In the case of the Lake Erie Division, it is proper to state that the officers of this company have had the most full and satisfactory interviews with the authorities in the Lake Shore Lines, and they assure us in regard to the business of Philadelphia, Baltimore and Washington, that they are anxious to have the most friendly co-operations with this road. We therefore have close and satisfactory relations with the Cleveland and Toledo and the Michigan Southern and their connections, as also with the Toledo, Wabash and Western and its connections.

It is hoped that the extensive connections and arrangements perfected by the Baltimore and Ohio Company, with the advantages of economy and in net results to shippers, will lead to movements on the part of the mercantile interests East and West that will cause the business of Baltimore, largely as it has increased, to spring forward with a rapidity and in a volume not heretofore anticipated.

The company has continued not only to enlarge its equipment for coal tonnage, but has built largely of cars with compromise wheels to meet the requirements upon Western Roads of a different gauge. Our arrangements to increase our equipment continue to be of a magnitude commensurate with the prospects of a constantly enlarging business.

Subsequent to the remarks of Mr. Garrett, upon motion of Mr. H. M. Warfield, the Board unanimously adopted a resolution approving the suggestion of the President, and authorizing the construction of a first class elevator upon the company's property at Locust Point.

Baltimore and Swann Lake Railroad.

At a recent meeting of the corporators of this road recently held in Baltimore, a report from the engineer was submitted, in which were embraced the entire practicability and economy of using steam as a propelling power on this road. It was stated that guaranties from reliable parties in Ohio were ready for furnishing the company with light engines to run over the greatest grades of this road and carry from sixty to eighty tons burden. A calculation of the comparative cost of using steam power or horse power resulted in the conclusion that the use of the steam engine would cost only about one-half the amount per day as that required in the use of horse cars. A committee was appointed to wait upon the property holders along the line of the contemplated road to ascertain what amount of stock can be obtained. It is thought by some of the parties interested that within the next ten days an amount of stock will be subscribed sufficient to justify the immediate commencement of work on the road, beginning at both ends, and pushing it to completion by the opening of next summer. It is also in contemplation when this road shall be completed to Towsontown to extend it into Dulaney's valley, where there is a large quantity of iron ore, and perhaps the finest marble quarries in the State.

☞ The Leavenworth and Topeka Railroad Company have determined to make a preliminary survey of the route, and to this end a corps of surveyors will be immediately employed and set to work. The officers are: President, Len. T. Smith, of Leavenworth; Vice-President, S. S. Cooper, of Oskaloosa; Secretary, James Safford, of Topeka; Treasurer, Lucien Scott, of Leavenworth.

☞ The Elkhart and Lake Michigan Railroad Company has been organized by the election of a Board of Directors with Hon. Franklin Muzzy as President. Resolutions were adopted to the effect that work should be commenced on the road at once. The office of the company is at Berrian Springs, Michigan.

☞ The Memphis and Little Rock Railroad will be in running order to L'Anguille, some ten miles west of Madison, in a few days.

☞ The track is now laid and construction trains are running on 25 miles of the Iowa Falls and Sioux City Railroad east from Sioux City. It is the intention of the company to have the road opened to Storm Lake, 60 miles from Sioux City, by the 1st of November, at which point a junction will be formed with the eastern end of the line running from Iowa Falls.

☞ The Belleville and Eldorado Railroad Company was organized at Raleigh, Ills., on the 27th ult., by the election of a board of directors with Andrew D. Duff as President, Joseph J. Castles, Vice-President and Secretary, and John W. Cox, Treasurer.

☞ The work of grading the first fifteen miles of the northern extension of the Jackson, Lansing and Saginaw Railroad from Wenona, will commence the latter part of September. The iron will be laid as far as Kawkawlin the coming fall, if not further.

☞ The contract to widen the Louisville and Portland Canal according to the plans of Gen. Weitzel, has been let. It will be enlarged from 48 feet 8 inches to 80 feet.

☞ The Quincy, Alton and St. Louis Railroad Company has been organized at Quincy, Illinois, with Gen. J. W. Singleton as President, and Thomas T. Woodruff, Secretary and Treasurer.

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Intercolonial Railway.

THE Commissioners appointed to construct the Intercolonial Railway give PUBLIC NOTICE that they are now prepared to receive Tenders for five further Sections of the line.

CONTRACT No. 8 will be in the Province of Quebec, and extend from the Easterly end of Contract No. 5, at Rimouski, to a point near the Metis River, about 20½ miles in length.

CONTRACT No. 9 will be in the Province of New Brunswick, and extend from the Easterly end of Contract No. 6, towards the Town of Bathurst, about 20½ miles in length.

CONTRACT No. 10 will be in the Province of New Brunswick, and extend from the centre of the Chaplin Island road, near the Court House, at New Castle, towards Bathurst, about 20 miles in length.

CONTRACT No. 11 will be in the Province of Nova Scotia, and will extend from the Easterly end of the Eastern Extension Railway to the Westerly end of Section No. 4, (including the bridge across the Missiquash River, except the western abutment) about 3½ miles in length.

CONTRACT No. 12 will be in the Province of Nova Scotia and extend from the easterly end of Contract No. 7, at Folly Lake, to a junction with the existing railway at Truro, about 24½ miles in length.

Contracts Nos. 8, 9 and 10 to be completely finished before the first day of July, 1871. Contract No. 11 to be completely finished by 1st July, 1870.

That portion of contract No. 12 east of Folly River to Truro to be finished and ready for laying the track by the 1st day of October, 1870, from Folly River to a point opposite the Londonderry Iron Works by the 1st January, 1871, and the remaining portion of said contract by the 1st day of July, 1871.

Plans and profiles, with specifications and terms of contract, will be exhibited at the offices of the Commissioners in Ottawa, Rimouski, Dalhousie, St. John, Halifax, Toronto and Quebec, on and after the 13th September next, and sealed Tenders addressed to the Commissioners of the Intercolonial Railway, will be received at their office in Ottawa up to 7 o'clock, p. m., on the 18th October, 1869.

Sureties for the completion of the contract will be required to sign the Tender.

Commissioners' Office.

Ottawa, 3d August, 1869.

A. WALSH,
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C. J. BRYDGES,
A. W. McLELAN,
} Commissioners.

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Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until **October 15th, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

All the work upon this Division must be finished by October 1, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Contractors.

SEALED PROPOSALS addressed to either of the undersigned, will be received until Thursday, September 23, 1869, for the graduation, masonry and bridging of that part of the Connecticut Western Railroad extending from a point on the State line of New York, in the town of Salisbury, to a point in the town of Canton, near the village of Collinsville, a distance of 45 miles, or for any portion thereof.

Profiles and specifications can be seen at the Engineer's Office, Clark House, Winsted, Conn., on and after September 1.

The company reserves the right to reject all proposals not deemed for their interest to accept.

WILLIAM H. BARNUM, President.
Lime Rock, Conn.

OR WILLIAM G. COE, Secretary.
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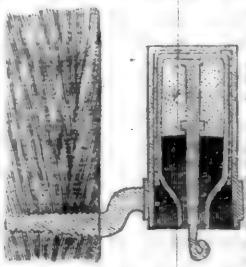
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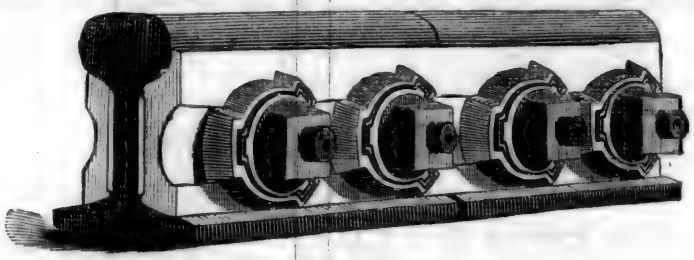
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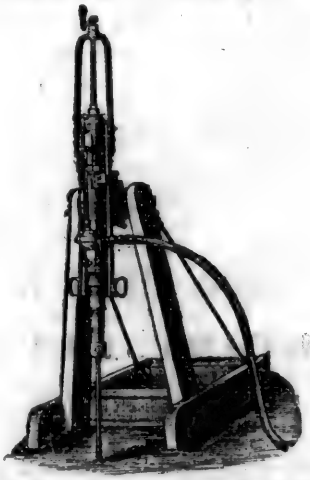
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AMERICAN RAILROAD JOURNAL.

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SECOND QUARTO SERIES, VOL. XXV., No. 39.] SATURDAY, SEPTEMBER 25, 1869. [WHOLE No. 1,745, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 25, 1869.

Intercolonial Railway.

Although to a majority of the people of the United States, the rapid progress made in the construction of the Intercolonial Railway is a matter of but little present interest, this important work nevertheless claims a prominent position among the great material enterprises of the present time, and on its successful completion depends the development of a vast area of valuable territory now practically excluded from the busy circle of the world's activities. The Intercolonial Railway, projected when the Act of Confederation was passed by the British Parliament, was designed to be as "oil on the troubled waters" of Provincial discontent and dissatisfaction; but if it has failed to accomplish the object intended by the British Ministry, it has already shown itself to be a commercial as well as a political necessity. If the idea, now so prominent, of interoceanic railway communication through British territory is to be realized, the Intercolonial road is also a physical necessity. The successful completion of the Pacific Railroad has given the United States control of the commerce between two great continents. It is scarcely probable that Great Britain, with her vast colonial possessions on this side of the Atlantic, will consent to be deprived of the advantages to be gained by handling a portion, at least, of the trade referred to; and as a link in the new chain of railway communication between the two oceans, the Intercolonial road is an indispensable necessity. To the people of the dominion, the local benefits to be derived from its completion are matters of greater moment than the importance of the road in its character as a material scheme of internal improvement and development. But, however considered, it is fully appreciated by them, and, in awaking a new spirit of energy and enterprise among all classes of the people, has already accomplished much that will exert a powerful influence in determining the future of the British North American Provinces.

During the past year the progress of the work on the several sections of the Intercolonial Railway, has been rapid and satisfactory. A short time ago the Intercolonial Railway commissioners, appointed by the Government to supervise the construction of this great national work, made a tour of inspection along the line of the road, to examine and report on the progress of the work. From the letters of a correspondent of the Toronto *Telegraph*, who accompanied the commissioners, we learn many interesting facts concerning the present condition of the road and the prospects of its rapid completion, of which we furnish our readers a brief summary. The Intercolonial Railway starts directly from the station of the Grand Trunk road, and in a very short distance crosses the Riviere du Loup by a bridge some three hundred feet in length, immediately above the falls at that place so well known for their picturesque beauty. After crossing the river, the line makes a sharp curve through a heavy rock hill side cutting, after which it descends to a level terrace and runs through a well settled French country. This section, or "contract," is twenty miles in length, and a large force of workmen and laborers are employed on it—the number being never less than five hundred at any time. Several culverts and arches are already completed, and others are in progress. Much heavy grading remains to be done, but the work on this contrat is in a forward state. The bridge at Isle Vert, is the structure next in importance to that at Riviere du Loup, which will be ready by the time the grading is finished.

On contract No. 2, the work is also progressing rapidly, and with the exception of two or three heavy planes will be finished this fall. Upwards of five hundred men are engaged on this section, and the Messrs. Worthington, who are the contractors for Nos. 1 and 2, in all about forty miles, are pushing forward the work with great energy. The country abounds in stone suitable for use in culverts, bridges and other structure where masonry is needed, and all the stone work is said to be done in the most satisfactory manner. A large 15 foot arch culvert, about two miles east of Trois Pistoles, has one of its walls already completed up to the course from which the arch will spring, and is as fine a piece of solid, well executed work as is to be found in Canada. The length of this culvert is about 75 feet. Competent inspectors are appointed to overlook the masonry, and from the character of the work executed so far, they appear to be thoroughly doing their duty.

The heaviest work on contracts 1 and 2 is at the crossing of the Trois Pistoles River, about a mile and a half west of the village of that name. The valley of the river, at the point where the road crosses it, is about 1,100 feet wide, and the road will be elevated nearly 75 feet above the bed of the river. This crossing is the heaviest work between Riviere du Loup and Metis, a distance of about 90 miles. On the west side of the river the line is carried for nearly two miles across a number of gorges necessitating several culverts and side hill embankments. The bridge, which will be 500 feet long, will start from the west bank and be carried nearly half-way across the flats, thus placing the bridge across the main channel and allowing no check to the flow of the river. The bridge is approached on the west side by a heavy embankment about 40 feet deep, made from a cutting of the stiffest kind of blue clay. This bank will be about 800 feet long and is being actively constructed. The material on both sides of the river is the same, and is very difficult to work, coming out in large blocks of blue clay. On the east side of the river the embankment will be about 1,400 feet long and about 65 high at the deepest point. Large gangs of men and horses

are at work on both sides of the river, and the contractors are preparing to put in tramways and tip wagons as soon as the haul gets long enough to use them with advantage. An excellent stone quarry for the piers of this bridge has been opened on the St. Lawrence, about nine miles from Trois Pistoles, to which point the stone is now floated at comparatively small cost in scows and flat boats.

On contract No. 5, awarded to Mr. Haycock, of Ottawa, whose headquarters are situated at the village of Bic, work is progressing favorably. Mr. Haycock took the contract in April, and already employes a force of 350 men in grading the line, There is but little bridging or culvert work on this part of the road, but most of the grading is through solid rock and is difficult and expensive. Contract No. 6 begins at Rimouski Bay, where a large and flourishing village has grown up within the past few years. Work is progressing on both sides of the Rimouski River, which will be spanned by a bridge 300 feet in length. The country from Riviere du Loup to Rimouski is like a continuous village, very similar in its general characteristics to that between Chaudiere and Riviere du Loup. The scenery in many places is exceedingly fine, and for tourists seeking a healthful relief from city life no more delightful trip could be made than from Quebec down the river and gulf of the St. Lawrence. From Rimouski the line will run through a very level country for about 22 miles to the Metis crossing, the Metapedia road. The course of the line from the Metis to the mouth of the Metapedia has been a source of considerable labor to the engineers, who, after careful examination of the country, have found a moderately easy line, with favorable gradients throughout. The railway will cross the Metis about four miles from its mouth and ascend by easy grades the high land between the St. Lawrence and the Restigouche. It then descends to the level of Lake Metapedia, then runs along the banks of the Metapedia River, which it crosses once instead of 14 times, as proposed originally by Major Robinson.

East of the town of Dalhousie, situated at the mouth of the Restigouche River and possessing a very fine harbor, a section of fifty miles is now under contract; Mr. Jobin of Quebec, having undertaken the work. Mr. Jobin is hurrying the work of grading throughout the whole length of his contract, and has already completed a very considerable amount of it. He has succeeded in finding very good quarries, where the stone for the masonry is now being got out. Some will be delivered on the ground within two or three weeks, when the work of making the culverts will at once be proceeded with. Labor is said to be abundant, and some three hundred men are now engaged on this section. West of Dalhousie is a similar section, the contract for which has been awarded to Messrs. Elliot, Grant and Whitehead, an Ontario firm. Their work is also progressing in a satisfactory manner, the entire line being cleared and a large amount of grading already done. They have about 300 men at work. There is a good deal of rock excavation on this contract. Elliott and Grant have taken up their residence at Campbelltown, and are personally superintending their work. There has been some difficulty in finding suitable stone quarries in the vicinity of the work; but they have now been obtained and the contractors expect to have all the stone for the culverts and bridges on the ground before the winter sets in. The line from the Metapedia, about three miles from which Elliott's contract begins, runs on the south side of the Restigouche River, in sight of it nearly the whole way. The work is principally side-hill cutting, a good deal of it through rock, but no heavy structures. The view from the trains for about 30 miles will be magnificent.

There are but few engineering difficulties in the way of completing the work at an early day. There are only in the whole line of nearly 500 miles three new bridges—one at Trois Pistoles, about 500 feet long; one at Restigouche, about 750 feet long; and the other at Miramichi, where two bridges will be required, the total length of which will not exceed 1,800 feet may be made 200 feet less. Both at the Miramichi and the Restigouche, the rivers are crossed at a low level, in neither case exceeding 20 feet, it may be possible to make it even less. The quantity of masonry will therefore not be large. From the Miramichi to the European and North American Railway the location has not been yet decided upon. A line direct to Monckton was surveyed in the spring, and is understood to be a very favorable line as regards grades, curvature, and economy of construction. It runs along the ridge which is the dividing line for two separate sets of watercourses. It has, therefore, no large streams to cross, as it meets them all at their heads. It is claimed for it that it will save 13 miles of railway to construct, and without increasing the distance to Halifax will shorten that to St. John by nearly 14 miles. The people of the county of Kent, which lies between Miramichi and Shediac, live mainly on the gulf shore, and are said to number about twenty-two thousand. They sent deputations to see the commissioners to urge that the line should follow the course of the post road, and bring it down to the mouths of the rivers. This would involve very heavy work, as the rivers widen out near their mouths into large valleys, which it would be very expensive to cross. The local interests of the population along the gulf shore are great, and there does not seem much doubt as to the line that should be selected. Even if the short and cheap line is adopted, the people of Kent will not be badly served by railway. They already have ample excellent water communication. The short line will probably cost at least $500,000 less than the line crossing near the mouths of the rivers.

Owing to the want of adequate facilities of communication with the centers of wealth and population, the agricultural resources of the country through which this road will run have never been properly understood or appreciated. There is a vast section of heavily timbered and richly productive country that, when the completion of the Intercolonial Railway shall have opened communication with the markets of the more populous sections, will be brought prominently into notice; and there can be no doubt that the local business thus created will justify the construction of the road. The traffic in fish and produce will, of course, be great. On many parts of the line the business of transporting lumber will be considerable, and the passenger travel and the amount of merchandise to be carried will increase every year. Whether the road is immediately profitable or not, there is an important section of country to be developed, and, in doing this, it will have accomplished much, if not all, that was originally expected of it.

Portland and Kennebec Railroad.

The receipts from operations of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$246,476 68	$248,637 20
" freight	296,691 89	315,461 72
" mail	11,200 00	11,200 00
" express	8,032 30	10,871 43
" use of cars	12,444 50	13,202 45
" extra baggage	1,723 79	448 55
	$576,469 16	$599,821 35
Expenses, viz:		
Maintenance of way	$121,286 77	$117,603 16
Repairs of engines	42,136 59	30,095 94
Repairs of cars	49,826 34	42,696 79
Fuel consumed	52,502 66	69,650 14
Train expenses	46,351 74	48,878 56
Station expenses	62,048 33	52,375 28
Salaries	11,698 43	11,666 08
Insurance and taxes	12,249 58	6,199 60
All other expenses	6,241 13	5,531 90
Rent of Somerset and Kennebec Railroad	36,000 00	36,000 00
U. S. excise tax	6,440 65	6,491 14
	$446,782 22	$427,828 59
Net earnings	$129,686 94	$172,492 76
Add amounts received for rents, military service in former years, notes payable, etc		10,395 39
Total		$182,888 15
From which deduct—		
Interest on bonds	$85,417 97	
Interest on other loans	7,686 27	
Dividend on Yarmouth st'k	12,144 00	
Second and third stock dividend	34,842 00	
Funded interest bonds paid	4,291 03	
1½ per cent. instalment and interest to sinking fund	14,325 00	
Eight box cars purchased.	5,750 00	
Paid for real estate, etc	4,693 00	
	$169,149 27	
Less for coupons outstanding	6,708 00	
		162,441 27
Leaving a balance of		$20,446 88
Add balance from previous year ($100,684 43—less $8,927, bills of 1867, paid)		91,757 43
Total surplus		$112,204 31
Consisting of—		
Fuel		$27,815 74
Stock in repair shops		20,665 21
Balances due the company		8,367 27
Investments		2,500 00
Cash		52,856 09
Total, as above		$112,204 31

The road is 63 miles in length, extending from Portland to Augusta, Me.; Branch line, Brunswick to Bath, 9 miles; Somerset and Kennebec Railroad (Leased) 37 miles—total length of road operated, 109 miles.

The company have 17 locomotives, 20 passenger, 12 baggage and mail, and 220 freight cars.

The trains have run 373,501 miles during the year, divided as follows: passenger, 131,896; freight, 143,697; wood and construction, 48,408;

at a cost of $1.19 per mile. Number of passengers carried, 300,683; do., carried one mile, 7,127,219. Tons of freight moved, 149,419. The report says:

A new spirit of enterprise has recently been awakened in our State in the construction of railroads. In all sections of the State our people seem to be alive to the importance of introducing these new methods of travel and transportation. From Portland, our commercial metropolis, three lines of road are projected (one of which is partly constructed,) all designed to penetrate the great West, and bring within our borders the treasure of that most inviting and prolific region. Each and all of these roads, when completed, will not only add immeasurably to the business and wealth of Portland and of the State, but will tend directly and rapidly to increase the business of our road. The value of these projected lines of communication to and through the mighty empire of the West, to Maine cannot be over estimated. The product of that now undeveloped territory, within our national borders, which will find its most direct transit to market over these projected lines of road, and through the harbor of Portland can hardly be conceived by the most vivid imagination. And when we add to this the business from beyond the great western ocean which, if we are true to ourselves, will find its pathway to the markets of the world over these same lines of road and through the gates of the same city, the amount of business, thus brought into prospect may truly be said to be illimitable.

From Bath a new line of road extending east has been put under contract to Rockland, and is now being rapidly prepared for the iron. This line which will at an early day be extended through the flourishing commercial cities and towns along our coast to Bangor, will constitute a great thoroughfare through our State, bringing into close proximity the great timber and lumber producing region of the east, through Bangor, and the principal ship building and lumber consuming territory of our State. At Belfast this *shore line* will intersect the Belfast and Moosehead Lake Railroad, which is destined, when thus connected, to bring from the interior large quantities of freight, and much travel which now finds its outlet east and west over the Maine Central road, and which will make Belfast with its land and water communication thus completed, one of the great business centres of the State. In the construction of this line of road, we are also much interested, as while it will add largely to business facilities of the central and eastern portion of the State, it will also contribute much to the business of our road.

At the north the people are making a strong movement for the extension of the Somerset and Kennebec road, to Carritunk Falls, in Solon, which is the present limit of its charter. This charter now follows the line of the river through Norridgewock and Anson villages. A route shorter by several miles, and which will substantially accommodate all the business of the river, has been surveyed, and found of easy construction, from Skowhegan through Madison, and by way of Patterson's bridge to Solon. Permission to conform to this new location has been asked of the present Legislature, and will, we doubt not, be granted, and the road extended to Carritunk Falls during the coming season, and ultimately as population and business shall demand, to Moosehead Lake. When these several roads shall have been constructed, the connection of your road with the whole outlying systems of railroads will be completed, and the wisdom of its original projectors in placing it upon its central location be fully vindicated, as the business of all these connecting roads will gravitate to it as naturally and inevitably as the waters of streams and rivulets gravitate to the great rivers.

In the fall of 1870 our city and town loan will mature. At that time our sinking fund will have absorbed one-half of the debt, or about $400,000. To meet the balance the company have special authority of the Legislature to issue bonds payable in 30 years from 1865, secured by a mortgage on its whole property, sufficient in amount to redeem the balance of the city and town loan and all its other outstanding indebtedness. Thus concentrated in these consolidated bonds the whole indebtedness of the company will be less than $2,000,000.

The security for these bonds will be most ample, and they will constitute one of the most desirable securities for investment to be found in the country.

The prospects for an increasing business upon your road were never more flattering than at present, for in addition to the connections of other roads now building or in contemplation, already referred to, the permanent business immediately upon our line is constantly increasing. This is true not only of the general business of our people but especially of that dependent upon the unlimited and accessible water power on the line of the road. Extensive milling establishments are being projected and erected on the water powers at Brunswick, Augusta, Waterville and Skowhegan. These and others of like character will give much new and permanent business to the road. While we may not promise ourselves that rapid increase of business that distinguishes some roads in the rapidly growing west, we may confidently anticipate a steady and permanent increase to the business and value of your property.

STATEMENT OF LIABILITIES.

Stock issued		$581,100 00
Yarmouth stock		202,400 00
City and town loan	$800,000 00	
Less sinking fund	300,311 48	
		499,688 52
First mortgage bonds extended		229,200 00
Funded interest bonds		91,871 50
Consolidated bonds		300,000 00
Portland loan		112,000 00
Notes payable		4,510 00
Total		$2,020,770 02

President.—RICHARD D. RICE.

Directors.—Richard D. Rice, Darius Alden, John B. Brown, William D. Sewall, Geo. F. Shepley, H. N. Jose, Geo. F. Patten, N. M. Whitmore, Philander Coburn.

Superintendent.—WALTER HATCH.

Treasurer.—JOHN S. CUSHING.

Fitchburg Railroad.

The receipts from operations of this road for the years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$440,734 10	$447,610 83
" freight	600,043 33	693,592 54
" mails	10,000 00	10,000 00
" rents	6,840 42	8,134 70
" interest	26,553 58	32,130 44
" express	17,272 40	17,790 81
	$1,101,443 83	$1,155,259 32
Expenses, viz:		
Repairs of road	$118,665 07	$181,666 62
" locomotives	97,745 24	63,153 31
" structures	47,894 88	68,680 92
" bridges	13,538 36	22,644 84
" cars	91,767 85	87,934 75
Fuel	91,749 47	90,221 03
Oil and waste	9,241 23	9,254 26
Freight expenses	101,230 19	105,447 42
Passenger expenses	63,219 89	57,264 45
Switchmen, etc	17,556 34	19,457 83
Removing ice & snow	7,120 30	4,166 30
Taxes and insurance	76,263 87	72,520 25
Gratuities & damages	7,193 31	6,636 70
Salaries & office exp.	13,513 53	21,910 02
	$746,699 53	$810,958 70
Net earnings	$354,744 30	$344,300 62

Compared with the previous year the gross earnings of 1868, show an increase of $53,815 14, with an increase in expenses of $64,259 17—making the decrease in net earnings, $10,443 68.

The following statement will show the number of passengers carried, tons transported and miles run in 1868 as compared with the year 1867:

	1867.	1868.
Number of passengers carried in the cars	1,535,097	1,622,156
Do. carried one mile	19,820,919	20,619,491
Number of tons of merchandize carried	511,488	559,368
Do. carried one mile	14,268,518	15,659,871
Number of miles run	505,332	556,594

The increase in number of passengers carried is 87,059; in passengers carried one mile, 798,572; and in receipt from passengers, $6,876 73. The increase in tons carried is 47,880; in tons carried one mile, 1,391,353; and in receipts from freight, $39,549 21. Increase in miles run, 51,262.

The company have 31 locomotives, 37 passenger cars, 10 baggage cars, 358 eight-wheel and 298 four-wheel freight cars, and 36 gravel cars.

The assets of the corporation on the 30th of November last, were as follows:

Notes receivable		$313,168 20
Cash and cash funds		159,205 59
Freight uncollected		26,925 46
United States for mail service		1,666 67
		$500,966 01

And the liabilities were:

Renewal fund	$17,730 95	
Balances due connecting railroads	1,777 87	
Unclaimed dividends, etc.	4,106 21	
		23,615 03
Excess of assets Nov. 30, 1868		$477,350 98

From this sum a dividend of four per cent., and U. S. tax, was paid in January, 1869, amounting to $149,052 65, leaving thereafter $328,298 33 in cash or funds equivalent thereto. In addition to this the company owns real estate valued at $10,344, also fuel and materials worth $109,016 62. This property, amounting to $119,360 62, has all been paid for, but is not included in the assets enumerated above. It may also be stated that the corporation has no debt.

TRIAL BALANCE, NOV. 30, 1868.

Construction		$3,540,000 00
Cash and cash funds		159,205 58
Notes receivable		313,168 29
Fuel		28,781 00
Stock materials		40,000 00
Real estate		10,344 00
U. S. for mail service		1,666 67
Receipts from freight		26,925 46
		$4,120,091 01
Capital stock		$3,540,000 00
Profit and loss		556,475 98
Renewal fund		17,780 95
Receipts from passengers		1,777 87
Unclaimed dividends		4,102 00
Unclaimed State tax		4 21
		$4,120,091 01

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

☞ About 800 hands are now at work on that portion of the Macon and Augusta Railroad, between Macon and Milledgeville, which remains to be graded. The expectation is to put the whole of the line in operation about next mid-summer.

Commerce of New York.

The foreign imports at New York for the month of August, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$14,005,112	$15,895,735
Do. for warehousing	8,280,600	10,008,548
Free goods	828,188	1,322,924
Specie and bullion	846,821	159,927
Total entered at port	$23,960,721	$27,387,134
Withdrawn fr. wareh'use	9,676,657	11,706,290

The foreign imports at New York for the eight months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$85,123,542	$109,111,441
Do. for warehousing	78,576,756	93,824,564
Free goods	6,876,780	10,409,867
Specie and bullion	5,012,162	10,373,674
Total entered at port	$175,589,241	$223,719,546
Withdrawn fr. wareh'se	68,428,668	72,845,055

The revenue from customs at New York:

	1868.	1869.
6 months	$55,450,748 65	$63,467,409 94
In July	9,237,920 50	10,045,078 14
In August	11,995,596 18	13,845,030 69
Total since Jan. 1	$76,684,265 33	$87,357,518 77

The exports from New York to foreign ports in the month of August, were:

	1868.	1869.
Domestic produce	$12,750,918	$17,975,524
Foreign free goods	18,192	54,356
Do. dutiable	558,078	594,339
Specie and bullion	4,690,989	3,027,940
Total exports	$18,018,177	$21,652,159
Do. exclusive of specie	13,327,188	18,624,219

The exports from New York to foreign ports for eight months from January 1, were:

	1868.	1869.
Domestic produce	$102,391,078	$118,218,016
Foreign free goods	460,416	238,246
Do. dutiable	4,912,286	4,522,356
Specie and bullion	64,379,147	24,954,457
Total exports	$172,142,927	$147,933,075
Do. exclusive of specie	107,763,780	122,978,618

Railroads in California.

Now that the Western Pacific is finished, there are signs of activity on other railroad routes, more or less controlled by the same corporation. Laborers are arriving at Marysville to commence grading the California and Oregon Railroad. The Chinese employed on the Western Pacific are being transferred thither, and one thousand or more will be at work by the end of the month. We have previously stated that the iron and ties for one hundred miles of the Oregon road have been accumulated on the road connecting Marysville with the Central Pacific. Whether the Oroville Railroad will be bought for the first section of the Oregon line is not yet known.

The Stocktonians are agitating for the construction of a railroad from their town to Visalia, or to a point of connection with the Southern Pacific line northeast of Tulare Lake. At the late election they voted to loan the credit of the city for $300,000 to the Stockton and Tulare Railroad Company, and the officers of this company inform the local press that they have now in San Francisco, or will have in a few days, iron sufficient to lay the track from the water front of Stockton, a distance of twenty-five miles, into the valley, or five miles beyond the boundary line of San Joaquin and Stanislaus Counties. This iron the company will land in Stockton immediately, providing the council will guaranty to issue the bonds asked for, in the event the Legislature grants the privilege, and the company are willing to "take the chances" on the Legislature. The company will bind itself to have the road in running order as early as next August at farthest, or in season to bring the new grain crop to the Stockton wharfs. The bonds, if issued, are asked for only as the road is built, in sections of five and ten miles. It is understood that the Central Pacific folks want to build this road, and will compete for the Stockton bonds.

The latest project is for a railroad from Suisun, on the bay of that name, in Solano County, to Clear Lake.—*San Francisco Bulletin.*

Little Miami and Columbus & Xenia Railroads.

The earnings of the Little Miami, Columbus and Xenia, and Dayton and Xenia Railroads for the fiscal year ending November 30, 1868, were:

From passengers		$708,923 33
" freight		812,054 69
" express and mail		120,193 06
" rents of depots		3,304 50
" mileage of cars and rent of engines		23,723 99
" gross earnings of D. & W. R.R.		94,593 56
		$1,762,793 13
Expenses, viz:		
Repairs of road	$242,467 25	
" bridges	22,427 55	
" depots, etc	23,558 00	
" locomotives	95,068 91	
" cars	120,677 42	
Passenger expenses	173,232 95	
Freight expenses	187,767 25	
Rents	12,926 44	
Fuel	126,880 90	
Oil, waste and tallow	30,855 75	
General expenses	63,655 38	
Loss and damage	24,647 96	
		1,124,165 76
Earnings less working expenses		$638,627 37
Interest	$115,479 96	
Taxes	87,736 30	
Working expenses Dayton and Western road.	86,123 38	
Rent and taxes of do	54,416 42	
		343,756 06
Net earnings		$294,871 31
Received from C., C. & I. C. Co. on division of earnings	$27,500 00	
Paid and due from C., C., C. & I. Co. on division of earnings, in part estimated	12,204 32	
		15,295 68
Add four years interest on Steubenville and Indiana bonds paid		56,000 00
Dividends on other investments, etc.		3,057 83
Total		$369,224 82
Transferred to L. M. and C. & X. Companies for construction		$11,895 84
Expenses of new bridge at Dayton for D. & W. R. R		35,954 85
Little Miami dividend Nov. 1868		112,812 63
Columbus and Xenia do		39,461 05
Balance		169,100 45
Total, as above		$369,224 82

There has also been expended during the year for approaches and depot grounds to Newport bridge, $44,166 67; to account of wharf boats, $246 92; for increasing rolling stock and shop machinery, $48,917 12; to account of bills payable made in 1867, $70,033 33; construction account of Little Miami, in addition to amount transferred to that company from joint surplus $27,000 27—total, $190,364 31.

Of the joint assets, as reported by the Auditor, the following were available as financial means, November 30, 1868:

Cash on hand	$118,280 09
Bills receivable	26,979 00
Agents	64,795 87
Transportation companies	29,619 49
U. S. military transportation	1,484 07
U. S. mail	9,690 61
City of Cincinnati	27,428 00
Insurance companies	25,730 77
Sundry individual accounts	24,776 48
Supplies on hand	178,112 54
Little Miami bonds to pay dividend	28,000 00
P. C. & St. L. bonds	200,000 00
Street connection bonds	30,000 00
	$759,796 92
Deduct L. M. bonds (to be returned to L. M.) being excess over amount required for bond dividend $9,000 00	
Deduct doubtful acc'ts, etc. 30,670 75	
	39,670 75
	$720,126 17
Deduct current liabilities	417,347 86
	$302,778 31

In further explanation of the Auditor's Report, it should be stated that most of the expenditures for real estate and improvements at Cincinnati, are properly chargeable to the individual account of the Little Miami Company by order of the Joint Committee of the companies whose action is required for that purpose.

The opening of a railroad from Louisville to Cincinnati, making the line of railroad between the two cities one hundred and five miles, and the erection of the Newport bridge over the Ohio river, promise increased traffic to the Little Miami line, and increased business to Cincinnati. Southern trade will naturally tend to Cincinnati, as the best and cheapest point for transit and supplies.

The street connection track between the Little Miami depot and the railroads in the western part of the city, is now used, and will increase in value and importance to the company.

The great Eastern lines, by obtaining the control of some of the Ohio lines of railroad, will no doubt change the relations and affect the through business of the other lines. So far as these new arrangements have been perfected, the business of the Little Miami line has not, probably, on the whole, been injuriously affected; but it will require no small degree of prudence and watchfulness, and, perhaps, new arrangements and outlays, to protect its position and traffic.

The joint assets and liabilities of the Little Miami and Columbus and Xenia Railroad Companies, on the 30th of November, 1868, were as follows:

ASSETS.

Rolling stock and shop machinery	$1,061,481 67
Bills receivable	26,979 00
Due from agents, etc	105,490 04
L. M. individual account for construction, etc	61,244 05
Street connection and Storrs T. R.R.	228,991 34
Grain Elevator, cost	65,416 87
S. W. F. and C. P. Co., and platform	3,792 12
City of Cincinnati	27,428 00
Insurance companies, for losses by fire, etc	25,730 77
Sundry individual accounts	24,776 48
Cash	113,280 09
Supplies on hand	178,112 54
Columbus and Xenia R. R. stock	93,900 00
Little Miami bonds	28,000 00
P., C. and St. L. bonds	200,000 00
Street connection bonds	60,000 00
Dayton and Western bonds	12,450 60
Dayton and Western stock	3,472 22
S. W. F. and C. P. Co. stock	5,225 00
Dayton and Xenia R. R. cost	412,639 87
Wharf boat	4,646 52
Right of way, etc., to Newport Bridge	44,166 67
	$2,787,223 85

Liabilities.	
Bills payable	$9,392 83
Due to agents, individuals, etc	237,711 71
Unpaid dividends	17,969 74
Dividend payable December 1868	152,273 68
L. M. R.R. Co., partnership account	1,202,931 57
C. & X. R.R. Co., " "	601,465 78
Joint surplus	565,478 64
Total, as above	$2,787,223 85

The assets and liabilities of the Little Miami Railroad Company are as follows:

Assets.	
Construction	$2,961,159 03
Real estate and depots	849,495 67
Columbus and Xenia R. R. stock	425,650 00
Hillsboro' and Cincinnati R.R. stock	9,262 83
Other stocks	2,290 00
Individual accounts	993 82
Columbus and Xenia R. R. Co	63,000 00
L. M. and C. & X. R. R. Co's partnership account	1,202,931 57
Total	$5,514,782 92

Liabilities.	
Capital stock	$3,572,400 00
Loan from City of Cincinnati	100,000 00
Mortgage bonds	1,489,000 00
Unclaimed dividends	1,657 98
L. M. and C. & X. R. R. Cos., individual accounts	61,244 05
Profit and loss	290,480 89
Total, as above	$5,514,782 92
Cost of road and equipment to November 30, 1867	$4,450,800 54
Increase in construction accounts during the year	18,079 93
Increase of real estate and depots	16,817 37
	$4,485,697 74
L. M. R.R. Co's. ⅔ increase of joint equipment	32,611 41
Total	$4,518,309 15

The account with the stockholders is as follows:

Surplus December 1, 1867	$282,550 33
Received from L. M. and C. & X. R. R. Cos	7,930 56
Total	$290,480 89

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

Assets	
Construction	$1,468,043 28
Real estate	18,762 46
L. M. and C. & X. partnership acc't.	601,465 78
Central Ohio R. R.	33,314 68
Bills receivable	18,890 35
Individual accounts	26,445 03
C. & X. stock	17,050 00
Telegraph stock	2,000 00
D. & X. R. R. stock	1,000 00
S. & C. R. R. stock	1,000 00
C. Fay treasurer	18,627 09
Total	$2,206,598 69

Liabilities.	
Capital stock	$1,786,200 00
Mortgage bonds	248,000 00
Unclaimed dividends	606 97
Individual accounts	53 00
L. M. R. R. Co. bond account	63,000 00
Surplus account	89,811 61
L. M. and C. & X. R. R. Co	18,627 09
Total, as above	$2,206,598 67
Cost of road and equipment to November 30, 1867	$1,482,840 46
Increase in construction account	3,965 28
	$1,486,805 74
C. & X. proportion of joint rolling stock	353,827 22
Total	$1,840,632 96

The account with the stockholders is as follows:

Surplus November 30, 1868	$85,846 33
Am't drawn on surplus joint account	3,965 28
	$89,811 61

The companies have 47 locomotives, 35 first-class and 3 second-class passenger cars, 20 baggage, mail and express cars, 434 box, 139 stock, 35 rack, 20 coal, 65 flat, 3 lime and 14 caboose cars.

The mileage of locomotives has been: on passenger trains, 448,282; on freight trains, 443,783; on wood and construction trains, 49,652—total 941,717. Cost per mile run 9.72 cents. Mileage of passenger and baggage cars, 2,426,401. Cost per mile run, 14½ mills. Mileage of freight cars, 6,315,844. Cost per mile run, 13½ mills. The cost of fuel per mile run by locomotives has been 13.49 cents.

The total number of passengers transported on the road during the year, exclusive of commuters, was 472,082, of whom 134,073 were through, and 338,009 were local. Number of passengers carried one mile, 22,730,535.

The tonnage of the year, exclusive of express matter and mails, amounted to 369,843 tons, of which 341,124 tons were through freight, and 128,719 local.

Canadian Pacific Railway.

LETTER FROM THOMAS C. KEEFER.

SIR.—The Portland papers announce the commencement of the Portland and Ogdensburg Railway. Can this be the same Portland which, over twenty years ago, made a Railway alliance, offensive and defensive, with Montreal, adopting an exceptional gauge (which has since been fastened upon the whole Dominion) as a particular groove in which Western traffic, like water in a gutter, would follow down *through* Montreal, to Portland. If Portland is really heading for Ogdensburg it indicates, not only a change of base, but of gauge. The next change will be to veer round more to the westward, and make for Albany, Chicago, Cincinnati, St. Louis and San Francisco, through the Hoosac Tunnel. In a little more than a year there will be continuous Railway communication from San Francisco to Halifax through Portland, and when the Hoosac Tunnel is completed there will be a route to Halifax from Chicago and Detroit and all points north and west, over the Great Western and New York Central, with which the Grand Trunk cannot compete. I draw attention to this because, on completion of the railway to Halifax, whether by Canadian or American capitalists, there is almost a certainty that fast passenger and mail steamers will start from that point, almost daily, making the voyage across the Atlantic regularly within the week.

It is supposed by some that Montreal will be a point on this new thoroughfare between Halifax and the West, whether Halifax is to be reached by Portland or by the Intercolonial road. But I do not believe that either the Grand Trunk or the Intercolonial will keep this traffic, and I think the Grank Trunk managers are doubtful of it. I believe the Grand Trunk is most anxious to change the gauge of the Buffalo and Lake Huron for the purpose of securing some of that traffic which has followed the change of gauge on the Great Western. The only part of the Grand Trunk system which can control any portion of Western traffic is not upon the main line at all, and can only do so by a change of gauge.

If this be true Montreal and Toronto must look for better lines of communication with the West, that is that "new West," which cannot be drawn off by Buffalo, Niagara, New York, Boston and Portland; and this can only be done by throwing the line north of Lake Huron instead of south of it. By this means not only is the absolutely shortest line secured with which no future rival can compete for through traffic, but it is protected by Lake Huron from any diversion of its traffic at points west of Toronto. The shortest possible railway line from Montreal to San Francisco will pass through Sault Ste. Marie and St. Paul. Geographically St. Paul is "in the same boat" with Montreal; and it is a plan of such position and prospects that it is difficult to say whether in time it will not become more important than Chicago or St. Louis. Now, St. Paul, with its surroundings and backers, is quite competent to bring itself into line between San Francisco and Sault Ste. Marie; and there is not the slightest reason to doubt that if Montreal were to take up her line of railway march for the outlet of Lake Superior St. Paul would meet her there, and it could not be many years before St. Paul would have a western connection through Dakotah, Nebraska and Wyoming with the Union Pacific, which would afford the shortest route between San Francisco and Halifax.

The charter of the Canada Central Railway runs out in September, 1870. Scarcely a year is left for action. With it expires the most valuable land grant open to any Canadian railway, and if Montreal desires to have a railway through the Ottawa valley to Lake Superior to open to her Red River trade, the St. Paul travel and the great emigrant highway into the fertile belt, besides the local trade of the Ottawa valley—the best and most important back country she can ever have—it is difficult to see how a commencement in the future can be made under such favorable auspices as at the present time. If in the future there may be more money in the country, there will certainly be less land to aid a railway.

THOS. C. KEEFER.

Railroads in Illinois.

There are seven new railroads now under construction in Illinois. One extends from St. Louis to Rock Island; a second from St. Louis to Paducah; a third from St. Louis, by Vandalia to Terre Haute, Indiana, to be worked by the Pennsylvania Railroad Company; a fourth, the Duquesne Road, is extending to Cairo, and also from Duquesne to Paducah. The officers of the Duquesne Road are stimulated by the desire to connect with new roads in progress in the Southern States. Congress has authorized a bridge over the Ohio river at Paducah, so that this new road will by this connection bring St. Louis within 702 miles by railroad of New Orleans, and within 638 of Mobile. These roads are all advancing rapidly, and will be completed at an early day.

Western Union Telegraph.

The Western Union Telegraph Company have purchased the lines of the Atlantic and Pacific States Telegraph Company for about 60 per cent., of their actual cost of construction. By this arrangement the old company is enabled to increase its facilities for doing business at once, instead of waiting for the construction of new lines over the same territory, which they had in contemplation. The purchased property was all new within the year, and is in excellent condition. The Western Union will announce a material reduction in rates to all points on the 1st of October prox.

☞ The Washington (Pa.) *Examiner* says that work is being pushed forward with great vigor on those sections of the Chartiers Valley Railroad lying between Mansfield and Canonsburg, a very large number of laborers being actively employed. So far no operations have been commenced on that portion lying between Cannonsburg and Washington.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ...50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,950,000	A. & O.	Apl. '69 5
Baltimore City Passenger...	670,000	F. & A.	Aug. '69 3
Bay de Noquet & Marq...100	1,260,000	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	July '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun. '69 1½
Boston and Albany 100	13,726,100	J. & J.	July '69 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '69 4
Boston, Concord & Mont..100	459,900		
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	326,000	J A J.O.	July '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City.....10	1,000,000	F.M.AN	Aug.'69 3
Brooklyn City & Newt'n.100	399,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 1½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl. '69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville...100	447,000	J. & D.	Jun.'69 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,800	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J.	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'61 1½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific...100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,664	April.	Ap'l.'69 5
Cincinnati City Passenger...		J'n &J'ly	Jan.'68½2
" Street		J. & J.	Jan.'68½2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*... 50	2,058,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '69 4
Col., Chi. & Indiana Cen.100	11,420,000		
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Porte., guar.... 100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passum'k Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*....100	2,392,361		
Delaware*.....50	594,260	J. & J.	Jul. '69 3
Del., Lackaw & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Aug.'69—
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly '69 1½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100	2,141,970		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	M'y '69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,538,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,446		
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	———	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Jul. '69 5
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '64 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300 000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	36,000,000	F. & A.	Aug. '69 4
" " guar. 100	533,500	F. & A.	Aug. '69 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....	———	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	6,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A.J&O	Oct.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint).100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ...	95,194		N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200.000	A. & O.	Apl. '69 3
Macon and Western 100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	11,197,348	J. & J.	Jul.'69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '69 5
Mill Creek and Minehl l*. 50	323,376	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	———	———	———
" " " 1st pref 100	———	———	———
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,168,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,101	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck 100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	23,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem..... 50	5,500,000	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N Y., Provid. & Boston..100	2,000,000	J. & J.	July'69 1½
Ning. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,798,900	F.M.A.N	Aug.'69 2
North Eastern (S. C.) pref.100	165,000		May '67 4
Northern of N. Hampsh...100	3,06',400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July '69 0
" pref.100	1,994,900	A. & O.	Apl. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,250,000	J.A.J&O	Oct.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	July '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	5,998,700		Jan. '68 3
Philadelphia and Reading 50	28,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....10	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City 50	100,000	J & J.	Jan. '69
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'69 2
Pitteb., Ft. W. & Chi. gtd.*100	13,665,000	J.A.J&O	Oct. '69 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	———	———	Jul. '69 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	———	———
Richmond and Peterab g..100	847,100	———	———
Rich., Fred. and Potomac.100	1,041,800	———	———
Rockport 100	88,400	———	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred. 100	———	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	———	———
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	———	———
Sandusky and Cincinnati.100	2,089,000	———	———
" " pref.100	445,596	M. & N.	May '69 3
Sand., Manaf. and Newark.100	901,841	———	———
Savannah and Charleston.100	1,000,000	———	———
Schuylkill and Susqueh'a. 50	1,289,150	———	———
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	———	———
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts v.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	638,200	J. & J.	Jan.'69. 3
Sixth Avenue (N. Y.) 100	750,000	———	Nov.'67 3
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	8,819,275	———	———
South Shore 100	259,688	———	Jul. '68 3
South Western, Georgia....100	3,203,400	F. & A.	A'g.'68 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	287,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	———	———
Stockbridge & Pittsfield*100	443,700	———	——— 3½
Summit Branch 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	———	———
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922	———	———
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	———	———
Thirteenth and Fif. (Ph.).. 50	———	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	———	———
" " (E. D.) pref.100	1,700,000	———	———
" " (W.D. pref.100	1,300,000	———	———
Tol., Wabash and West....100	5,700,000	———	———
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	———	———
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	———	———
Union (Phila.) 50	291,476	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	———	———
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'69 0
Vicksburg and Meridian...100	387,408	———	———
Virginia Central 100	3,353,679	———	———
Virginia and Tennessee....100	3,506,300	———	———
Western Union 100	2,707,693	———	———
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	———	———
Winchester and Potomac....	———	J. & J.	Jul. '69 3
Warren.....100	1,547,650	———	———
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,596	———	———
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	———	———
Lehigh Coal and Navigat. 50	8,139,800	M. & N.	M'y '67 5
Monongahela Navigation. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,905	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	———	———
Union..... 50	2,907,850	———	———
" preferred 50	———	———	———
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular.	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 50	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal	———	J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	———	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	———	Dec'68 2½
Short Mt. Coal..... 50	800,000	———	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	———
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	———	———
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	———	———

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,560	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,843
1869	339,762	304,828	393,648	331,149	345,566	391,685	353,736	501,067	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,793	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198,649	243,178	224,980	307,874	375,860	324,866	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,823	270,073	201,779	3,313,514
1866	241,396	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,923
1867	292,047	224,621	272,454	268,360	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	561,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,032,737
1868	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	.....	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,551	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,008	460,573	617,682	578,408	747,469	739,786	641,580	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,606	509,250	567,679	490,626	578,253	571,348	661,971	588,219	504,086	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,630	685,401	681,041	7,817,629
1869	681,650	558,783	711,559	595,355	655,047	740,949	661,794	790,322	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,021	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,773
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,665	110,169	121,408	1,294,046
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,608	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,809
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,866	436,399	437,503	4,981,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	496,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	498,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	656,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	.....	.....	.....	.....	.....
New York Central:													
1865	967,869	613,381	955,650	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,100,491	1,170,415	1,084,533	1,135,461	1,285,911	1,490,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	984,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,630	223,236	192,364	275,220	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,093
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	764,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,282	1,196,955	702,685	10,033,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	857,793	874,974	436 980	10,637,124
1867	500,488	534,561	703,618	836,603	966,358	903,974	864,637	693,104	873,153	956,658	837,351	556,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,681	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,290	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,787	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	689,037	784,800	690,598	673,727	7,242,126
1868	585,505	604,316	689,317	770,196	615,600	601,239	556,828	656,424	781,562	827,630	685,554	746,990	8,041,181
1869	625,721	586,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,099	162,532	166,015	222,953	198,884	244,836	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,695	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,389	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,300	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	390,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	484,209	450,203	429,898	323,279	390,430	4,013,206
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61.770	37,830	689,383
1866	45,102	36,005	39,301	45,332	86,913	62,918	85,276	60,698	84,462	109,312	75,248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,496	129,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84.607	97,388	97,000	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Sept. 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	127½
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	120½
.. .. coupon		6	" "	1881	120½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	120
(5-20s).....coupon		6	" "	1882	121
Loan of March 3, 1864 (5-20s)...registered	23,882,500	6	" "	1884	120½
(5-20s).....coupon		6	" "	1884	119½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	120½
(5-20s).....coupon		6	" "	1884	119½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	120
(5-20s).....coupon		6	" "	1885	120½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	118½
(5-20s).....coupon		6	" "	1886	118
.. .. 3d series (5-20s)...registered	379,588,450	6	" "	1887	117½
(5-20s).....coupon		6	" "	1887	118
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	120½
(5-20s).....coupon		6	" "	1888	118
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109
(10-40s)....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	50,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	324,182	var	.....	Due.	....
Treasury Notes (7-30s).....	989,750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,714,980	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114,913	*nil.*	.....	Dem.	....
Fractional Currency	30,711,800	"	.....	..	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	93
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	128
.. — .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7½	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	98½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. ..		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	90½
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
—Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	65
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	84
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	" "	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	99½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	6	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	6	" "	'89-'90	....
.. —Currency Bonds of 1837.....	289,000	3	" "	1890	96
. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1864-'68.....	2,040,100	6	" "	1883	102
.. —Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	104½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Wore. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	119½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	86½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	90½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	52
.. — .. (new).....	3,059,045	6	" "	'92-'98	46½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,309	6	" "	1881	102
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	....	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	109½
.. —	910,200	5	" "	'72&'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	70
.. —Funding Bonds	1,282,971	6	" "	'70-'90	68
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	60½
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	64
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	55
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	58½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6*	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	76½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,820	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	92½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	63½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	98
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,090,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1870	....
3d Convertible bonds	958,545	8	" "	" "	1875	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	91
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	96
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st Mortgage (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	96
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	105½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	88½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	81
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	81
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,609,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.L.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	508,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	436,660	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	90
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	96
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,892,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	85
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,000,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	82
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	2,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	93
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	88
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	68½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1.300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	92½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	91½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85½
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,800	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Intercst bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000.000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000.000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5.946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds.	1,514.000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250.000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303.000	8	" "	"	1875	90
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	73
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109
2d Mortgage	276,500	7	— & —	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	86
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	125.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sk'g fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	83
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	468,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	'69	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R. R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	88½
2d Mortgage	4,000,000	7	" "	"	1901	83½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	89½
Bonds of 1857, convertible	171,500	6	" "	"	1886	90
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	88½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'60–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	8*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,386	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'88	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	86
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	82½
2d Mortgage	1,500,000	7	" "	Boston.	1891	38
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	102½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90¾
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1885	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	80½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	708,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	148,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	608,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam			**den and Amboy R. R.)**			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	83
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97½
Convertible Loan	1,201,850	6	" "	"	1877	81½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	485,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	63
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. &c.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	.....	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	.....	.....	.....	.....	.....	.....	.....	.....	70.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	.....	.....	1,861,393	2,802,000	560,000	401,850	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	.....	.....	.....	68.0	120,118	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	80.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	88.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	.....	505.7	.....	666,824	1,746,527	4,846,048	1,857,206	—	50	.....
Dec. 31, 1868	237.0	48.0	13.0	—	29	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130	.....	285.0	.....	43,640	.....	663,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	160.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	127
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	—	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	145¼
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,004	*	.....	.....	624,000	400,000	69,598	.....	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,240,040	3,471,360	488,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	*	.....	.....	18,639,800	14,904,350	1,967,422	.....	108.8	777,049	1,913,253	370,191	1,238,657	223,834	—	100	18½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	244,136	1,565,462	453,780	10	100	142
Nov. 30, 1868	47.0	7.0	46.5	—	30	40	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.6	509,970	2,195,427	381,658	1,171,449	328,882	8	100	188½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,458	10	100	120½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	.....	.....	447,000	200,000	.....	.....	—	(Leased to West Jersey.)			—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	.....	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central.)			—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*....Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	100½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	25
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,934,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	½
Dec. 31, 1868	100.0	—	....	....	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	18	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,300	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,667	984,667	431.0	2,137,581	.....	.....	4,508,645	1,987,806	10	100	143½
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	164
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	71½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	528.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	108
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5.284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,054	672,534	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.8	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)			—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	780	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,909,361	*	.....	.....	1,609,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	365,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)		619.3	.....	.....	.....	.....	.....	—	109	92½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,182,673	28,412,376	4,270,650	1,769,356	10	50	112½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	—	39,600	—	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,59.	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by		L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55 463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	26	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	66½
Jun. 30, 1868	185.0	163.2	38.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919.094	6	100	67
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277.956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	128
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200.000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	.....	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	.....	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,550	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by	L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514.376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	127
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	70½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	106
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729.355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	000,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6.633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17.921	15.302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,907	7,042,834	5,289,878	430,649	118,780	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960.489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and North western¶..Tenn. & Ky.	4,600,555	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36 7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ ..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421.007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,042	—	744,520	—	—	.....	6.0	(Owned & oper. b		y Phil..W	- and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	88	New Haven and Northamp.Conn. & Mass.	2,638,312	126.871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250.000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995.000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119.295	8	100	....
Nov. 30, 1868	206.0	....	—	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶..L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	....	—	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,079	14 381,303	5,143,140	8	100	189½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	145
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	8,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	138
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandalgua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399.180	*	.....	.....	1,798,800	599.091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61.180	—	100	80
May 31, 1865	225.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,960,600	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	815,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	815,000	276,937	23,120	102.0					254,164	108,725	—	100	....
															(In progress.)																					
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.		*																										80½
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—		80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232		721,132		3,150,000	3,463,839			67.3	421,267				1,015,394	388,240	5½	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8			4,798,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837		1,043,334	717,277	4,798,900	6,875 000	1,310.066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	98
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*		200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	109½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373		35.3	129,710	5,306.825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	654,000	93,061	475,145	66.4	391,464	7,060,924	10.246,170	684,877	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6.435,167	*			(Owned	by Nova Scotia.)				145.0	279,621		3,345,141	253,994													
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	808,981	301,742	4	100	67½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,356	*				23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	30
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185	—	50	78
May 31, 1869	72.5	68.5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,054	11,028,842	1,404,295	531,078	6	100	97½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	—	Orange and Newark	New Jersey.	618,549	63,889			13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	—	Oswego and Rome	New York.	925,709	*				222,987	717,000	2,387						111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.5	106,784	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11.646,888	2,260,241			33,598	3,340,024	7,550,375		1,560,756	285.0	1,394,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000					7,000,000	1,192,000			47.6						20	50	225
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000										24	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000				(Leased to Erie.)				63,400	8	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000				(Leased to Erie.)					—	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania	25,284,683	4,476.850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,518	6	50	112½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0						20	50	225
Dec. 31, 1868	40.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000										—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	....
Dec. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*				218,000	800,000	212,500		39.0	87,111			156,746	19,424	—	50	58
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633		287.5				2,804,250		—	50	94
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352.380				1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	142
Nov. 30, 1868	95.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,001,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135			8,791,937	3,150,837	10	50	144
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5				995.196	290,585	10	100	126½
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		163.8	897,200			2,393,897	905,891	8	50	104½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Clin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,603	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,662,000	878,342	1,945,733		468.3	5,420.499	87,864,643	307,443,978	8,041,181	3,039,970	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	445,678	*	6,322	782	450,000			782			50.080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34.971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,399,184	*	445,282	100,923	1,500,000		399,709	6,680		51.3	258,977			518,592	130,420	6	160	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000					(Leased to Concord.)					—	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170.000	200,000				(Leased to Eastern.)				77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	26	Providence, Warren and Bristol	R. I. & M.	485.813	*				437,917	150,000			14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.8	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000		129,656	23,426		54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.																				
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098.592	*				2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914.482	219,883	11,791			505,848	1,000.000				159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732.884	811.575				3,000,000	1,500,000			175.0	555.727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9.920.000	*		81,308		4,000,000	2,719,000	288,439		190.2	284.520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,392	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250.000	*			650,000	600,000					(Not in operation.)					—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384.000				12.0	(Under construction.)					—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	36	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2				1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*								166.3	604,408	4 069,421	11,712,202	993,239		—	100	32½
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050.000					(About $5 0,000 a month.)					—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340.000	6,700,000				132.0		(Leased to Ind. & St. Louis.)			517,941	—	100	35½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000				120.0					612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000					(Leased to Chi. & Alton.)				240,000		—	100	....
Dec. 31, 1868	63.7	8.2	....	—	....	....	....	....	St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under construction.)					—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.											(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0				299,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	2.0	6	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700		232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000				(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381.471	82,542		6,679		243,305	226,000	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*				900,235	2,150,000	50,000		116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,209,845	*				1,209.150	97,000	148,578		54.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050					576,050					(Leased to Philla. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							200,000										—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,584	*				999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	1,079,100			160.7				215,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	45.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*				743,100	284,000	121,900		25.0		265,000	155.000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663					100,000	37,800			20.0	(Operated by Jeff. Mad. and			Louisville.)			100	....
May 31, 186	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*				636,200	55,000			50.0	167,376			289,288	68,334	—	100	....
Dec. 31, 1868	101.7	6.5		—	10	4	4	96	*Sioux City and Pacific*	Iowa.						1,330,000	3,200,009			75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*				783,500	1,232,760	4,511		109.0	373,510	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300					438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	36	South Carolina ¶	South Carolina.	7,597,444	*		1,026,406	5,819,275	3,860,741	514,388	1,295,987		243.0	750,431			1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000						(In progress.)					—	100	....
Nov. 30, 1868	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*			259,685	150,000	17,614	15,039		22.0	45,312	2,002,440		77,017	15,961	3	100	....
Sept. 30, 186	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409.926	*			484,000	750,000	150,000				(Not in full operation.)					—	100	....
Sept. 30, 1868	123.0	6.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,376	1,365,600	1,708,900	475,160	9,401		132.5	255,714	1,944,588	8,663,425	389,380	63,560	—	100	....
Sept. 30, 186	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000					(Under construction.)						—	100	....
Dec. 31, 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*												250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	20	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302					—	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.									68.0						—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,690	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*		.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			47,908	29,709	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.			31,409	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.													19,773	15,970	5½	100	....
Dec. 31, 1868	12.0	—	12.0	—	....	....	....	....	Sussex.....New Jersey.	474,400	*		.....												100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*		.....	274,400	200,000	.....	.....	12.0	28,000			67,705	25,949	5	50	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.					1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	(Will form a part of the Rondout and Oswego Line.)															
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,706	*	3,274,000	.....	654,000	2,620,000	.....	.....								100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	677,235	425,977	1,988,150	.....	148,488	967,278	73.0	459,274					—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	576,400	250,000	.....	.....	111.0	.....	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	5,700,000	3,400,000	.....	.....	84.6	169,516	.....	.....	337,060	165,960	—	50	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	71½
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	4,013,207	1,123,588	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)			517,000	244,944	—	100	46
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			.....	.....	7	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			32,000		—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	50	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	1,351,594	—	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
Nov. 30, 1868	60.3	5.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)			.....	.....	8	100	102½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var.	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	62½
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	357,408	1,997,693	882 533	392,872	—	(Leased to Rutland.)			.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570.627	*	.....	.....	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	....	....	....	....	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15.554 017	863.212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684.046	959,600	175,911	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	1,942,000	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025.016	*	.....	.....	750,000	1,200,000	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049.057	*	.....	.....	1,283,600	1,800,000	374,381	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579.474	.....	1,209.170	1,221,500	.....	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	....	....	....	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497.271	2,626,929	265,643	164,032	—	100	62½
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,354.480	39,269	1,195.000	2,000,000	749,297	223,154	117.0	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754.996	123,653	1,147,018	1,550,740	403.385	850,881	171.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061.431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	1,160,782	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128.901	8	100	126
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
CANALS, &c.																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320.736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	41
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506.309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2.433.000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	96
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997.300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	124
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Cam. & Amb.R.R.)	—	—	—	—	—	—	912,108	686,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	108.0	—	—	—	603,067	397,785	—	50	72½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	258.300	39,107	—	50	40
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	1,026.580	.....	—	50	20½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685.267	—	—	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	166.589	86.081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907.850	—	—	.....	2,907.850	3,000.000	—	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,700.000	—	—	.....	1,100.000	749.000	.....	—	123.0	—	—	—	267.884	29.513	—	50	....
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000					—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.							—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277.169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	100	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	45	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	~ 72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731.071	727,800	150,000	94		89,058	9.0	100	100	99
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179.635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645.925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.80	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443	—			
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000					—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041.204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	288,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54.200	42,500	9,000	400	8,653	159	—			
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	20⅜
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.							—			
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000					—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.							—			
Dec. 31,'68	—	—	—	Hoboken and Weehawken..N.J.							—			
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.							—			
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246		52,600	—	24,472		—			
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700					—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—		2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,349	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	54,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543.729	1,250,000		177.164	765,981	135,284	10.0	100	100	66½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,962	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov.30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000					—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	46
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	27
Oct. 31,'68	8.25	155	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160.300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton.....N.Y.	74,000	59,000	15,000	—	31,490	11,280	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.).....Pa.	47,464	50,000					—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	45
Oct. 31,'68	5.02	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,241	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000				4,000	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	5¾
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000					—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	26,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	185
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.							—			19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700		13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,987	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000					—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	26	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297.145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—			—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	62
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,566	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62.152	57.250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	41	9	Worcester.....Mass.	89,573	76 800	72,000	26,000			—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M.& N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.& D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	75
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	83
Cleveland and Mahoning,* guar.	2,066,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	69½
Hannibal and St. Joseph, pref.	5,253,836	...	...	114
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	73
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	...	82
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	80
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60½
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	31½
Mariposa Mining, pref.	5,774,400	7	7	18

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 — @ 42 —
Pig, American, No. 1 (good to best)		40 — @ 41 —
Pig, American, No. 2		38 — @ 39 —
Pig, American, Forge		36 — @ — —
Bar, Refined, English and American		85 — @ 87 50
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		95 — @ 1 —
Bar, English and American, Common		87 50 @ 90 —
Scroll		120 — @180 —
Ovals and Half-round		120 — @145 —
Band		120 — @ — —
Horse Shoe		120 — @ — —
Rods, ⅛@3-16 inch		100 — @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11 @ — 12
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold). per ton.	— — @ 56 50
Rails, American		74 — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool, do.		— 19 @ — —
American, Spring, do.		— 10 @ — 13
American Machinery do.		— — @ — 13
American German do.		— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 32
Bolts		— — @ — 33
Braziers'		— 33 @ — 35
Nails		— 38 @ — 40
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 22½@ — 23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 38
Straits	(gold).	— 31½@ — 32½
English	(gold).	— — @ — 32

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 25 @ 8 50	11 75 @ 12 —
I. C. Coke	6 75 @ 7 37½	9 75 @ 10 75
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	7 87½@ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 16½@ — 17
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 31
Refined, Standard White (in ship'g order)	— 32 @ — 32½
Refined, prime White (in shipping order)	— 33 @ — —
Refined, S. W. (in merchantable order)	— — @ — 32
Naptha, Refined, (60 @ 63 gravity)	— 10½@ — 11
Residuum....per bbl.	5 50 @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9....per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
Canton Co.	....	56	....	....	....	....
Central of N. Jersey	102½	102	101½	101½	102	101½
Chicago & Alton	150½	150	149½	149	146	143
" pref.	....	150	....	150	....	....
" 1 M.	....	....	....	100	100	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	170	165	....	164
" 8s, 1883	107	....	....	108	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	77½	77	75½	75	75⅝	73
" pref.	87½	87½	85⅝	86	86⅛	83½
" 1st M.	89½	88½	....	88½	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	90	....	88
Chic., Rock Isl. & Pac.	110¾	111½	110	109½	109½	108½
Chicago & R. I. 7s, 1870	....	....	....	....	....	100
Chi., R. I. & Pa. 7s, 1896	....	....	....	94½	....	....
Clev., Col., C. and Ind.	77¾	78½	....	77⅝	....	73
Clev. and Pittsburg	....	107½	107	107	108	106
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
" Con.	84	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	99½	....
Col., Chi., & Ind. C.	30¼	30	30	29¾	29½	28¼
" 1 M.	82½	82½	82	81½	81½	81
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	31½	....	....
Del. & Hudson Canal	125	....	124½	....	124	....
Del., Lack. & Western	....	....	....	....	112	....
" 1 M. 7s	100	....	....	....	....	....
" 2 M. 7s	90	....	....	....	....	....
Erie Railway	39½	38½	39⅝	39⅝	39½	38
" pref.	....	69	69½	69½	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	87	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	....	....	119	117	117	115
" pref.	117	....	117	....	....	114
Hudson River	182	178½	181	181	182	167
" 1 M. 7s, 1869	99	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	137	....	....	137⅜	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	100½	98½	96½	96½	96⅞	94
" Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	20	20	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	128	128	....	126	127	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	99	....	....	98½
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	10	10	....	....
" pref.	18	17	16½	....	18	18
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	73	73⅜	74	72⅝	72⅜	72½
" pref.	84	83½	84	83	83	82½
" 1st mort.	....	....	....	....	91½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	91½	....	....	91½	....	....
Missouri 6s	86½	86½	86½	86⅞	....	86
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	88	88	....	....	....	88½
" 1st mort.	99½	....	99½	....	....	99½
" 2d mort.	....	....	....	....	....	91
New York Central	203½	200	200¾	200½	200½	195
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90¾	....	90	....	....	....
" 6s, S.F. 1887	....	90	....	....	....	....
N. York and Harlem	154½	150	149½	150	....	145
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	52½	53	52	51½
" new	47½	47½	47⅛	51	47½	47
" special tax.	51	52	50⅝	50½	51½	51½
Ohio and Miss.	31½	31½	31½	31½	31½	31
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	73½	72½	67½	72½	76½	75½
Panama	250	250	....	....	250	250
Phila. and Reading	95½	95½	95½	95½	95½	94½
Pitts., Ft. W. & Chi. gtd.	87½	87⅝	88½	86¼x	86½	86
" 1 M.	....	....	100	....	100	100
" 2 M.	....	....	95	94½	96½	....
" 3 M.	94	....	....	....	....	....
" Equip. 8s.	....	....	....	....	....	....
Quicksilver Mining Co.	13½	....	13½	13½	....	13¾
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	57½	....	57	....	....	57
" 1 M.	....	....	....	95½	95	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	61½	61½	61½	61½	....	....
" new	....	54½	55	55½	56	54½
Tol., Wab. & Western	78	76½	....	73½	73	72
" pref.	....	....	....	....	....	80
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	84½	84½	....	84½	....	....
" Equipment	....	....	....	....	79	....
Virginia 6s, ex-coupon	55	58½	....	....	....	....
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	127½	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109⅜	109⅜	109⅜	109⅜	109⅜	108¾
U. S. 5s, 10-40s, reg	109½	109½	....	109½	109	....
U. S. 6s, 1881, reg	121½	....	120⅜	....	....	....
U. S. 6s, 1881, coup	120⅝	121¼	121	....	....	120½
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	121¼	....	120	....	....	120
U. S. 6s, 5-20s, c. 1862	122	....	121⅞	122	121	121⅞
U. S. 6s, 5-20s, reg. '64	....	....	120½	120⅜	120¼	....
U. S. 6s, 5-20s, c. 1864	121	120⅜	....	120½	120⅜	120½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	120
U. S. 6s, 5-20s, c. 1865	....	120¾	120⅜	121	121	120¾
U. S. 6s, 5-20s, r. n. '65	119½	119½	119	119	....	118¾
U. S. 6s, 5-20s, c. n. '65	119½	119½	119¼	119½	119	118⅜
U. S. 6s, 5-20s, reg. '67	....	119	....	....	....	....
U. S. 6s, 5-20s, c. 1867	119¾	119½	119¼	119⅜	117½	118¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	119½	....	119⅜	119½	....	....
U. S. 6s, Pac.R.R.issue	....	109	109	109	109	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa	....	....	....	....	....	....
.. preferred	....	....	37⅜	....	37½	....
Camden and Amboy	121	120½	120½	120½	120½	120½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	91	....	....
.. 6s, 1883	....	84	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	36	....	....	36	....
.. 6s, 1884	....	....	83	....	....	....
.. Gold L	97¼	97	97	....	98	97⅛
.. R. R. L	....	....	....	....	....	88
Lehigh Valley R. R	56½	....	56⅜	56½	56½	56¼
.. 6s new coup 94	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	95½
Little Schuylkill R.R	....	....	42	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	53	53	53	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	61
.. 6s, 1876	....	....	80	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	87½	....	....	....	88	....
.. 7s	....	....	....	....	88½	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	49	....	....	....	....	....
Pennsylvania R. R	56⅛	56¼	56⅜	56½	56¼	56¼
.. 1st M	....	....	....	99	99	....
.. 2d M	....	....	98½	....	98½	....
Penn. State, 6s, 1st series	104½	....	....	....	104	104
.. 6s, 2d series	106½	106	....	106¼	....	106½
.. 6s, 3d series	....	....	....	....	....	110
.. 6s, W. L	....	....	....	100¾	....	....
Philadelphia City, 6s	97½	....	....	....	....	....
.. new	101½	101½	101½	101	101½	101½
Philad., Germ. & Nor	....	....	71	....	....	....
Phila. & Reading	48	47⅞	47⅝	47½	47⅞	47⅝
.. 7s, 1893	....	105½	....	....	....	....
Philadelphia and Erie	....	....	29½	29	29½	29
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	46	46	....	....
Green & Coates ..	38	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	....	....	....	....	....	96⅝
.. 1886	95	....	....	....	....	....
.. 1890	95½	....	95½	....	....	....
.. 1893	127	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. .. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	95½
Marietta & Cin. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Northern Central	49¼	49	....	49	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	86	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	92½
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	19	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	145⅛	....	145	....	145½	145½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	142	....	142	....	....	142
Boston and Providence	137	137½	....	....	....	138⅜
Boston, Hartford & Erie	19⅜	18⅞	18⅞	18⅞	18⅜	18⅛
.. 7s, new	62	63	....	63½	63½	....
Cheshire, pref	....	....	85	....	....	84⅜
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	114¾	114¾	....	....	115½
Fitchburg	....	....	135¾	....	136	136
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	127⅜	....	....	126½
Northern, N. H	108⅛	....	109	....	109½	....
Ogdens. & Lake Champ	....	....	67⅞	....	....	....
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	97⅜	98	....	....	97⅞
Ph., Wil. & Baltimore	52½	52½	52	....	....	52½
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	102½
Vermont & Mass	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	66½	....	....	....
Middlesex ..	75	....	....	....	....	75
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Sept. 3.	Aug. 27.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	62 — 63	62 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	62 — 68	62 — 68
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	25 — 26	25 — 26
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c	62 — 64	62 — 64
Erie shares 100 dol. all paid	23⅛ — 24	23¾ — 23¾
Do. sterlg. 6 p.c. convertible bonds	62 — 67	65 — 70
Do. 3d mort. 7 p. c. 1883	55 — 60	55 — 60
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c	101 —103	100 —102
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 94½	94¾ — 95½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	72 — 72
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	86 — 88	85 — 87
Philadelphia and Erie 1st mort. 1881	87 — 89	86 — 88
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, September 25, 1869.

Stock Exchange and Money Market.

A decidedly more active speculative demand has been reported for money, since our last, and call loans have been quoted higher, or at from 7 per cent. currency, to the very best borrowers, to full 7 per cent. gold, and in some instances an ⅛@¼ of one per cent. commission, to the neediest of the street operators. The available supply of money has been much less extensive. The inquiry for means to move crop products, from the West and South, has been more active, while the local mercantile call for aid has likewise increased. Prime to good discounts have been quoted at from 9@12 per cent. per annum, at which figures, business paper has been moderately dealt in. The city banks, in their last weekly return, show a further loss of nearly 3½ millions of deposits, thus bringing the aggregate down to 185⅜ millions, as against 200¼ millions on the 7th of August, indicating a falling off of nearly 15 millions, in this item. A further slight loss of legal tender notes, and of specie is likewise reported. The legal tender reserve is now 51¼ millions, against 55⅞ millions a fortnight since. The specie hoard is now a little over 14½ millions; on the 17th of July, it stood at over 31 millions. According to the official report made to the Currency Bureau at Washington, the city national banks held, on the 8th of September, the following amounts of specie. Gold coin $2,395,254 50; gold bars, $39,845 78; total, $2,435,100 28. Silver coin, $217,372 51; silver bars, $16,822 82; total, $234,195 38. Gold certificates, $10,296,060. Checks payable in gold, $205,187 24; coupons payable in gold, $48,638 50; other items counted as specie description, $7,413 94. Total, $13,226 595 34. The same banks, according to their reports on the 12th of June last, held: Gold, $5,542,519; gold certificates, $8,593,695. Total, 14,496,214. The general cash balances of the Sub-Treasury have been reduced about ⅝ of a million. The currency reserve of the office on Monday morning, was $8,194,566; on Tuesday, $8,358,436; on Wednesday and Thursday, the Sub-Treasurer was to have disbursed about 3½ millions of currency, on account of purchases of Five-twenties. The Gold speculation operated very decidedly against ease in money, and seriously embarrassed regular trade movements, and the foreign exchange markets, which latter have been unusually depressed and unsettled. The gold speculators serve to make money closer and closer every day to ordinary business by the readiness with which they offer to pay extravagant rates to carry over their balances. The banks, as a rule, decline the operation. They deem it in some instances, if not in all cases, a duty to the business community to discourage the Gold movement, but this only throws the demand on the street in competition with the Stock Exchange and the Bill Brokers. On Wednesday, the market showed most stringency, and extreme rates were exacted of the street borrowers.

The specie reserve of the city banks according to the latest return is $14,558,109, against $14,665,742 same time last year. The city bank deposits are now $185,390,130, against $202,824,583 week ending Sept. 19, 1868. The legal tender reserve amounts to $51,259,197, against $63,772,700 same time last year. The circulation now stands at $33,972,759, against $24,044,693 same time last year. The loans are now $266,496,024, against $271,252 096 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $110,403,298 a day, against a daily average of $131,959,000 the preceding week, and $92,814,879 the week ending with Sept. 4, 1869. The current week's exchanges average about $161,000,000 a day. The city banks, last week, reported a further loss of $403,957 of specie, $3,433,194 of deposits, and of $228,670 of legal tender notes. They reduced their loans, $2,368,509; and increased their circulation, $8,563.

The city bank exchanges on Wednesday were $146,608,505.

National Bank notes to the amount of $124,200 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $317,771,446, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $18,061,316, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,710,130. The United States bonds held by

Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 500,000; and for the public deposits, $19,518 000—making a total of $362,018,000. The Treasury Department last week redeemed and destroyed $196,400 of worn and mutilated fractional currency, and issued $774,764 of new. The outstanding amount of fractional currency on the 1st of Sept., was $30,711,799 87 against $31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Sept. 18, were $4,946,383 in coin, including $3,139,504 from customs duties, and $4,030,704 in currency; payments, $3,383,132 in coin, including $528,593 of coin interest, and $5,291,348 in currency; balance at the close of the week, $88,264,904, including $77 333,426 of coin, and $8,194,567 of currency, against $88,951,334 at the close of the preceding week, showing a decrease of $686,430. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $760,026 of coin, including $579,652 from customs, and $434,349 of currency; and payments, $52,158 in coin, including $44,000 of coin interest and $270,480 in currency. On Tuesday, receipts, $681,264 in coin, including $469,800 from customs, and $146,836 in currency; and payments $57,124 in coin, including $42,715 of coin interest and $276,425 in currency. The balance at the close of business on Tuesday stood at $89,700,442, (including $8,227,847 of currency, and $78,665,443 of coin,) against $86,287,697 a week previous; and $87,635,084 on Sept. 7, 1869. The aggregate receipts of the office in Aug. were $42,041,140, including $14,319,915 from customs; aggregate payments, $54,599,091, including $18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was $23,647,580, against $36,725,840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired $2,920,905 of coin certificates through the receipts for customs.

A falling off in the yielded of the excises to the National Treasury has been noted, since our last. The customs revenue keeps up well. The excises yielded about 3¾ millions; customs at the port of New York, $3,139,504, and at the outports about $1,050,000 (in coin) more, making the grand total income for the week equal to about $9,510,040 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 45½ millions.

The Gold movements has been practically controlled all the week, by the operators for a rise, and though the dealings have been restricted by the money difficulties, the price has been worked up very steadily. The range has been from 136¼@141⅜, and the closing quotation on Wednesday was 141¼. The short interest has been augmented, thus strengthening the position of the inflationists, who are said to have under their management much of the supply of specie in the open market, or outside of the reserve held at the Sub-Treasury. The city banks report a specie hoard of only some 14½ millions. The Sub Treasury on Wednesday forenoon held a specie balance of 78⅝ millions. The customs revenue of the port exceeds half a million a day; but the export drain is unimportant. Government marketed a million of gold all told on Thursday and Friday of last week at about the going rates. On Wednesday afternoon, the price was suddenly advanced to 141⅜, against further heavy short sales, and the operations were attended by great excitement.

The coin balances of the Government at this port on Wednesday morning, was about 78⅝ millions.

The following is a statement of the business of the New York Gold Exchange Bank for the week ending Saturday September 18th, 1869:

Average am't of loans and discounts	$1,287,448
Average amount of specie	617,073
Average amount of deposits	1,274,628

The customs of the port on Wednesday yielded $541,000. The U. S. Sub-Treasury disbursed $99,711 of coin interest, on that day.

The customs demand for Gold last week, averaged $523,251 a day; thus far, this week, it has averaged $524,726 a day, or equal to a weekly aggregate of $3,148,356. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $8,812, and since Jan. 1, $9,884,124, against $5,749,719 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $97,854,000, against $87,060,193 same time in 1868. At San Francisco, from Jan. 1, to Sept. 10, 1869, $5,737,531, against $5,971,320 same time last year.

The exports of specie, from this port, last week, were $313,119, against $640,390 same week last year; total, since Jan. 1,1869, $25,587,186, against $65,998,946 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $528,593, and since Jan. 1, 1869, $68,410,770, against $63,171,733 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sept. 10, 1869, were $27,080,438, against $28,345,533 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 44⅛ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $3,121,668.

Foreign exchange has been pressed for sale, and has been further seriously depressed in price, the demand having been very limited. Bankers' prime sixty day bills on London closed heavily and very irregularly on Wednesday at 106⅞@107⅜, and on Paris to 5.30@5.24¼; sight bills on London to 107½@108, and on Paris to 5.25c. @5.21¼. The offering of produce bills has been moderate this week. The week's exports of domestic produce have been to the currency value of $3,752,261 making the total since Jan. 1, 1869, $137,873,202, against $120,294,772 same time last year.

Government securities have been less sought after, and under the adverse influence of the increasing activity in money prices have declined materially. The offerings of bonds have been on a more liberal scale, while there has been less disposition manifested to purchase freely at the ruling figures. There has been little, if any inquiry, from buyers for investment. The mails have been bringing into market considerable amounts of the several issues from country holders, who need money for active employment. The tendency of the market has been toward lower quotations, throughout the list. The large dealers have been practically passive. On Wednesday, the U. S. Sub-Treasurer bought in two millions of U. S. Five-twenties at from 116⅝@117 net, out of an aggregate offering of $7,910,000.

U. S. sixes of 1881 closed here on Wednesday at 120@120½; U. S. Five-twenties of 1862, ex-coupon, 121¾@122; U. S. Five twenties of 1864 at 120@120⅛; U. S. Five-twenties of 1865 at 120½@120¾; U. S. Five-twenties of 1865, consolidated, 118½@118¾; U. S. Five-twenties of 1867, 118¾@119; U. S. Five-twenties of 1868, 118½@118⅝; U. S. Ten-forties at 108½@109, ex-interest; U. S. Six per cent. currency bonds, 108@108½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 8.	Sept. 15.	Sept. 22.
Consols	92⅞	93	92¾
U. S. 5-20's of 1862	82¾	83⅓	83⅛
U. S. 5-20s, 1865	82⅝	82⅞	82½
" 1867	81¾	82	81¼
" 10-40s	75¾	75½	75
Erie	23¼	28½	26¼
Ill. Central	94	94½	94¼
At. and Gt. West	....	....	28

The railway and miscellaneous share market has been less active, lower, and very irregular, influenced by the free offering of stocks by the operators for a fall, and by the increasing pressure in the monetary line. On Wednesday, there was an extraordinary pressure to sell, particularly the New York Central, and Hudson River shares, and the former declined 23, and the latter 11@12 per cent. Subsequently, there was a sharp rally, but the market closed very irregularly.

The dealings in domestic produce have been less active, and Breadstuffs, Cotton, and Petroleum have been generally quoted lower, Provisions have been irregular, Pork advancing, while Lard has fallen. Middling upland cotton closed heavily on Wednesday at 28¾@29 cts. per lb. The stock of cotton now here is given at about 3,750 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 56,000 bales, against 47,000 bales in 1868-'8; exports, same time 14,700 bales, against 6,100 bales same time in 1868-'9; stock on hand at latest dates, 34,000 bales, against 47,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,706 pkgs., against 15,258 pkgs., same time last year. From Boston, 6,189 pkgs., against 6,871 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 10@16c., per lb.; week's receipts, 7,135. Milch cows dull, at $40@$110 each, receipts, 119. Veal calves in fair request at from 7@12c. per lb.; receipts, 2,503. Sheep and lambs fairly active at from 4@7c., and 7¼@9¼c. per lb.; receipts, 35,436. Swine dull and rather weak, at 9½@10½c. per lb., all live weight; receipts, 16,220.

In foreign goods, there has been a satisfactory trade reported at generally strong, and in some instances, firmer prices. The week's dry goods imports were valued at $2,519,829, and of general merchandise, $4,168,733, making an aggregate for the week of $6,688,562 specie value, against $5,613,175 same week last year.

Freights have shown more firmness, with a fair degree of activity, chiefly in the line of Cotton, Petroleum, Flour, Wheat, and Tobacco engagements. For Liverpool we flour at 2s. 6d.@2s. 7½d. by sail, and 2s. 9d.@3s. by steamer, per bbl.; grain at 9½d.@9¾d. by sail, and 10d.@10½d. by steamer, per bushel; cotton at ¼d.@$\frac{5}{16}$d. by sail, and ½d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 453.

The New York exports, exclusive of specie, for the week ending Sept. 21, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	$2,599,006	$3,752,261
Prev. reported.....	117,695,766	134,120,941
Since January 1.....	$120,294,772	$137,873,202

The imports for the week ending September 18, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,298,940	$2,519,829
Gen. merchandise.....	3,314,235	4,168,733
Total for the week.....	$5,613,175	$6,688,562
Previously reported....	177,182,348	219,806,932
Since January 1.....	$182,795,523	$226,495,494

The balance in the Sub-Treasury on Wednesday was $87,430,917 56.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Railroad of New Jersey, new loan, 1890, 97; Central Pacific gold bonds, 96; Milwaukee and St. Paul 1st mort., Iowa Division, 85½; St. Louis and Iron Mt. 1st mort., 81; N. Y. Central 6s, Real Estate bonds, 87; Dubuque and Sioux City R.R., 109; N. Y. and N. Haven, 138; do., 6s, 97; New Jersey R. R., 120; Georgia 7s, 90⅞; Louisiana 6s, 70; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 84; South Carolina 6s, new, 68; Connecticut 6s, 99¼; Brooklyn 6s, W. L., 93½; Western Union Telegraph, 37; Atlantic Mail S. S. Co., 29½; Boston Water Power, 16; Adams Exp. Co., 55; Wells-Fargo Exp., 13¼; U. S. Exp., 54½; Am. Mer. Union Exp., 34; Buchanan Farm oil, 0.40; Bennehoff Run oil, 0.35; Benton Gold, 0.13; Consolidated Gregory gold, 1.75; Grass Valley gold, 0.33; Quartz Hill gold, 1.00; Smith and Parmalee gold, 2.40.

Philadelphia.—Oil Creek and Allegheny River R. R., 39; Harrisburg and Lancaster R. R., 55; East Pennsylvania R. R., 86; Morris Canal scrip, 64¼; Sunbury and Erie 7s, 100; Warren and Franklin 7s, 82½; Philadelphia and Reading 6s, 1844–'80, 89½; Belvidere Delaware 2d mort., 80½; Lehigh Conv. loan, 81½; West Jersey R. R. 6s, 90½; Camden and Burlington County R. R. 6s, 86; Philadelphia and Sunbury 7s, 95; Pittsburg 4s, 55; Allegheny County 5s, 75½; Fulton Coal, 4¾; New Creek Coal, 0.56. The latest quotations are: City 6s, 97@97½; do., free of tax, 101@101⅛; State 5s, coupon, 93½@94¼; do., reg., 93¾@—; do., 6s, W. L., 100½@101; do., 1st series, 104@104½; do., 2d series, 106½@107; do., 3d series, 109¼@109¾; Reading, 47¼@47¼; do., 7s, 1893, 105@106½; do., 6s, 1880, 88¾@89; Camden and Amboy, 120⅛@121; do., mort. 6s, 1889, 95@95; do., 1883, 84½@85; Penn. R. R., 56¼@56⅜; do., 1st mort., 98½@99⅛; do., 2d mort., 98@98½; Little Schuylkill R. R., 42@42½; Morris Canal, 30@31; do., pref., 60@60½; do., bonds, 80@85; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 9@10; do., pref., 18@18½; do., 6s, 1882, 62¼@62½; Delaware Div. Canal, 48@48⅛; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38½@40; do., 7s, 1873, 88½@89; do., 5s, 59@60; Lehigh Coal and Navigation, 35⅝@36; do., 6s, 1884, 82@83; do., R. R., Loan, 87@88; do., Gold Loan, 97@97½; North Pennsylvania, 36@37; do., 6s, 87½@89; do., Chattle 10s, 111@113; Philadelphia and Erie, 28½@28⅞; do., 6s, 90@92; Minehill, 52½@53; Catawissa, 16@18; do., pref., 37½@37¾; Lehigh Valley, 56¼@56¼; do., 6s, new, 95¼@95¾; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 46@48; West Philadelphia, 60@63; Spruce and Pine, 26@27; Green and Coates, 37@38; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19; Girard College, 28½@30; Tenth and Eleventh, 69@71; Union, 44@—; Hestonville, 12@12½.

Boston.—Eastern R. R. 6s, 1889, 96; do., 1874, 95¾; Union Pacific R. R. 6s, 86; Cincinnati and Indiana R. R., 7s, 1877, 79; Vermont Central 1st mort., 82¾; do., 2d mort., 38; Old Colony and Newport 7s, 101; Rutland pref., 50; Chicago, Iowa and Nebraska R. R., 142; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 23¼; Housatonic R. R. pref., 73; Cincinnati, Sandusky and Cleveland R. R., 22⅛; do., 7s, 1890, 74¼; Waverly Land, 1¾; Cary Imp. 7½; Glendon Iron, 69; Maine 6s, 1889, 99¼; New Hampshire 6s, 1884, 99⅝; Connecticut 6s, 1881, 98½; Massachusetts 5s, 1890, gold, 104⅝; do., 6s, 1873, gold, 119¾; do., 6s, currency, 101½; Chicago 7s, 97¾; Bath 6s, 1898, 90; Brooklyn 6s, 1881, 92; St. Louis 6s, sewerage, 84¼; Cincinnati 7 3-10s, 1889, 103; Cook Co. Ills., 7s, 95¼; Bangor 6s, 1894, R. R. Loan, 86¾; do., 1874, 92⅛; Cambridge 6s, W. L., 99⅜; Bath 6s, 1891, 87; Concord Mining Co., 1; Dana, 22c.; Hancock, 1¾; Native, 50c.

Baltimore.—Memphis City 6s, 47½; Virginia 6s, old, reg., 44¼; do., 1866, 53¾; do., 1867, 50; Maryland Defense Loan, 102; Baltimore 6s, 1884, 94; Atlantic Coal, 2.50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@130; do., 6s, 1875, 95@96½; do., 1880, 93@—; do., 1885, 95@95½; Northern Central, 48⅞@49; do., 6s, 1885, 87½@89; do., 1900, 85¾@86; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 92@95; do., 2d mort., 90@93; do., 3d mort., 1885, 87@90; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 69½@69¾; Central Ohio, 25@27; do., 1st mort., 78@79¼; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 88½@—; do., 2d mort., guar., 89@—; do., 6s, pref., 41⅝@45½; do., 6s, guar., by Washington Co., 70@78; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 96¼@96¾; do., 1886, 93@95; do., 1890, 95@95¾; do., 1892, 94@96; do., 5s, 1838–'70, 72¼@—; Memphis City 6s, 47⅜@47½; City Passenger R. R., 19@19¼; Baltimore and Catonsville, 4½@5¼; George's Creek Coal, 71½@72½; Santa Clara, 1.50@1.60; Atlantic Coal, —@2.80.

Union Pacific Railroad.

The reports of business upon the Union Pacific Railroad are very favorable. The earnings since the opening of business in May last have been at the rate of about eight millions a year, which, for a beginning, is doing remarkably well. Of course, these earnings will be greatly and rapidly augmented as the country through which the road runs becomes more thickly settled, and its mineral resources are more fully developed. The interest liability of the company upon its First Mortgage Bonds is but $2,334,096 in currency, so that the earnings are ample to meet all such indebtedness. The Land Grant Bonds, to the amount of ten millions, are secured by a first mortgage upon the entire Land Grant of nearly fourteen million acres, much of which has a high value for agricultural purposes, while other portions are rich in mineral deposits. More than 40,000 acres of these lands were sold in one month after the opening of land sales, at an average of more than $5 per acre. These bonds are received at par, in exchange for lands; and as they run twenty years and pay seven per cent. interest, they are considered a very valuable investment. Further information concerning the business of the road and the character of the company's securities will be found in another column.

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY CO.,
No. 57 BROADWAY N. Y., Sept. 22, 1869.

For the purpose of contradicting rumors in reference to the successful operating of the Columbus, Chicago and Indiana Central Railway, under the lease to the Pittsburgh, Cincinnati and St. Louis Railway Company, which lease is dated on the 22d day of January, 1869, the undersigned beg leave to say to those interested in the securities, that the Road is sucessfully operated under the lease to the satisfaction of the parties, and shows a continued increase of earnings, with every prospect of a successful future in traffic.

The lessees have made great improvements in the condition of the Road, and its depots, shops, and other buildings, and are adding largely to its rolling stock and facilities for doing business, and will continue to make whatever expenditures may be necessary for the increasing traffic of the future.

THOS. L. JEWITT,
President Pittsburgh, Cincinnati and St. Louis Railway Co.,

B. E. SMITH,
President Columbus, Chicago and Indiana Central Railway Co.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

Railway Joints.

The new "spring nut" fish joints, introduced by Merritt W. Griswold & Co., of New York, for joining the ends of rails, is proving a greater practical success than at first expected, actual tests having shown that the nuts tighten by trains passing over instead of shaking loose as with the old style of joint.

Journal of Railroad Law.

STREET RAILROAD COMPANIES—CONSTRUCTION OF STATUTE—WHEN VINDICTIVE AND PUNITORY DAMAGES WILL BE ALLOWED—RESPONSIBILITY OF COMPANIES GENERALLY.

The facts of the late case of McKeon *vs.* The Citizens Railway Company (42 Mo., 79,) are clearly and fully stated in the following opinion by

Holmes, J.—This was an action for damages for an injury done to a passenger by reason of the carelessness and negligence of the driver of the car. The answer denied the material averments of the petition, and alleged that the plaintiff's injuries were the result of his own negligence. It set up a defense also under the statute entitled "An act concerning street railroads in the city of St. Louis," approved January 16th, 1860. This act provided that "said railroad companies shall not be liable for injuries occasioned by the getting off or on the cars at the front or forward end of the car." We have examined the evidence in order to see upon what basis of facts the instructions were given or refused. It is not our province to weigh evidence or to determine the force or effect of conflicting testimony, but we may consider what the evidence on either side tended to prove, and what not. Instructions should be given or refused upon the case made by the evidence. Theoretical propositions, for which there is no proper foundation in the evidence, or which suppose a different state of the case from that which is proved, should not be given, for they directly tend to mislead the jury.

The case made upon the evidence contained in the record, so far as it is necessary to be stated for the purpose of determining whether there was any error in giving or refusing instructions, was substantially this: That the driver having gone to supper, the conductor was acting as driver in his absence; that the plaintiff, a passenger, being intoxicated and scarcely knowing what he was about, arose from his seat when the car drew near to his place of residence, and went to the forward platform of the car, where he had left his tools, threw the tools off the car, and attempted himself to get off, before the driver had brought the car to a stop; that the driver seized hold of him with one hand to prevent him from jumping or falling off while the car was in motion; that a scuffle ensued, the driver making every effort to prevent him from falling off, with one hand, while with the other he was holding down the brakes, some others also interfering; and that in spite of all the driver could do, the man fell over the dashboard and under the wheels just before the car came to a stop; that the forward wheel injured his arm, and that before he was extricated the horses started and the next wheel went over his leg.

The mass and general tenor of the whole evidence would seem to show clearly enough that the horses were scared in the noise and confusion, and started forward without default of the driver, while the expressions used by some of the plaintiff's witnesses might imply, but do not distinctly say that the driver of his own motion started the horses and drove on. My own impression would be that the jury could not have believed, upon the evidence, that the driver intentionally and willfully drove on while the man was under the car, at the risk of killing him, much less with any intent to do him harm. But the instructions will be considered upon the theory that there was some evidence before the jury from which they might be warranted in inferring negligence on the part of the driver in allowing the horses to start forward.

The effect and intention of the statute would seem to be that where the injury to the passenger is occasioned by his getting off or on the car at the forward platform, it shall be presumed, as a matter of law, that the negligence of the passenger himself contributed to produce the accident and injury, and it is therefore declared that the company shall not be liable in such case. A like construction was given to a somewhat similar statute provision in the case of Higgins *vs.* Hann. and St. Jo. R. R. Co., 36 Mo., 436. It is not supposed that this presumption would preclude the other party from showing that the injury was not occasioned by any such contributory negligence at all, but by some negligence in the officers or agents of the company, wholly independent of the fact that the passenger had attempted to get off or on the car at the front platform. If the accident and injury were occasioned by reason of such attempt to get on or off the car at the front end, the defendant, under the statute, would be relieved from liability, though guilty of some negligence and without reference to the question whether it was in fact the negligence of the one party or the other which actually caused or produced the injury. But again, if the injury were occasioned by the negligence of the driver, in intentionally starting the horses, or in carelessly allowing them to start forward, while the man was lying underneath the car, that would be an independent act of negligence for which the company might be liable, it would raise a question of the capacity, competency, and fitness of the servant for such a place.

The evidence clearly shows that the man was intoxicated, and that he imprudently attempted and persisted in his attempt to get off the car while it was in motion, and that the driver did all he could to prevent him and to save him from falling under the wheels. We find nothing in the evidence that could properly be taken as tending to prove that the driver intentionally and willfully or maliciously started the horses forward. The most that can fairly be claimed for it would be that some vague expressions might tend to show negligence in the driver, or a want of that extraordinary care which the state of things would require in a prudent and careful man under like circumstances.

The first and third instructions given for the plaintiff, besides that they assumed some facts not warranted by the evidence, were directly in contravention of the statute as above explained. The seventh was erroneous, for the reason that there was nothing in the evidence that could justify such an instruction, and it tended to mislead the jury. To the ninth instruction we see no objection.

The first instruction refused for the defendant reads as follows: "If the jury find that the injuries complained of were occasioned by plaintiff while attempting to get off of the front or forward end of the defendant's car then they will find for the defendant." This proposition recognized the statute presumption in relation to contributory negligence, and embraced the whole issue on behalf of the defendant, and we think it should have been given. The instructions which were given for the defendant cannot be said to have covered the same grounds.

The refusal of the other instructions asked for the defendant, considered with those which were given for him, would not amount to any error by which he could have been seriously prejudiced, and some of them were objectionable as placing the whole issue on particular facts.

The sixth instruction given for the plaintiff requires a particular notice. It told the jury, first, that if the negligence or misconduct were not gross, they would assess the damages at a reasonable compensation for the injury, suffering and expenses, caused by such negligence; but second, that if the negligence were gross then they would find "liberal or examplary damages, in their discretion, beyond the actual injury sustained by the plaintiff, for the sake of the example and punishment for such gross negligence." This second proposition carries the idea of exemplary damages entirely beyond a full recompense for the injury sustained, and authorizes vindictive and punitory damages. This goes further than the law ever allows in a case of this kind. Such damages certainly can be given, if ever in a civil case, only in cases where the injury is intentionally, willfully, and maliciously done. (Goety *vs.* Ambs, 27 Mo., 33.) This instruction awards them upon gross negligence merely. In the case of Goety *vs.* Ambs, such damages were spoken of as exemplary damages. In Frevdenheit *vs.* Edmondson, 36 Mo., 226, we had occasion to consider what was properly meant by exemplary damages. It was a case of willful injury, and exemplary damages were defined to be merely a round compensation or an adequate recompense for the injury sustained. Such damages may serve for an example to others in like cases, and may so far be called exemplary. The question of punitory damages was not necessarily involved in that case, but a distinct intimation was given that the principle of administering punishment belonged rather to criminal than to civil jurisprudence. If the conduct of this driver were willful and malicious, with intent to injure the plaintiff, he might be liable to indictment for assault with intent to kill, or some other criminal offense, but his employer was not responsible for his crime nor liable for his acts of willful and malicious trespass. The company was answerable only for his negligence, or his incapacity or unskillfulness in the performance of his duties assigned to him. In such case we have no hesitation in saying that punitory damages, or any damages beyond a full compensation for the injury sustained, cannot be allowed. It is at least, very questionable, upon principle and authority, whether damages for punishment can be given in any civil action. My own opinion is that they cannot. But independently of this question, the instruction was clearly erroneous.

The case not having been fairly tried under instructions which can be regarded as correct, the judgment will be reversed and the case remanded.

☞ The railroad between Swedesboro' and Woodbury, (N. J.) has been completed.

Cotton Crop of the United States.

The *Shipping List* has made up its annual tables of the cotton crop, and we use its figures in our annual compilation, as it has passed for many years for standard authority on this theme. It gives the total of the last crop at 2,260,557 bales, being 170,336 below the corresponding total for the previous year. In our last annual review we said "we cannot think the yield, as a whole, will fall much, if any, below the production of the last year." The difference is not very great, but the total is considerably below the popular estimate at the date referred to, some believing that the crop would exceed two and a half million bales. We now present the yield from different sections, with a comparison from our records of the same in former years:

COMPARATIVE PRODUCT OF COTTON.

	1866-7.	1867-8.	1868-9.
Lonisiana	702,131	579,231	794,205
Alabama	239,516	366,193	230.726
Texas	185,919	114,666	147,817
Florida	58,349	34,639	13,392
Georgia	255,965	495,005	357,253
South Carolina	162,247	240,225	198,943
North Carolina	38,522	38,587	35,912
Virginia	123,627	187,487	160,418
Tennessee, &c.	185,712	374,860	321,891
Total bales	1,951,988	2,430,893	2,260,557

The total exports to foreign ports for the year show a decrease of 208,173 bales, distributed as follows:

	1866-7.	1867-8.	1868-9.
To Great Britain	1,216,262	1,228 596	989,500
To France	198,147	197,515	224,527
To N. Europe	95,342	145,042	177,182
To other ports	47,303	84,663	56,434
Total bales	1,557,054	1,655,816	1,447,643

The total consumed in the United States, including all burnt at the ports, is given at 995,127 bales, being the largest aggregate on the record. We bring forward the comparison since 1856:

	North of Virginia.	Elsewhere.	Total.
1856-7, bales	665,718	154 218	819,936
1857-8 "	452,185	143,377	595,562
1858-9 "	760,218	167,433	927,651
1859-60 "	786,521	185,422	972,043
1860-1 "	650,357	193,383	843,740
1865-6 "	604,685	127,640	731,725
1866-7 "	697,367	156,672	854,039
1867-8 "	799.817	168,348	968,165
1868-9 "	821,924	173,203	995,127

We now present our usual comparison of the total crop of each year since 1821. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened:

COMPARATIVE CROP STATEMENT.

1820-1	430,000	1845-6	2,100,537
1821-2	455,000	1846-7	1,778,651
1822-3	495,000	1847-8	2,347,634
1823-4	509,158	1848-9	6,728,596
1824-5	569,249	1849-50	2,096,706
1825-6	720,027	1850-1	2,355,257
1826-7	957,281	1851-2	3,015,029
1827-8	727,593	1852-3	3,262,882
1828-9	870,415	1853-4	2,930,027
1829-30	976,845	1854-5	2,847,339
1830-1	1,038,848	1855-6	3,527,845
1831-2	987,477	1856-7	3,939,519
1832-3	1,070,438	1857-8	3,113,962
1833-4	1,205,324	1858-9	3,851,481
1834-5	1,254,328	1859-60	4,669,770
1835-6	1,360,725	1860-1	3,656,086
1836-7	1,422,930	1861-2. (est.)	4,800,000
1837-8	1,801,497	1862-3. (est.)	1,500,000
1838-9	1,360,532	1863-4. (est.)	500,000
1839-40	2,177,835	1864-5. (est.)	300,000
1840-1	1,634,945	1865-6	2,154,476
1841-2	1,683,574	1866-7	1,951,988
1842-3	2,378,875	1867-8	2,430,893
1843-4	2,030,409	1868-9	2,260,557
1844-5	2,394,503		

The Sea Island cotton included in the last total amounted to 18,054 bales, the smallest report for a long series of years. The highest yield was in 1858-9, when the crop reached 47,592 bales.

In regard to the growing crop there is the usual difference of opinion. The season has been unusually propitious in every aspect but one—it is a week or ten days late. The growth is vigorous, the bolls are large and thickly set, and only the fear that the frost may not hold off to allow compensation for the late spring prevents our estimate exceeding three million bales. Our own opinion, after a careful comparison of a large correspondence sent us from every part of the cotton field, is fixed upon the interval between two and three-quarters and three million bales. The present indications are that the yield will be nearly, if not quite, the higher amount.—*Journal of Commerce.*

Union Pacific Railroad.

The president of the Union Pacific Railroad Company has addressed the following circular to its stockholders:

"OFFICE OF THE UNION PACIFIC RAILROAD COMPANY,
BOSTON, Mass., September 15, 1869.

"To the Stockholders of the Union Pacific Railroad:

"It is well known that malicious attacks have been made upon your company; upon its credit, and upon the character of the work itself. While all persons who knew the real causes of these attacks were well aware that they were without foundation and only vindictive, it cannot be denied that they were a source of grave embarrassment and difficulty. There is nothing so sensitive as credit; it may receive almost as great a temporary injury from false rumors as from damaging statements of fact.

"The natural result of these assaults upon the company's credit was the arrest of the public sale of its securities, and a threatened danger of stopping the work, when two millions a month were required to continue it. It was fortunate for the country, as well as yourselves, that you had the ability, as well as the courage, to advance the millions from your private means that were required to finish the road. I believe that no private corporation ever before made so large a call, or one that was more promptly responded to. The work upon the line was continued during the winter at a very heavy extra cost, but nearly all the obligations incurred have now been adjusted.

"The 850 miles of road west of Omaha, which was built before last winter's frost, is admitted to be in splendid condition, equal to any in the country, and the remainder will be in the same fine order as soon as actual service brings the road bed in the same solidity. The road has been in successful operation since May 10, almost without accident; and the whole line to the Pacific is admitted to be as safe as any railroad in the country.

"Although the travel has been large, it would have been much greater if the groundless fears of many had not deterred them from making the trip; and there can be no doubt that as these fears are dissipated by successful experience, it will steadily, and even rapidly increase. By the Pullman palace cars the trip is made, not only without any unusual danger, but almost without fatigue.

"The earnings of the road since its opening have been:

From May 10 to May 31	$391,420 12
From June 1 to June 30	706,602 29
From July 1 to July 31	623,559 96

"Notwithstanding the rates for passengers and freights have been largely reduced, the earnings for August will stand at about the same figures as for July. With all the disadvantages attending the opening of the road, the average earnings, so far, have been at the rate of about eight millions a year, which will be steadily augmented by the development of the Pacific coast and by settlement along the line.

"The company own over three million acres of land in the Platte Valley, in Nebraska, which competent judges pronounce equal to any in the West. The lands were offered for sale at Omaha July 27th, and forty thousand acres were sold in one month thereafter at an average of over $5 per acre. The company also own over ten million acres in addition, some of which is of little value, but there are portions from which a considerable sum will eventually be realized. Many portions of the Rocky Mountain and Wahsatch ranges abound in rich mineral ores—especially copper—and the constantly increasing development of the mining interest will add largely to our business. Extensive coal mines are found along the track for 300 miles on the western slope of the Rocky Mountains, for which there is already a good demand.

"You will perceive that the income of the company is now ample to meet the interest on its First Mortgage and Land Grant Bonds, and we have every reason to expect that the natural growth of its business will soon give its stock a value that will make a suitable return for the risk you have taken in building the longest railroad line in the country, through a wilderness which most persons pronounced impassable for a locomotive.

OLIVER AMES, President."

☞ The earnings of the Union Pacific Railroad for the first fifteen days of September, amounted to $358,724 62; for the same time in August, $268,840 05; an increase of $89,844 17; indicating an increase of the month of at least $175,000, notwithstanding the great reduction of the rates of freight and fare.

☞ About 150 laborers are now at work on the extension of the Cumberland Valley Railroad from Hagerstown to Powell's Bend, on the Potomac. The operations are confined to excavations and filling. This force, we understand, will be continuously augmented by Mr. March, the contractor, and the work will be pushed with vigor to completion.

☞ We learn that the Taunton Branch Railroad Company will immediately proceed to take the proper steps to put under contract and build the contemplated line of road between Taunton and Attleboro'.

☞ About 800 men are now employed in the construction of the Knox and Lincoln Railroad. Some of the heaviest work is nearly completed. It is intended to have the whole length of the road, forty-eight miles, completed by June, 1871. The cost will be $1,800,000.

☞ The Memphis and Little Rock R. R. is completed, and trains are now running daily, to L'Anguille, 12 miles west of Madison. Only 30 miles remain to be built.

☞ Trains are now running to Valiska, on the Burlington and Missouri River Railroad, 235 miles west of Burlington. It is expected to have the road completed to the Missouri River, 280 miles, by the 1st of December.

☞ The grading of the Macon and Brunswick Railroad is nearly completed. Only 13 miles of track remain to be laid to Lumber City on the Ocmulgee. On the other side of the river 35 miles are to be laid. The road will be finished by the 1st of November.

☞ The railway from the city of Mexico to Puebla was completed on the 4th, and will soon be in running order.

The First Mortgage Bonds

OF THE

UNION PACIFIC
RAILROAD CO.

INTEREST 6 PER CENT. IN GOLD.

The Union Pacific Railroad has been in successful operation since May 10th, and it is pronounced, by the thousands who have passed over it, to be in all respects as safe and well built as any railroad in the country. By the Pullman Palace Cars the journey is not only made without danger, but without unusual fatigue. The fears that many have expressed in relation to the perils of the overland trip are removed by experience, and the travel is steadily increasing.

The earnings of the road since its opening are officially stated by the Company as follows:

From May 10 to May 31	$391,420 12
From June 1 to June 30	706,602 29
From July 1 to July 31	623,559 96

Notwithstanding the rates for passengers and freight have been largely reduced, the earnings for August will be at about the same average. They will be published as soon as full returns are received. The earnings, as stated above, are at an average of about

EIGHT MILLION DOLLARS A YEAR,

which will be steadily augmented by the development of the Pacific Coast, by settlement along the line, and by the natural increase of traffic.

The First Mortgage Bonds of the Company amount to $28,816,000, and the interest liability to $1,728,960 gold, or about $1,334,096 in currency. It will be noticed that the present earnings provide an ample fund for the payment of this interest and leave a large surplus. We are also satisfied that at present market rates, these bonds are a very desirable investment, and that they will advance in price as soon as the facts concerning the business and condition of the Company are generally understood.

THE LAND GRANT BONDS

To the amount of Ten Million Dollars, were issued to obtain means to finish the road, and are secured by

A FIRST MORTGAGE

Upon the entire Land Grant of the Company, amounting to 13,824,000 acres. Three millions acres of this land in the Platte Valley, in Nebraska, are admitted to be equal to any in the West. The sales of land were opened in Omaha July 27th, and 40,000 acres were sold during a month thereafter, at an average price of over $5.00 per acre. While a part of the remainder of the land is of little value for agricultural purposes, there is another part from which a considerable sum will be realized. The value of the Land Grant is largely enhanced by the extensive coal mines, which are now being worked for the supply of the surrounding country, as well as for the railroad, and by other valuable mineral deposits, especially of copper.

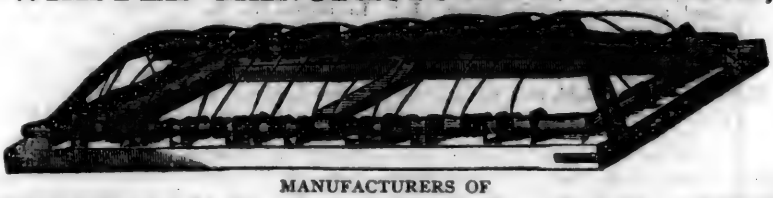
THE LAND GRANT BONDS ARE RECEIVED in payment for all the Company's lands at par, and the demand from actual settlers will give them a certain market. They run twenty years and pay seven per cent. interest in currency.

Although the Company have disposed of all their bonds, yet, as they are offered in market, we continue to fill orders at the current rates.

We have no hesitation in recommending both the First Mortgage and the Land Grant Bonds as a very valuable and perfectly safe investment.

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MANUFACTURERS OF

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Having established business relations with the well-known firm of SIR CHAS. FOX & SONS, Consulting Engineers, of London, England, who have for many years been engaged in this class of business, their attention being directed to ***Permanent Way*** and other details of ***Railway Construction,*** I can offer especial inducements to parties wishing to purchase ***ENGLISH RAILS*** or other material, guaranteeing, without extra cost, intelligent and honest ***Inspection during Manufacture,*** thereby securing a ***better article*** than is usually sent to this country, ***especially in the item of Rails.*** Orders sent abroad will be executed under the supervision of the above firm of SIR CHAS. FOX & SONS, whose experience of 40 years should be sufficient recommendation to the American Railway interests, to induce a trial of this method to secure the ***best results*** Am prepared to make ***Contracts for Rails*** delivered free on board, at ports in England, or ex-ship at ports in the United States.

Orders most respectfully solicited.

Rail Fastener and Machine For Sale.

THE JAW ABOUT 30 deg. with a groove under for two bearings holding a metal cap or cushion to prevent sound, front and rear sides have raised flanges sunken between, top widest, bottom narrow with shoulders, barbs on either side. These with every description of fastening are rolled with dies on 4 rollers bearing on each side forming any figure or angle required: samples could be sent to any R. R. Co., or others who will order from the inventor, and enquiries answered.

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THIS INVENTION IS SAID TO BE SUPERIOR because it keeps the cars in line, consists in two links or bars working cross wise like the letter X, which with four pins, two on top each platform from a square, the platforms being about ¼ circular, the end of the links or bars are widen up working against gum cylinders on each pin starting and stopping on a spring motion; steel springs are placed in the end of the platform which are made double thickness and braced to hold the springs, and prevent telescoping, the same being packed with wool and covered. The bars are changed on the pins easy by latch slotted in the pins. Plans sent and enquiries answered by the inventor.

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SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

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North Point Foundry and Machine Works, Jersey City, N. J.

TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
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SEALED PROPOSALS will be received at the above Office, until **October 15th, 1869,** when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

All the work upon this Division must be finished by October 1, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Contractors.

SEALED PROPOSALS addressed to either of the undersigned, will be received until Thursday, September 23, 1869, for the graduation, masonry and bridging of that part of the Connecticut Western Railroad extending from a point on the State line of New York, in the town of Salisbury, to a point in the town of Canton, near the village of Collinsville, a distance of 45 miles, or for any portion thereof.

Profiles and specifications can be seen at the Engineer's Office, Clark House, Winsted, Conn., on and after September 1.

The company reserves the right to reject all proposals not deemed for their interest to accept.

WILLIAM H. BARNUM, President.
Lime Rock, Conn.

Or WILLIAM G. COE, Secretary.
Winsted, Conn.

To Bridge Builders.

THE HALLOWELL AND CHELSEA BRIDGE Company solicit proposals for putting a new superstructure upon the piers of their bridge across the Kennebec River at Hallowell, Maine.

The Bridge is 878 feet long with four spans of 150 feet each, one 106 feet, with a draw of 170 feet in length, and is to be substantially built and covered, to be completed within one year.

Builders will specify the kind of material to be used and the style of bridge which they propose to build.

For further particulars apply to CHAS. A. PAGE, Hallowell, Me.

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PROPOSALS FOR WHITE OAK AND CHESTNUT RAILROAD TIES, to be 8 feet in length, 6 inches thick, average 8 inches face, none to be less than 6 in face, delivered at Georgetown and Shallcross wharf, on Sassafras River, will be received until the 1st of October, 1869, by

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OFFICE OF THE

RICHMOND IRON MINING COMPANY,

No. 165 BROADWAY, Room No. 17, }
New York, Aug. 20th, 1869. }

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron	72.57
Sand, etc., (insoluable)	15.67
Moisture and other constitutes	11.76
	100.00
Yielding metallic iron	50.80

Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

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10,000 KEGS, BEST MAKE, 7-16th by 5½ inches. For sale by

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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Nasmyths' Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

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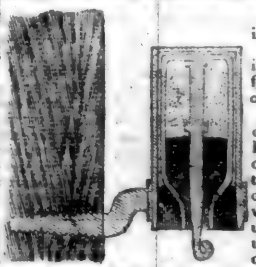
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OLD RAIL AND SCRAP IRON,
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Running over Different Gauges of Tracks.

These Trucks are adaptable
To any and all Gauges of Track.

The Proprietors of the Patents are prepared to treat with any Railroad Companies desiring to use them. Address,

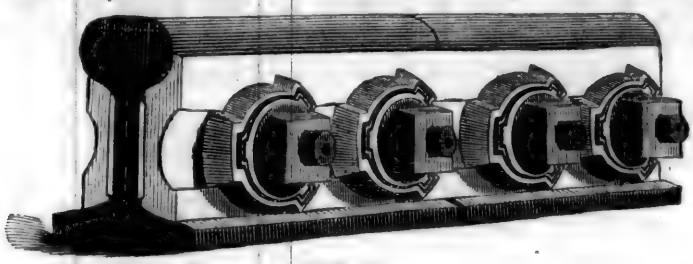
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FOR SALE LOW BY THE CARGO. Apply to

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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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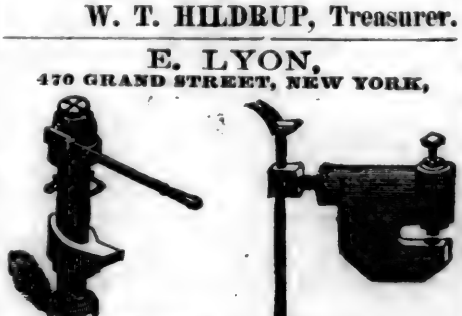
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$150 to $200.	**$75.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

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Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

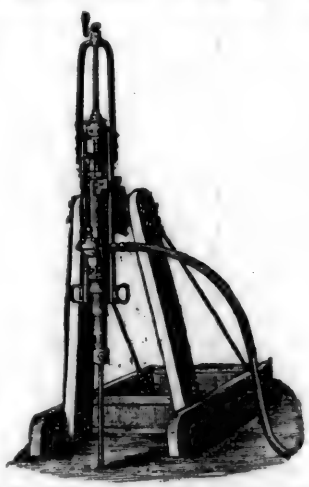
Oct. 1, ARIZONA, CAPT. MAURY, connecting with COLORADO, CAPT. PARKER.

Steamer CHINA, will leave San Francisco Oct. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA, received until 4 P. M. on THURSDAY, Sept. 30. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast at slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 40.] SATURDAY, OCTOBER 2, 1869. [WHOLE No. 1,746, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 2, 1869.

Nitrate Steel.

IMPORTANT RESULTS OF EXPERIMENTS.—HENDERSON'S IMPROVEMENT.

Among the most interesting matters presented to the British Association for the Advancement of Science, at its last meeting, was the report of Mr. Wm. Fairbairn respecting the qualities of Bessemer's and Heaton's steel. Bessemer's is by the pneumatic process, in which the decarbonization of the purest kinds of pig iron is effected by means of atmospheric air blown up in and among the metal; and Heaton's is the process of applying nitrates in the bottom of a ladle covered with a perforated iron plate; the gases and salts of the nitrates are acted upon by the heat of the metal, and oxygen is evolved with other gases which decarbonize and purify the impurest iron, and from them produce steel of the best quality.

For the past twelve years Knowles, Bessemer, Heaton and others have been searching for the means of using salts that evolve oxygen; and, until within a very short time, Heaton has been the most successful. In Mr. Fairbairn's report, published in *Engineering*, is a tabular statement of the different tests to which both kinds were subjected. The Bessemer steel was manufactured by the Barrow Hematite Company, from the purest hematite ores; while the Heaton steel was made from pig iron containing sulphur, phosphorous and silica, in such quantities as to render it unfit for use in any process of making steel in which nitrates or kindred substances are not used.

Mr. Fairbairn reports the average working strength of six specimens of Bessemer and six of Heaton steel as 8,929 tons of the former to 7,493 tons for the latter. This is about double in favor of Heaton, when subject to transverse stress. And Heaton's, by reason of the lower price of the iron used, is produced much cheaper than Bessemer's.

By the same mail that brought the foregoing report came also a notice of an American invention, the patent of JAMES HENDERSON, of 30 Broadway, this city, in successful application at John Brown & Co.'s Atlas Steel Works, Sheffield. It is claimed to be a more effective and economical plan than Heaton's for producing steel from impure irons, by means of nitrates. It consists in applying, in an ordinary puddling furnace, a box with an open side, which is filled with nitrates and oxides, or other equivalent substances. The box has a handle for moving about in the furnace, under the bath of molten iron, with its open part against the bottom or sole of the furnace on which the liquid iron rests. The heat of the furnace quickly melts and gasifies the contents of the box, which escape from the bottom around its sides; and the gases purify the iron and oxides from carbon, sulphur, silicia and phosphorus; while the salts of the substances form fluxes which assist to reduce the oxides to the metallic state. There is also a gain of steel by this process from the lining of the furnace, which is generally composed of rich iron ores, of more than ten per cent. in weight, over and above the amount of pig iron charged, while there is a saving of fuel and labor of about one-third. In the Heaton process, twelve per cent. of nitrates are necessary, and the metal has either to be worked again in a puddling or steel-melting furnace before it is fit for use, while by the American invention but one-fourth of the weight of nitrate is used. Heaton's process causes a loss of ten to twelve per cent. of the pig iron in the conversion, against a gain of this amount in the American plan, over and above the weight of pig iron originally charged; making a difference of about twenty per cent. in weight in favor of the American plan, and also about nine per cent. saving of nitrates.

The American plan also permits the use of alloys, which are placed in the box and are incorporated with the metal during the process of decarbonization and purification. By this means it is possible to produce puddled steel of enormous tensile strength, amounting to about three times that of the best Swedes iron. And it has extraordinary welding properties, and can be produced of uniform quality; and, owing to the gain in weight of metal from the oxides, and also to the saving of labor, time and fuel in the operation, it can be made cheaper than puddled iron. All this, it is claimed, more than counterbalances the cost of the nitrates and of the boxes.

This improvement, if its merits are correctly appreciated by its friends, will be of great practical value to this country, where there are but small quantities of ores suitable for steel by the pneumatic process, as it will render the ordinary Pennsylvania and Hudson River anthracite iron available for steel, instead of irons that are now imported, for the most part, either in the manufactured state, or in pig iron to be manufactured at our steel works.

Wharton's Safety Switch.

A collision occurred on the New York Central Railroad, near Lyons, N. Y., last evening, between a passenger train and a stock train. Several cars were smashed, and a number of persons injured, some of them severely. A number of cattle were killed. The accident was caused by the carelessness of a switchman.

The above telegraph report is only another warning to all railroad companies, to avail of every means in their power to *prevent* "accidents." Had "Wharton's Safety Switch" been used on this road the "accident" would not have occurred; a fact which Judge, Council and Jury should bear in mind, when the awards for damages are given. "The Monopoly" which is the curse of our own State, would do well to take warning and promote the public safety and its own interest at one and the same time. Let them adopt the "Safety Switch." The people are waking from a long slumber and will soon hold them to a terrible account.—*Bridgeton N. J. Enterprise*, Sept. 24.

Little Rock and Fort Smith Railroad.

In company with Capt. G. H. Meade, chief engineer, Capt. J. H. Haney, secretary, and J. S. Dunham, Esq., we paid a visit to the scene of active operations on the above road, on Friday evening. What we saw confirmed everything we have said on this subject heretofore. In the field of Judge Clendennin, immediately in the rear of his residence, the first party of workmen was met. From here, extending over a distance of two miles, gangs of men are at work grading as rapidly as possible. The squad on this end is moving toward the river, while those on the far end are making their way westward. About 150 men are now employed. During the present week a mile and a half of the road will be ready for the cross-ties. Although one would never suspect it, in traveling by the wagon road to Van Buren, the topography of the country is particularly adapted to the construction of a railroad. There will be no cut of more than six feet until the Palarm Hill is reached. Here, for about one hundred feet, there will be a cut of about 28 feet, the deepest on the entire route.

The next gang of hands will be placed on the western terminus of the first twenty miles and work this way. The line of the road is already chopped out on this section.

There seems no good reason to doubt that this first twenty miles will be completed by the first of April next. As soon as the grading is completed to the river, the ties will be put down, the iron laid, and construction trains placed on the road. Contracts have been awarded for bridge timbers, and cross-ties on the entire section.

Many bids have already been received for the building of sixty miles more, and the contracts will be awarded on the 1st October. At the same time the contract for the construction of a bridge over the river at this place will be given out. There are several bidders on this work also.

All of this has been accomplished within the past five weeks—and we feel no hesitancy in asserting that as fast as men and money can do it, the whole road will be put through.—*Little Rock Gazette*, Sept. 14.

Southwestern (Ga.) Railroad.

The earnings of this road for the years ending July 31, 1868 and 1869, were as follows:

	1868.	1869.
Up freight through	$248,915 16	$178,454 65
" way	195,643 15	130,610 17
Down freight through	129,369 38	172,944 62
" way	127,795 75	155,190 41
Up passage through	25,141 67	36,057 77
" way	18,153 63	38,880 02
Down passage through	88,605 83	95,640 93
" way	89,789 12	86,551 50
United States mail	2,130 60	20,785 92
	$920,544 29	$910,116 06
Expenses, viz:		
Repairs of road	$153,263 39	$144,790 00
" buildings	26,614 66	19,611 15
Fuel and water	28,059 75	35,391 52
Maintenance of motive power	111,369 59	97,185 67
Maintenance of cars	89,982 68	62,226 39
Transportation exp.	153,922 32	179,612 87
Incidental expenses	14,595 43	10,912 29
	$577,807 82	$549,729 89
Leaving net sum of	$342,836 47	$360,386 17

Disposed of in 1869 as follows:

Dividend four per cent. Feb. 1869	$128,436 00
Two per cent. on the stock of the late Muscogee Railroad	12,862 00
On preferred stock of that road	476 00
On guaranteed stock of that road	2,000 00
Interest on bonds	48,020 00
Dividend four per cent. Aug. 1, 1869.	155,092 00
Appropriated for taxes	9,500 00
Surplus	4,000 17
Total, as above	$360,386 17

On the 1st of November, 1868, the Southwestern and Muscogee Railroads were amalgamated, and the latter became a part of the former road, thereby adding 50 miles to its length, making the total length of road now owned and operated by this company, 257½ miles.

The total earnings for 1869 (including this additional 50 miles, for nine months,) were $910,116 06: for 1868, (exclusive of the 50 miles,) $910,544 29—a decrease of $10,428 23. The earnings of the Muscogee Railroad for the nine months from Nov. 1, 1867 to Aug. 1, 1868, were $160,270 71. This amount, added to the decrease of $10,428 23, makes the actual decrease of earnings over the same length of road, for the same period of time, in 1869 as compared with 1868, $170,698 94.

The expenses for the year (including the additional 50 miles for nine months,) have been $549,729 89. Last year, (exclusive of the 50 miles,) $577,807 82—a decrease of $28,077 93. If to this we add $112,387 72, the expenses of the Muscogee road for nine months in 1868, it will show the actual decrease in expenses of 1869, as compared with 1868, to have been $140,465 65.

The average number of miles of road in use during the year was 245, against 207½ in 1868. The earnings per mile were: passengers and mails, $1,134 35; freight and miscellaneous, $2,580 41—total, $3,714 76. The current expenses per mile were $2,243 79, and the net earnings, $1,470 97. Gross earnings per mile run by engines, $2 36.4; expenses, $1 42.8—net earnings, 93.6 cents.

The total number of bales of cotton transported during the year was 156,862, against 232,343 in 1868, and 206,307 in 1867. Of the 156,862 bales transported, 91,390 were from all points except Columbus and beyond; from Columbus and beyond, 62,892 bales, and from stations to Columbus, 2,580 bales. From all points to Macon there were 25,747 bales; in 1868 35,361 bales; in 1867, 24,251 bales. The report says:

Owing to the ravages of worms and other casualties, the crop of cotton in the section of country through which our road penetrates, as well as adjoining States, was materially injured, and the anticipation of the planters not realized in the yield, owing to the result of these depredations. There were upward of 75,000 bales of cotton less transported over our line of road the season just passed, compared to the one preceding it: and as the main line of our road receives the larger portion of its revenue from the agricultural products of the country through which it runs, this discrepancy is manifest when we consider that our line of road has been increased fifty miles in length by the consolidation of the Muscogee Railroad. Notwithstanding our gross receipts have been about $10,000 less than last year, we have endeavored to curtail our expenses correspondingly, and I am pleased to say, that on examination you will find them less by about $28,000. The present prospect of a good crop of cotton in South-Western Georgia is exceedingly flattering, and should it escape the depredations of the rust and caterpillar, we may reasonably hope that our receipts will be largely augmented from that source. The immense tonnage of fertilizers that has been transported over our road, and their application to the present crop, compared to former years, is so apparent, in not only giving vigor and luxuriance to the plant, but in multiplying and increasing the fruit to such an extent, that the more prudent and practical farmers have become convinced that it is almost useless to cultivate their lands, with a prospect of success, without the application of some fertilizing stimulant. Hence, we may expect the amount used doubled, if not quadrupled, during the next year. It has been our object to put the rate of freight on all fertilizers as to cover transportation only, and we hope the day not far distant when these commercial manures may be sold at such prices as will enable all classes of planters, the small as well as the large, to avail themselves of their free use, and at the same time, be remunerative to the manufacturers.

In our last Annual Report your attention was directed to circular letters that were issued and sent to the Stockholders by your Board of Directors, calling their attention to the union and consolidation of the Muscogee and South-Western Railroads, by merging the former into the latter, in accordance with an act of the General Assembly of this State, approved March 4th, 1856. The terms of amalgamation had been agreed upon by the respective boards of each road, and similar letters were addressed to the shareholders of the Muscogee Railroad Company, asking their concurrence in the the transaction. The Act above alluded to required two-thirds, in amount of stock, to be represented in affirmation of said consolidation. The basis of agreement was set forth in our last Annual Report, as well as in the circular letters addressed to the stockholders of each company; and we take pleasure in saying, that answers were received from nearly every shareholder, and were almost unanimously in the affirmative.

On the 30th day of October last, the Boards of Directors met in Columbus, and articles of agreement were drawn and signed by the proper officers of each road, and on the 1st day of November last, the Muscogee Railroad, with all of its rolling stock, franchises, and appurtenances of every description, together with its assets, were formally turned over to your Board of Directors, to become part and parcel of your road, as included in said agreement, and in conformity with said Act of the Legislature of March, 1856. The stockholders of the late Muscogee Railroad were to receive their *pro rata* of dividend, to be declared and paid in February last, which amounted to two dollars per share, after converting their stock into the stock of your company upon the terms and stipulations agreed upon, to wit: one-eighth to be deducted from the number of shares held by the stockholders of the Muscogee Railroad Company, and the remainder of shares to be exchanged for a like number of the capital stock of the South-Western Railroad Company.

The general stock of Muscogee Railroad Company, according to the books of the said company, when turned over to this company on the 1st November last, added up	7,003¼	shares	$700,350
Guaranteed stock	500	"	50,000
Preferred stock	282	"	23,200
Total stock	7,785¼	"	$773,550

The bond account stood—

Bonds due in 1872	$140,000
Bonds due in 1876	173,500
	313,500
Stock and bond account	$1,087,050

The bonds of that company are convertible into the stock of said company, in the same manner in which a greater portion of the bonds of this company are convertible into stock, at the option of the holder. During the present year we have converted bonds of the Muscogee Company, amounting to $13,000, into the general stock of this company, on the same basis that the stock was converted, to wit: by reducing the bonds one-eighth from their face. As all of the bonds of the Muscogee Railroad Company are convertible, the presumption is reasonable that more applications will be made for similar transfers.

Since the conversion of the stock of the Muscogee Railroad Company into that of the South-Western Railroad Company, you will find both stock and bonds reduced as follows, to wit: The number of shares of stock issued to the share-

holders of the Muscogee Railroad Company of South-Western stock, in lieu of the scrip held by them, and to those converting bonds of that company--

Amounts to	6,354	shares	$635,400
Guaranteed	500	"	50,000
Preferred	126	"	12,600
Total	6,980		$698,000
Present outstanding bonds			300,500
Total stock and bonds			$998,500

Against $1,087,050 difference as stood upon the books of the Muscogee Railroad Company on the 1st November last, and now on the books of this company, $88,550.

By reference to the Treasurer's Report you will perceive that the bonded debt of this company amounts to $399,000, which is $31,000 less than it was at our last Annual Report. This discrepancy is accounted for by the conversion of that amount of bonds into the capital stock of the company.

You will also find in his balance sheet the Capital Stock of your company, after merging that of the Muscogee Railroad Company, to be	$3,939,900
And the bonded debt of both companies	699,500
Total Capital Stock and Bonds	$4,639,400

We have paid in liquidation of the indebtedness of the Muscogee Railroad, about $100,000, since the amalgamation of the two roads; and my opinion is, that this amount covers most of the claims against that company. This sum has been charged to profit and loss, which explains the reason of the change in that account. As an offset to this large amount, you have the difference of $88,550, produced by the reduction of one eighth in the purchase of the capital stock of that company.

Whereas, by an act of the Legislature of the State of Georgia, approved the 22d day of January, 1852, the Central Railroad and Banking Company of Georgia was authorized to lease and work for such time, and on such terms, as might be agreed on by the parties interested, the Southwestern Railroad, and such other railroads, as then connected, or might thereafter connect, with the Central Railroad; and the said The Southwestern Railroad Company was authorized to lease its railroad to the said The Central Railroad and Banking Company of Georgia, for such term of time, and in such other terms, as it might deem best.

Now, in accordance with said act of the Legislature, authorizing your Board of Directors to make said lease, an agreement was made, entered into, and signed by the proper officers of the Southwestern Railroad Company, and the Central Railroad and Banking Company of Georgia, on the twenty-fourth day of June last; and your railroad, with all of its rolling stock, fixtures, rights and appurtenances of every description, was formally turned over to the President of the Central Railroad and Banking Company of Georgia, upon the following terms and conditions, a synopsis of which is hereunto added, to wit:

1st. The organization of the Southwestern Railroad Company is to be maintained. The President and Directors to be elected annually, as heretofore. Compensation to the President and Secretary and Treasurer, and means to defray the expenses of the Board of Directors at their meetings, to be provided for by the Central Railroad and Banking Company, including office, books, stationery, etc.

2d. Said company to receive the entire assets of your company, and to pay whatever liabilities there may be outstanding against it, including those that may be presented against the late Muscogee Railroad Company.

3d. To make provision in payment of the accruing interest on the bonds of your company, as well as any interest that may have accrued, and not presented on either your bonds or the bonds issued, and now in existence, by the late Muscogee Railroad Company, to protect the same at maturity, and to pay said interest, as well as dividends, when declared, at Macon and Savannah, for the benefit of the bond and shareholders, as is now being done by your company.

4th. The Central Railroad being accustomed to pay dividends annually, at the rate of ten dollars per share on its capital stock, and your road at the rate of eight dollars per share, it was mutually agreed that the stockholders of this company were to receive dividends in the months of June and December, at the rate of eight dollars per share per annum: *Provided*, the rate of ten dollars per share was paid the stockholders of the Central Railroad and Banking Company, during the months mentioned above, annually. But should that company increase their dividends beyond that amount to their own stockholders, then your stockholders are to receive a corresponding ratio of increase, as eight is to ten dollars. It was further agreed, that in *no event* should the stockholders of your company receive a less amount of dividend than seven dollars per share per annum, which is a guarantee worthy of your consideration, when you reflect that causes might operate, or circumstances intervene, to deprive the stockholders of that company of dividends for a season.

5th. It was also mutually agreed between the contracting parties, that as our fiscal year commences the 1st August, and that of the Central Railroad on the 1st day of December, that this company declare and pay its usual semi-annual dividend to its stockholders during the present month, and that a fractional dividend of two dollars and fifty cents per share be declared and paid them in the month of December, so that thereafter the stockholders of the respective roads may receive their regular dividends in the months of June and December, instead of February and August, as has been customary with this company.

6th. It was further covenanted and agreed, that the Central Railroad and Banking Company of Georgia was to keep the road bed, station houses, engines, cars, and everything appertaining to the company's interest, in as good condition as when received from the officers of your road, and should it neglect or fail to pay dividends within six months after the same may be due, then this company has the right to annul the contract, and the Central Railroad and Banking Company binds itself, in the event the demand is made, to return the road, with all of its appurtenances, in as good condition as when received, together with all of its assets, or their equivalent.

7th. It was also covenanted and agreed, that should a stock dividend be declared out of the accumulations belonging to, and now in the hands of the Central Railroad and Banking Company, and paid to its stockholders, that the stockholders of this company shall receive their proportion of the same in the ratio as eight is to ten and that the net earnings received from the operations of the bank, as well as interest from accumulations, to be considered as part of the earnings of the road, and that all the dividends paid to the stockholders of this company, to be free of revenue taxes.

I have endeavored to give you a synopsis of the main features embraced in the articles of agreement, and in view of other roads being projected, and in course of construction, fostered by aid of the State, that must and will become competitors for the business tributary to the line of your road, the judgment of your Board is, that your interest has been protected, and the appreciation of your stock made manifest by the terms of this lease.

The company have 29 locomotives, of which 21 are in good order, 5 want repairs, and 3 are in shop for repairs. The stock of cars consists of: 13 first class, and 11 second class passenger and baggage, 5 baggage and mail, 1 express, 4 provision and pay, 11 conductor's, 215 box freight, 151 platform, and 8 stock. The number of miles run by passenger and mail trains, was 199,499; by freight and other trains, 185,423—total, 384,922. Number of through passengers, 15,075; do., way passengers, 112,099—total, 127,174. Total number of passengers carried over the road since it was opened in July, 1851, 2,352,792.

BALANCES FROM THE BOOKS, JULY 31, 1869.

Construction		$4,081,048 38
Locomotives and cars		376,726 24
Connection at Columbus		14,225 89
Macon and Columbus depots		81,629 63
Tools and machinery		37,918 48
Total cost of road & appurtenances		$4,591,548 62
Land account	$9 990 50	
Stock of other companies	109,756 96	
B'ds of other companies	6,900 00	
		126,647 46
Railroad expenditures	$549,729 89	
Interest on bonds	48,020 00	
		597,749 89
Cash	$25,365 04	
Central R. R. & B. Co.	22,965 32	
City Banking Co. of Macon	93,592 53	
Bills receivable	28,837 54	
		170,760 43
Due by agents	29,165 93	
Due by Southern Express Co	592 68	
Due by National Express Co	165 59	
Due by United States	4,719 99	
		34,644 19
Floating debt M. R. R		4,331 78
Interest on preferred and guaranteed stock		2,150 50
Dividend No. 30 paid		134,788 00
		$5,662,610 82
General stock		$3,877,300 00
Guarantied stock		50,000 00
Preferred stock		12,600 00
Total capital stock		$3,939,900 00
Bonds issued	$399,000 00	
Bond account M. R. R. Co	300,500 00	
		699,500 00
Railroad earnings prior to August 1, 1868	24,933 71	
Railroad earnings since August 1, 1868	910,116 06	
		935,049 77
Fare tickets		4,018 30
Premium and discount		6,863 13
Dividends unclaimed		2,096 00
Internal revenue tax on coupons		559 86
Due other railroads		32,812 69
Profit and loss		41,811 07
		$5,662,610 82

President.—WILLIAM S. HOLT.

Directors.—Timothy M. Furlow, John E. Jones, Virgil Powers, Jno. L. Mustian, John McNab, Wm. M. Wadley, Alex. R. Lawton.

Engineer and Sup't.—VIRGIL POWERS.

Treasurer.—JOHN T. BOIFEUILLET.

☞ Articles of Association of the Cincinnati and St. Louis Straight Line Railroad Company, have been filed at Indianapolis. The company propose to construct a road from Worthington on the Vincennes road through Bloomington and Columbus to the Indianapolis and Cincinnati Railroad, between Greensburg and Lawrenceburg. The road absorbs the Indiana and Illinois Central Railroad Company.

☞ Wm. H. Barnum, of Lime Rock, Conn., has been chosen President, and Wm. Caul, of Otis, Vice President of the Lee and New Haven Railroad Co.

Our Northern Railroads.

It is known that the northern section of Wisconsin contains the finest wheat, timber and ore lands to be found in the country, and it has only wanted a proper development of the section to have these lands taken up by actual settlers and Northern Wisconsin become as thickly settled and as prosperous as Southern Wisconsin. These valuable lands through a mistake made at an early day, have been kept out of the market, and have been allowed to lie, almost a waste. It is to be hoped that such a state of affairs is to exist but little longer, and that the settler may have the advantages which the fine lands, the clear and invigorating climate and the excellent markets afford.

The northern portion of Minnesota is being thoroughly developed by a system of railroads. President Baldwin, in running his road from Tomah to Hudson, is doing a good work for our State, and we are glad to learn the thing is not to stop there.

In 1856 Congress granted a valuable tract of land to a company to build a railroad from Hudson to Superior, through one of the most valuable sections of the State. Had the road been built it would have developed the section, and to-day the counties on the line would have been thickly settled. Time was frittered away, and the grant lost to the company, although not gained by the settler. The charter also allowed a branch road leaving the main line at some point in Barron County, and running to Bayfield, on Lake Superior. This branch also had a valuable grant. For the main line a company is now trying to re-secure the grant, and there is a probability that they may do so; but meanwhile another company has started in and propose to build a road from St. Croix Falls in Polk County, to Bayfield. The new line will cross the Superior line, and thence follow the old proposed Bayfield Branch. We refer to the Bayfield and St. Croix Falls road, which held a meeting in this city last week and elected its officers. At the last session of Congress the Senate passed a bill giving this new company the old grant from the junction of the Superior road to Bayfield, and as the company evidently mean business, the House will without question, vote the grant the coming winter. From St. Croix Falls to the junction no grant is expected.

The Bayfield and St. Croix road is about one hundred miles in length, and runs through, or has close communication with Polk, Barron, Chippewa, Burnett, Ashland, Bayfield, Douglas and Dunn Counties. It starts from St. Croix Falls, the head of navigation, and runs to Bayfield, one of the best ports on Lake Superior. The land along the route to the junction is fast being taken up by settlers. This week there are expected there 2,000 Swedes, to settle, and influential men in the old world are now organizing a system of immigration that will, within another year, place ten thousand solid farmers on these lands. One tract of fifty thousand acres lately purchased from the State, by men connected with this new road, will be settled by this same class of sturdy farmers.

The grant from the Junction to Bayfield, is a large one, embracing farming, timber and ore lands, and these will not be sold to speculators, but only to actual settlers and very many are and have been for months anxious to buy them. Outside the reserved railroad lands are to be found some of the most thrifty farms in the State, and there is no earthly reason why the lands of the counties named above should not be covered with just such farms, instead of lying an idle waste.

The railroad company is composed of Eastern and Western men of capital and energy, and all of them interested in the growth of the section. Caleb Cushing owns the famous lumbering mills on the St. Croix, and the road is one of importance to him; Henry M. Rice, of Minnesota, formerly United States Senator, Vice President of the new company, has large landed interests here; Gardiner Colby of Boston, has a large landed interest; H. D. Barron has large interests on the line, and so through the list of Eastern men who are directors or interested in the road. At their meeting here they assured us that there should be no delay in building the road. All the stock was taken and had it been twice as much it would have been taken just as readily. The people of the counties on the line are deeply interested, and trust that Congress will not delay in giving the new company the old grant, satisfied that they will not abuse it as others have, but use it for the good of the northern section of the State.

To Milwaukee the road is one of importance. Uniting at some point yet to be determined with the West Wisconsin road, it will give almost an air line communication with the wheat growing, lumber and ore interests of the Northwest and adds a most important link to our great net work of railroads.—*Milwaukee Wisconsin*, Sept. 15.

Maine Central Railroad.

The earnings of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$268,859 87	$269,257 05
" freight	237,722 82	259,990 09
" express, mails, etc.	24,523 01	28,703 86
	$531,105 70	$544,950 50

The expenses of 1868, were:

Repairs and renewal of track and bridges	$114,505 95	
Repairs of engines & cars	74,212 83	
Repairs of buildings and fences	17,457 15	
Train expenses	21,236 40	
Station expenses	24,808 54	
Oil and waste	4,420 81	
Wood	40,066 98	
Loss and damage	1,494 63	
General expenses	8,806 80	
Internal revenue	8,075 25	
Salaries, etc	16,421 56	
		331,506 90
Net earnings		$213,443 60
Add balance from previous year		206,365 68
Total		$419,809 28
Interest paid	$1,034 78	
Coupons City of Bangor	38,070 00	
" 2d mort. bonds	17,943 00	
" $1,100,000 loan	66,039 00	
" $400,000 loan	18,766 00	
		141,852 78
Balance January 1, 1869		$277,956 50

Compared with the previous year the gross earnings show an increase of $13,844 80; with a decrease in expenses of $19,161 46—making the increase in net earnings, $33,006 26. The report says:

The directors respectfully submit this, their annual report for the year 1868. Although the business of the country through which your road runs, has not been especially active during the past year, yet the gross receipts from traffic has been increased. During the same period, the trains have been free from accident or casualty, and no injury to persons or material injury to property has occurred. And while your gross receipts from traffic have been increased, the expenses of management, and renewals and repairs, have been reduced; thus showing a net gain in all, of $33,006 26 over the results of the year's business in 1867. Although the expenses have been reduced, your directors have kept in view, and maintained the policy indicated in their previous annual report, of constantly improving the condition of their track and rolling stock, and maintaining both in first class condition.

At a former meeting of the stockholders of this company, the directors were authorized to make and execute a mortgage of the road and equipment, to secure $1,100,000 of bonds, created for the purpose of meeting the bonds of the company, which fall due between 1870 and 1874. The directors have made and executed this mortgage and created the bonds, but have withheld them from the market thus far, believing that it may be desirable to change the amount of bonds to be issued under certain conditions and restrictions. And further authority in regard to the change of this mortgage, and the sum to be secured by it, will be asked of you at the present annual meeting.

The Dexter and Newport Railroad, which at the last annual meeting was in progress of construction, has been so far completed, that trains are running thereon by this company. Though not complete, the road is in good condition to be run, and arrangements are made with that company, whereby this company are to complete the road at their convenience for a consideration agreed upon. The lease of the road for thirty years at eighteen thousand dollars per annum has been drawn, and is ready to be executed, in accordance with your votes.

The Somerset road, which at this time last year had not been located or even surveyed, has been located, and the grading is progressing so rapidly as to warrant the belief that the first division, from its point of connection with this road in Waterville to Norridgewock, will be opened for use the present year. At a former meeting of the stockholders of this company, it was voted to authorize your directors to enter into an agreement with that company, to lease its road when completed, and to equip and operate the same. They also voted to authorize the directors to aid in the construction of that road, by taking its pay for the transportation of material for the construction of the same, in the stock of that company. Since the last meeting, it has been found necessary to agree further to aid in the construction of that road, in order to insure its early completion; and your board have agreed to subscribe and pay for fifty thousand dollars of the stock of said company, subject to your ratification and approval; which you are respectfully asked to do at this present meeting.

A simple statement of the situation of your road will enable you to see the importance of this new road to you. Your road was located from a point of junction with the Grand Trunk road in Danville, across the country to Bangor, relying much upon the business of the country north of it for its support. The mistakes of the past, lost to you all the traffic of a large section of that territory, and the Somerset and Kennebec road extending into Somerset County to Skowhegan, and crossing our line with the traffic of that County gathered at the above named place, turns the whole of it upon the Portland and Kennebec road at Augusta. The territory through which the Somerset road is located and is being constructed, is as productive as any other section of the State, and this road will secure to you a fair share of the traffic of Somerset County, and something of eastern Franklin County. For these reasons, your directors ask your ratification and approval of their doings in this matter.

The Belfast and Moosehead Lake Railroad Company, which at your last annual meeting was scarcely organized, is now fully organized, and the company has located their road, and the work of grading is rapidly progressing. No contract has yet been made with this company in regard to its connection with your road; but conferences have been had between the directors of the two companies, and it is expected that arrangements equally beneficial to both companies will be entered into, at no distant period.

At the eastern terminus of your road, at Bangor, your line is now fully connected with the European and North American road, and the latter has been completed to a point twenty-four miles east of Bangor, and is in operation to that extent. That company expect also to complete their road to Winn, fifty-eight miles beyond Bangor, the present year. With fair arrangements with these roads, your line cannot but derive a large increase in its traffic by opening so large a section of our State to the beneficial influences of this new mode of transportation. The territories

traversed by these new roads, are as productive (if not more so) as the other sections of the State already reached by railroads, and have an abundance of water power. With the increased facilities of reaching the best markets which these railroads will give them, the inhabitants will be inspired with new life and energy to increase their productions. And so in the end, if not at once, you will realize the reward to which your timely aid to them entitles you.

The company have 14 locomotives, 14 passenger, 3 smoking, 1 passenger and baggage, 5 mail and baggage, 243 merchandize, and 30 cattle cars. Miles run by passenger trains, 87,326; by freight trains, 99,642; by other trains, 27,544—total, 214,512. Passengers carried, 163,830. Freight moved, 108,823 tons.

The standing of the company is shown by the annexed general account. The funded debt amounts to $2,432,080. The stock bonds and stock coupons, amounting to $106,380, have all matured, and are payable in capital stock. The $1,200 Million Loan bonds, being over due, will be paid on presentation. The $1,100,000 Loan bonds were issued from August, 1860, to September, 1861, on 30 years, and are cash bonds. The 1st mortgage, Penobscot and Kennebec R. R. Co., are cash bonds, and mature as follows: $20,000 on the 21st of April of each year, up to and including 1874, and $500,000 on the 2d of October, 1874. The 2d mort. bonds, P. & K. R. R. Co., are cash bonds, and will fall due August 1, 1870. The $400,000 Loan bonds of this company, of which $307,700 are outstanding, were issued from December 1, 1862, to May 1, 1863, on eight years, and are cash bonds.

GENERAL ACCOUNT.

Construction		$4,121,694 10
Lands of Pier Co., and city lot at Bangor		51,606 78
Real estate		19,997 05
Bills receivable and accounts		39,965 03
European and North American R.R. Co.		20,000 00
Dexter and Newport R. R. Co.		3,112 44
" " " stock		5,000 00
Wood and materials on hand		59,881 01
Cash		16,379 26
		$4,337,635 67
Capital stock		$1,611,500 00
Million Dollar Loan	$1,200	
Bonds of $1,100,000	1,095,600	
Bonds of $400,000	307,700	
Stock bonds, $500,000	75,600	
Stock bonds, $360,000	29,500	
First mortgage, City of Bangor bonds	621,000	
Second mort. P. & K. R.R. Co.	300,000	
Third mort. P. & K. R. R. Co.	200	
Stock coupons	1,280	
		2,432,080 00
Bills payable and accounts		16,099 17
Profit and loss		277,956 50
		$4,337,635 67

President.—R. B. DUNN.

Directors.—R. B. Dunn, F. W. Hill, J. W. Palmer, A. P. Morrill, A. D. Lockwood, J. H. Drummond, and George L. Ward.

Secretary.—J. H. DRUMMOND.

Treasurer.—JOSHUA NYE.

Superintendent.—EDWIN NOYES.

☞ E. K. Smith, of Savanna, Ill., has taken the contract for grading, tieing and bridging the Rockford, Rock Island and St. Louis Railroad from Camden to a point opposite Muscatine.

Export of Breadstuffs.

FROM THE CIRCULAR OF MR. EDWARD BILL.

Our Flour and Grain Circular, (which has been issued regularly since 1845,) with this number closes its twenty-fourth year. The frequency of the communication with England by telegraph and steam has so changed the manner of conducting the export business as to deprive semi-monthly reports of much of their interest and usefulness, and we have for the present decided to suspend publication. Our tables made up with care to the end of the cereal year, show the extent of our shipments to the English and other foreign ports:

Export of Breadstuffs to Great Britain and Ireland from Sept. 1, 1868, to Sept. 1, 1869.

From	Flour, bbls.	Wheat, bushels.	Corn, bushels.
New York	588,197	13,360,015	2,308,398
New Orleans	65,725	165,823	325,974
Philadelphia	13,121	127,930	57,108
Baltimore	16,265	183,221	418,249
Boston	1,808	.....	.....
California	18,798	5,999,833	.....
Other ports	21,811	75,614	75,307
Total 1869	725,725	19,912,436	3,185,036
" 1868	529,494	12,992,609	9,121,449
" 1867	179,990	6,914,271	10,410,208
" 1866	147,568	1,521,210	13,908,258
" 1865	170,109	2,989,740	1,293,404
" 1864	1,241,804	16,492,523	717,434
" 1863	1,479,414	28,167,190	10,334,356
" 1862	2,672,515	25,754,709	14,084,168
" 1861	2,561,561	25,553,870	11,705,034
" 1860	717,156	4,938,714	2,221,857

To the Continent from New York and other Ports.

Year ending Sept. 1.	Flour, bbls.	Rye, bushels.	Wheat, bushels.	Corn, bushels.
1869	36,538	220,175	405,359	85,198
1868	78,975	544,916	378,542	72,104
1867	4,294	160,086	79,417	10,360
1866	4,285	245,651	68,111	41,803
1865	23,261	97,529	112,315	11,485
1864	100,511	13,965	338,819	13,369
1863	213,579	435,205	2,343,314	68,957
1862	626,672	1,612,926	7,617,472	322,074
1861	142,129	347,258	3,452,496	101,145
1860	49,243	.....	178,031	19,358

From Canada to Great Britain and Ireland, *via* St. Lawrence.

Yr. ending Sept. 1,	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Oats, bushels.
1869	222,200	3,148,107	192,231	321,465
1868	242,419	1,836,197	660,426	806,187
1867	19,246	31,154	1,416,679	510,839
1866	20,150	43,860	1,527,474	2,803,386

From the United States to all Ports from Sept. 1, 1868, to Sept. 1, 1869.

From	Flour, bbls.	Wheat, bushels.	Corn, bushels.
New York	1,376,206	13,397,916	2,622,402
Other ports	1,225,313	7,356,426	1,122,959
Total	2,601,519	20,754,342	3,745,361
Last year	2,065,359	13,493,845	9,569,592

Bayfield and St. Croix Railroad.

This company was recently organized at Milwaukee by the election of the following directors: Gardner Colby, S. S. Farlow, J. C. Pratt, and J. W. Converse, Boston; E. G. Roberts, New York; Hon. H. D. Barron, St. Croix Falls; Dr. Samuel Wiley, St. Paul; W. H. Mower, Bayfield; Henry M. Rice, St. Paul. Subsequently the following officers were elected: Gardner Colby, President; Henry Rice, Vice President; E. G. Roberts, Treasurer; W. H. Mower, Secretary. The Milwaukee *Sentinel* says:

This road was chartered by the Legislature last winter, and at a meeting held at St. Croix about a month ago every dollar of the stock was taken by Eastern capitalists. This important railway will run from St. Croix Falls, at the head of navigation on the St. Croix river, to Bayfield, a distance of one hundred miles. It has a splendid land grant of its own, but runs through the large tracts of land purchased from the state by Caleb Cushing of Massachusetts, the Hon. H. D. Barron, and others. The road is one of great importance to the northern section of the state not heretofore accessible to railroads. The readiness with which all the stock of this road was taken shows its importance.

Baltimore and Eastern Shore Railroad Connections.

We are at last enabled to give a more comprehensive view of the route of the proposed railroad from Swann Point to Salisbury, including its distance, and the difference in favor of the new road. Nor do we think the opposition, if any there be, can produce anything to counterbalance the advantages this road presents, or the benefits likely to accrue from its completion.

Commencing at Salisbury, with 55 miles of railroad now built and in operation below that place, viz: 32 miles of the Eastern Shore and 23 of the Wicomico and Pocomoke Road, both of which are having additions made to them, it crosses the Dorchester and Delaware Road at Federalsburg, and the Maryland and Delaware Road at Greensboro'; also crosses the Kent and Queen Anne's Road near the Hewett farm. The distance by this route is 66⅛ miles to Chestertown, there connecting with the Kent County Railroad, 12½ miles to Rock Hall, making a distance of 79 miles by rail, and 20 miles by steamer to Baltimore, or a total distance of 99 miles against 173 miles by way of the Delaware Railroad to Wilmington and the Philadelphia, Wilmington and Baltimore Railroad to Baltimore—thus showing a saving of 74 miles from Salisbury to Baltimore. The route passes, for the most part, a fertile section of country, which is at present destitute of railroad or water communication, except where it crosses rivers or railroads at right angles.

The estimated cost of this road is $950,000, or about $14,000 per mile. This covers everything complete and ready for the rolling stock, including depot buildings, &c.—*Denton (Md.) Union.*

Debt of Arkansas.

Yesterday the Governor gave the final directions for the completion of the funding of the entire public debt of the State, including the Holford Bonds. Action upon these bonds has been delayed thus far on account of his desire to review the whole question before taking final action, as also on account of his illness of the last two weeks.

After a careful reinvestigation on this subject, it is gratifying to learn that there is not even a shadow of foundation in fact or law to justify the cloud which remnants of the old party of repudiation have so zealously attempted to raise. This action, of course, will receive their loudest condemnation, but their hue and cry will not have any effect upon either party, for we know that nineteen-twentieths of the people of Arkansas are fully alive to the importance of sustaining the public credit at all hazards, and will join hands on this one point, however much they may differ on political questions.

This is indeed a new era for Arkansas. The interest on the bonds issued in aid of railroads will be promptly met. The money is already deposited in New York to meet the first installment in October, and ample provisions will be made for succeeding payments. The slight additional tax required to pay the interest and principal of our comparatively small debt will be repaid more than a thousand fold in the benefits following the rapid completion of our public improvements, which depend so largely upon our public credit.—*Little Rock Republican*, Sept. 21.

☞ Ten miles of the Port Huron and Lake Michigan Railroad is in operation and the prospect now is that it will be completed to Capac, 29 miles west of Port Huron by October 4.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 1½
Baltimore and Ohio.....100	16,167,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,850,000	A. & O.	Apl. '69 5
Baltimore City Passenger....	670,000	F. & A.	Aug. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J. A. J & O.	Oct. '69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun. '69 2½
Boston and Albany 100	13,725,100	J. & J.	July '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....100	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City 10	1,000,000	F. M. A. N	Aug. '69 3
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '69 5
Camden and Atlantic, pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 50	721,925	J. & J.	July '69 5
Cape May and Millville...100	447,000	J. & D.	Jun. '69 3
Catawissa..... 50	1,150,000	----------	----------
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jul. '69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	July. '69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan. '69 2½
Central Ohio.....100	2,000,000	J. & D.	Dec. '68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	----------	Oct. '67 2½
Chemung*..... 100	380,000	J. A. J & O	July '69 2
Cheshire, preferred 100	2,017,825	J. & J.	July '69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '69 5
Chicago and Milwaukee*.100	2,227,000	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Jun. '69 5
" " pref.100	18,159,097	J. & D.	Jun. '69 5
Chicago, R. I. & Pacific....100	14,000,000	April.	Ap'l '69 5
Cin., Ham. & Dayton.....100	3,521,064	April.	Apl. '69 5½
Cincinnati City Passenger....	----------	J'n & J'ly	Jan. '68 2½
" Street.....	----------	J. & J.	Jan. '68 2½
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind.....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '69 4
Col., Chi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord..... 50	1,500,000	M. & N.	May '69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun '69 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passum'q. Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River..... 100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	----------	----------
Dayton and Michigan*....100	2,392,361	----------	----------
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,380	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A N	Aug. '69—
Dubuque and Sioux City..100	1,673,841	Annual.	J'ly '69 3½
Do do. pref 100	1,937,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	2,141,970	----------	----------
East Tenn. and Virginia....100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J &O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Feb. '69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	M'y '69 2½
Do. do. pref. 50	500,000	J. & J.	Jan. '69 3½
Erie Railway 100	70,000,000	F. & A.	Feb. '69 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	962,990	----------	----------
Evansville & Crawfordav.100	1,143,445	----------	----------
Fitchburg.....100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester....100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J & O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,880	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '69 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,880	----------	----------
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J. A. J & O	Apl. '69 1½
Joliet & North. Indiana*.100	800,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	36,000,000	F. & A.	Aug. '69 4
" " guar.100	533,500	F. & A.	Aug. '69 4
Lackawanna & Bloomsb... 50	1 335,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July '69 2½
Lehigh and Mahanoy..... 50	2,158,568	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J. A. J & O	Oct. '69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan. '69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun. '69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun. '69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '69 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F. M. A N.	Aug. '66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'61 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n. '69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200.000	A. & O.	Apl. '69 3
Macon and Western.....100	2,000,000	June.	Jun. '69 2
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,600,860	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	----------	----------
" " 1st pref. 50	6,686,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4 051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '63 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug. '67 6
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n '69 14s
" " " pref.....100	5,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec. '67 4
Morris and Essex 50	3,616,350	----------	Jul. '69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell..... 100	720,000	M. & N.	May '69 5
Nashville & Chattanooga..100	2,066,544	----------	----------
Naugatuck 100	1,436,600	F. & A.	Feb. '69 5
New Bedford & Taunton..100	500,000	J. & J.	July '69 4
New Haven & N. London..100	738,538	----------	----------
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey..... 100	6,250 000	F. & A.	Aug. '69 5
New London Northern.....100	896,000	M. & S.	Sept '68 4
New York Central.....100	28,795,000	F. & A.	Aug. '69 4
" Int. certificates...100	22,829,600	F. & A.	Aug. '69 4
New York and Harlem.... 50	5,500,000	J. & J.	July '69 4
" " pref. 50	1,500,000	J. & J.	July '69 4
New York & New Haven.100	9,000,000	J. & J.	July '69 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	July '69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,798,900	F. M. A N	Aug. '69 2
North Eastern (S. C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh..100	3,067,400	J. & D.	June '69 4
North Pennsylvania..... 50	3,160,150	----------	Jan. '69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July '69 0
" pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500,000	J. & D.	Jun. '69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J & O	Oct., '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '69 4
Pacific of Missouri.....100	3614,518	----------	----------
Panama.....100	7,000,000	J. A. J & O	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July '69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July '69 5s
Do. Do. preferred. 50	1,551,900	J. & J.	July '69 5s
Phil., Germ'nt'n & Nor'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July '69 4
Philadelphia City..... 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,555,000	J. A. J & O	Oct. '69 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug. '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun. '69 3
Providence & Worcester..100	1,800,000	J. & J.	July '69 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct. '68 2½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041.800	----------	----------
Rockport 100	88,460	----------	Nov. '67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July '69 5
Rutland preferred.....100	----------	F. & A.	Feb '69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	June '69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,598	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan '69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottv.* 50	869,450	F. & A.	Feb. '69 3
Shore Line.....100	656,200	J. & J.	Jan. '69 2
Sixth Avenue (N. Y.) 100	750,000	----------	Nov. '67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,810,275	----------	----------
South Shore.....100	259,686	----------	Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	A'g. '68 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May '69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	----------
Summit Branch..... 50	250,000	F. & A.	Aug. '69 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	July '69 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July '69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D.) pref..100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun '67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July '69 3
Utica and Black River.....100	834,400	J. & J.	Jan. '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun. '69 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July '69 0
Vicksburg and Meridian...100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee...100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 100	804,150	F. & A.	Aug. '69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jul. '69 3
Warren.....100	1,547,650	----------	----------
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul. '69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,983	J. & D.	Jun. '69 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug. '69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug. '69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb. '67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb. '67 6
" " (pref.) 50	2 888,805	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,880	----------	----------
" preferred 50	----------	----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p.....100	20,000,000	MJS&D.	Sept. '69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec. '66 5
West'n Union Telegraph..100	4,063,000	J. & J.	July '69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	800,000	J. & D.	Jun '69 1½
Central Coal 100	2,000,000	J. & J.	July '66 5
Fulton Coal.....	----------	J & J.	Jul. '69 2
Lackawanna Coal..... 40	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec '68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	----------	Dec '68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	----------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr. '68 5
American Express.....500	9,000,000	FMA&N	May, '68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	FMA&N	A'g. '69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,288	3,466,923
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,200	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,683	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	806,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	903,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	.....	.....	.....	.....	.....
Erie:													
1866	1,185,743	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,189,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,606	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,378	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,900	572,551	626,249	549,714	794,325	889,967	931,630	685,401	681,041	7,817,629
1869	681,656	558,783	711,550	595,355	655,047	740,949	661,794	790,322	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,109	121,408	1,294,005
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	361,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,390	437,503	4,981,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,440	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	468,191	423,398	522,682	1,024,045	1,087,464	556,917	468,880	6,517,046
1869	454,130	330,223	420,774	460,287	630,844	678,800	586,341	525,363	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,528,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,920	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,760	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	360,763	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,876	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,216	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,689	685,554	746,999	8,041,181
1869	625,721	585,997	746,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,854	212,227	177,864	2,250,142
1867	149,658	149,342	174,153	168,162	171,736	156,086	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	156,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	266,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,788	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,520	293,344	283,833	484,209	450,203	429,898	322,279	399,439	4,013,206
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	.....	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,862	60,558	58,262	73,525	126,495	120,268	79,431	54,719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,289	59,762	84,007	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,593	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities, Sept. 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118¼
.. .. coupon		5	" "	1874	118
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	127⅛
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	119
.. .. coupon		6	" "	1881	119½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	119½
.. .. .. (5-20s).....coupon		6	" "	1882	119½
Loan of March 3, 1864 (5-20s)...registered	23,882,500	6	" "	1884	120½
.. .. .. (5-20s).....coupon		6	" "	1884	118
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	120½
.. .. .. (5-20s).....coupon		6	" "	1884	118
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	119½
.. .. .. (5-20s).....coupon		6	" "	1885	119
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	117½
.. .. .. (5-20s).....coupon		6	" "	1886	116½
.. .. 3d series (5-20s)...registered	379,588,450	6	" "	1887	117½
.. .. .. (5-20s).....coupon		6	" "	1887	116½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	117½
.. .. .. (5-20s).....coupon		6	" "	1888	117
Loan of March 3, 1864, (10-40s)..registered	194,567,800	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)....coupon		5	" "	1904	109
Union Pacific R. R. Bonds .....(currency)	60,860,320	6	Jan. & July.	'95-'99	106½
Certificates of Mar. 2, 1867, and July 2, 1868...	50,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '60, '61 and '63.....	324,182	var	.....	Due.	....
Treasury Notes (7-30s).....	989,750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,714,980	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,110	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114,913	*nil.*	.....	Dem.	....
Fractional Currency	30,711,800	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	89
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7½	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	98½
.. — .. Oct.'61,(10 or 20yr)		6½	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6½	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	90
.. — .. .. (" ").	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" " ").	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	102
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1883	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	800,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'78	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,800	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,600	6	Various.	'69-'96	70
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1880	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	6	" "	1908	84
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	90½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	95
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1864-'68	2,040,100	6	" "	1883	101½
.. —Sewall's Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	104½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	119½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	6	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	6	Jan. & July.	1883	106
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	85
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'60-'91	47
.. — .. (new).....	3,059,045	6	" "	'92-'98	40½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").	1,600,000	6	" "	1875	100
.. — .. (").	4,095,300	6	" "	1881	102
.. — .. (").	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		6	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	93½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	107
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	70
.. —Funding Bonds	1,282,971	6	" "	'70-'90	68
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	59
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	51
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,982	6	Jan. & July.	long.	55
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	55½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,900	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94
Loan of 1850	579,500	6	" "	"	1880	92½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	89½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	76½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1893	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	61½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	74½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, sk'g fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, sk'g fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	91
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage	600,000	7	May & Nov.	" "	1875	....
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	82
Central Pacific of California:						
1st Mortgage (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	92½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	9 0½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	5 1½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	88½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1876	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	92½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	74½
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	80½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,603,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	92
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	436,660	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A.	J. & O. Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	....
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	95½
Bonds of 1868	500,000	6	March & Sept.	"	1889	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	89
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85½
5th Mortgage	926,500	7	June & Dec.	" "	1888	76
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,662,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	85
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	85
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1885	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1885	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1867	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	94
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	87
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	68½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	92
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	91½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85½
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,500,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	93
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1863	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	6	" "	"	1875	90
2d Mortgage for $300,000	43,000	6	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	— & —	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	85½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	125.000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	92
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	...
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	....
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	93½
Orange, Alexandria & Manassas:						100½
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	73½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	83½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70½
Va. State Loan	249,962	6	" "	" "	1887	73½
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st Mortgage, Sterling	416,000	7*	April & Oct.	London.	1870	
1st Mortgage, Sterling	346,000	7*	" "	"	1875	....
2d Mortgage, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						....
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	
2d M. stg. }	2,283,840	6	" "	London.	1875	98½
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						....
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	90½
2d Mortgage	4,000,000	7	" "	"	1901	83½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89½
Bonds of 1857, convertible	171,500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,256,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	88½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1900	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'88	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1883	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	83
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	90
2d Mortgage	1,500,000	7	" "	Boston.	1891	36½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	502,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £800,000	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91'
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	80½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	98
Convertible Loan	1,201,856	6	" "	"	1877	81½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	63
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.				Liabilities.					Trains Moved.	Carried one mile.		Gross.	Net.		Par.	Market.
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.		Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.			Passengers.	Freight.					
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jun. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased | to Cheshire.)		—	7 000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West.N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶.N.Carolina.	.....	—	—	—	—	—	—	—	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	16.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ¶.N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	121
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,295	—	67.0	301,309	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	392,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	145
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H	2,850,000	*	866,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.8	777,049	1,913,253	370,191	1,238,657	223,834	—	100	17½
Nov. 30, 1868	26.8	1.5	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	110,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	141
Nov. 30, 1868	47.0	7.0	48.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	136
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,208,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota.Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	120
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	—	—	—	447,000	200,000	—	—	—	(Leased | to West Jersey.)		—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased | to Dela., L. and W.)		54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased | to Illinois Central.)		—	—	—	100	....
Dec. 31, 1868	271.6	—	—	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased | to Chic. and N. W.)		419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	—	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	100
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	25½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,467,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased | to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	—	—	—	391,222	261,600	.....	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	324	Cheshire.....New Hampshire	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased | to Phila. and Read.)		—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	145
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,492,422	6,812,809	3,145,287	10	100	165
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased | to Chic. and N. W.)		631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	68½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	106½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lease	ces	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	138	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.	.....	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased | to Kentucky Central.)		—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.		54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	.....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville.....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	.....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,005,618	1,819,046	7	100	.....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,655	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	82
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coal	and Na	vigation.)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	.....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	112½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	.....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59	29,006	—	(Operated by Louisv. Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			.....	.....	8	100	.....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	.....	.....
Oct. 31, 1868	28.3	3.0	16.0	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	4	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	.....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,758	9	100	.....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,429	4,080	1,109,594	262,519	8,776	241,256	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased to Boston and Lowell.)			21,807	6	100	.....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			63,380	10	50	.....
Dec. 31, 1868	50.0	—	....	124.0	6	8	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	.....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,616	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In progress 66 miles.)	.....	.....	.....	—	100	.....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	525,000	.....	.....	.....	.....	351,360	138,055	.....	—	.....	.....	(In hands of receiver.)	.....	.....	.....	—	100	.....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,466	250,000	180,000	.....	—	(Leased to Phila. and Reading.)			.....	.....	—	50	.....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	20.0	.....	.....	.....	142,796	102,550	10	100	128
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Concord.)			.....	.....	—	100	.....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	.....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	.....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,703	578,030	5,312,725	3,888,530	330,286	344,806	326.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	0.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	.....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514,376	64,343	—	100	.....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,634	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126 931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,586	.....	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	.....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	.....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	66½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			302,048	8	50	105
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	.....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Miss., Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,881	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240.857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	.....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	.....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,900	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex.....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	87
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	.....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	.....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	.....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck.....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	.....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pbg. F. Wayne & Chicago.)			.....	.....	12	100	.....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	—	50	.....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	.....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	.....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central.....New York.	36,607,097	*	8,402,473	2,026,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	161
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	.....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	84,500	.....	132.9	746,220	29,632,027	15,862,537	2,756,232	983,545	8	100	122
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	130
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6	100	.....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,390,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,666	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	.....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
															(In progress.)													100	
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.																					
Dec. 31, 1868	283.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	80½
Dec. 31, 1868	283.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267				1 015,394	388,240	5s	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8			4,788,284	13,598,080	561,370	128,943	—	100	
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277		4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	98
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*		200,701	383,362	3,068,400	125,908	146,259	311,904	62.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	108
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215		279,360	89,092	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*		295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170		684,577	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			(Owned	by Nova Scotia.)				145.0	279.621		3,345,141		253,994		—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148	—	122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	68
Dec. 31, 1868	240.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354.125	4,964,000		—	340.0		30,256,534			2,964,041	663,427	—	100	26½
Oct. 31, 1868	96.0	3.5	18.5	—	28	18	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000	—	173,897	101.5	248,880				1,197,090	653,185	—	50	74
May 31, 1869	72.5	68 5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869.867	40.214,034	11,028,842		1,404,295	531,078	6	100	97½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620.000	1,596,146	82,187		2,104,057	3,940.187	976,444	—	291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63.889		13,612		289,550	380,000	26,500	—	9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387	—						111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,360,471		269,031	91,161	8	100	68
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,648,888	2,260,241		33,598		3,340,024	7,550,375		1,560,756	285.0	1,594,535				3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.0	—	....	—	15	23	—	151	Panama	New Granada.	8,000,000					7,000,000	1,192,000		—	47.6							24	100	250
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000			—		(Leased to Erie.)					53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000		—		(Leased to Erie)						—	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000		—		(Leased to Erie.)					26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000		—				(Leased to Camden and Amboy.)				—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256		27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225		17,233,497	5,372,513	6	50	111½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500			3,200,000	597,500	375,000	—	47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000		—		(Leased to Chic. R. I. and Pacific.)					125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000		—								—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299	—	82.3					156,746	19,424	—	50	....
Oct. 31, 1868	39.0	—	—	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,536,561	*				218,000	800,000	212,500	—	39.0	87,111							—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633	—	287.5					2,804,250		—	50	56
Dec. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950		—	24.3	342,775				642,639	295,901	10	50	142
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135				8,791,937	3,150,837	10	50	92½
Oct. 31, 1868	20.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				26.5					995,196	290,585	10	100	126½
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	—	103.8	897,200				2,393,897	905,891	8	50	103
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000	—	222.5	1,568,097				2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*				1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	—	468.3	5,420,499	87,864,643	307,443,978		8,041.181	3,039,070	10	—	—
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6.322	782	450,000			782	—	23.0	50,080	1,217,879	670,258		108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34.971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				785,500	1,232,760	4,510	—	109.0	373,501	7,127,219			605,543	214,214	6	100	
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000			399,709	6,680	51.3	258,977				518,592	139,420	6	100	115
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000			—		(Leased to Concord.)					24,500	7	100	
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000		—		(Leased to Eastern.)				77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				437,917	150,000		—	14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,411,099	446,818	144,659	21,943	1,000,000		129,656	23,426	—	54 4	351,060	10,423,316	10,439,958		725,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.		*							—								—	100	....
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,300	—	92.3					254,890	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791			505,848	1,000,000		—		159.744				178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000		—	175.0	555,727	15.355,890	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville	Virginia.	9,929,000	*		81,308		4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126.236	5,628	1,320,576	580,776	38,034	490,409	—	75.5	181,562	4,044,544	657,882		296.726	101.742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg	Virginia.	978,073	*		46,313		847.100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073		146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River	Virginia.	6,250,000	*				650,000	600,000		—			(Not in operation.)					—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402			—	22.0							—	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.						1,080,000	1,384,000		—	12.0		(Under construction.)					—	100	....
Dec. 31, 1868	141.3	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	—	218.2					1,208.941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000								—	166.3	694,409	4 069,421	11,712,202		993,239		—	100	32½
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*				2,100,000	2,050.000		—			(About $5 0,000 a month.)					—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000		—	132.0		(Leased to Ind. & St. Louis.)				517,941	—	100	35½
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*				10,000,000	4,000,000		—	120.0					612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000		—		(Leased to Chi. & Alton.)				240,000		—	100	....
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.						2,000,000	1,000,030		—			(Under construction.)					—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.									—			(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					2,020,000		—	80.0					209.534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,056	5,791	—	86.0	142,341	1,791,700			232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000		—		(Leased to West Jersey.)					16,533	6	100	....
Dec. 31, 1867	10.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679		243,305	226,900	487	—		(Operated by Boston & L.)				17,500	16,788	—	100	....
Dec. 31, 1868	116 3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*				900.235	2,150,000	50,000	—	116.3	240,299				416.916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,209,84	*				1,269 150	97,000	14 ,578	—	54.0	152,360				167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050					576,050			—		(Leased to Phila. and Reading.)						5	50	
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							230,000		—								—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*				999,050	796,850		—	119.3					312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	1,079,100		—	160.0					218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000		—	28.0	178,705				277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*				743,100	264,000	121,900	—	25.0		265.000	155,000		32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,603					100,000	37,800		—	20.0	(Operated by Jeff. Mad. and Louisville.)						—	100	....
May 31, 186	50.0	—	2 5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*				636.200	55,000		—	50.0	167,376				289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.						1,330,000	3,200,000		—	75.0					127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*				783.500	1,232,760	4 51	—	109 0	373,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	—	—	—	—	—	—	South Branch	New Jersey.	438,300					438,300			—		(Leased to Central of New Jersey.)						6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,597,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	—	243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000				—			(In progress.)					—	100	....
Nov. 30, 1868	21.5	—	2.0	—	3	12	2	15	South Shore	M. ssachusetts.	501,592	*			250,885	150,000	17,614	15,039	—	22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000		—			(Not in full operation.)					—	100	....
Sept. 30, 1868	123.0	0 6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,000	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,069,425			389,360	63,500	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				—	(Under construction.)							—	100	....
Dec 31, 1868	50.0	—	...	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*							—						250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	...	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0							100	...
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	68.0	—	...	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.									68.0						—	100	...
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	366,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	.....	.....	—	130	...
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	277,622	103,680	7½	100	...
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			47,906	29,709	7	100	...
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.			19,773	15 970	5½	100	...
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	...
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	8	100	...
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	...
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	—	(Will form a part of the Rondout and Oswego Line.)															
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	—	—	—	—	—	—	—	—	—	100	...
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	—	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	286,827	.....	.....	576,460	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	...
Dec. 31, 1868	230.0	—	...	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	2,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	...
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	55
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased to Hudson River.)					7	100	...
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)			32,000	.....	—	100	...
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	—	.....	.....	510,000	—	—	—	—	(Leased to Pennsylvania.)					—	50	...
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	...
Dec. 31, 1868	100.0	—	.....	.....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	—	.....	.....	.....	—	—	—	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	...
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	—	—	—	59.0	53,635	2,098,999	727,563	170.273	49,538	4	100	...
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	...
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)					8	100	101
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	...
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	64
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	—	(Leased to Rutland.)					—	100	...
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353.679	1,919,550	372.297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	...
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506.300	2,452,852	461,649	.....	205.4	300,405	4,936.004	5.225,008	554,511	107,648	—	100	...
Dec. 31, 1868	18.3	—	.....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547.650	511,400	.....	.....	113.5	.....	7,261,382	15,554.017	863.212	75,075	—	100	...
Sept. 30, 1868	10.3	—	.....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. La c.& W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	.....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	—	.....	.....	.....	.....	.....	.....	10.5	20,760	289,515	.....	56,455	21,417	8	100	...
Dec. 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	—	(In hands of receiver.)						7.0							100	...
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	80,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)					—	100	...
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	—	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	...
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	—	—	138.0	.....	.....	.....	943.607	266,320	—	—	...
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	—	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	...
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	—	.....	.....	1,942,000	—	—	—	45.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	68.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364.219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	Leased to Pennsylvania.)			42,834	6,820	—	100	...
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579.474	.....	1,209,170	1,221,500	.....	.....	181.0	439,405	.....	.....	758.785	149.149	—	50	80
Dec. 31, 1868	32.0	—	.....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	—	(Under construction.)						116.9	.....	12,497.271	2,626,929	265,643	164,032	—	100	62½
Dec. 31, 1868	28.0	—	.....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	—	(Under construction.)						—		(Not in operation.)					100	...
Dec. 31, 1868	20.8	—	.....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—		(Not in operation.)					100	...
Dec. 31, 1868	23.0	—	.....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	330,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	...
Aug. 31, 1868	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334.480	39.269	1,195,000	2,000,000	749.297	223.154	117.0	103,000	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754.996	123,653	1,147,018	1,550,740	403.385	850,881	171.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456.892	207,744	—	100	...
Nov 30, 1867	15.5	—	.....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	—	(Leased to Nashua and Lowell.)			596,169	.....	—	100	...
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama ¶....Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—					13,845	6½	100	...
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479.788	128,901	8	100	126
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,642	.....	.....	43,788	7,266	—	100	...
CANALS, &c.																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	41
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	...
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	96
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997.200	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	121
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	...
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813.511	—	—	161.0	—	—	—	79.247	.....	—	50	...
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004.387	—	—	108.0	—	—	—	603,067	397,785	—	50	72
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	—	11,426	57,235	2,200,000	1,049.260	120,553	61,090	102.0	—	—	—	460,135	162.972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	258,300	30,107	—	50	20
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762.720	536,411	—	108.3	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	2,002,746	2,628.310	149,296	—	45.0	—	—	—	166.589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907.850	3,000,000	—	—	87.6	—	—	—	60.830	5,307	—	50	...
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267.884	29.513	—	50	...
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,000,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	45	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O	—	—	—	—	—	—	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,037	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	10.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29⅜
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm. Br., Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	....
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	8½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207.587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	121,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,843,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City).N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	46
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	27
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	45½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	5⅜
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25.978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	185
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363.967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87.000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	16.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	76	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321.374	43,748	10	50	50	62
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62.152	57.250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester.....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1873	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	74½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	139
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	83
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	55½
Hannibal and St. Joseph, pref.	5,253,836	...	...	103
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Lattle Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	109½
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	80
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60½
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	27
Mariposa Mining, pref.	5,774,400	7	7	14

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 — @	42 —
Pig, American, No. 1 (good to best)		40 — @	41 —
Pig, American, No. 2		38 — @	39 —
Pig, American, Forge		36 — @	— —
Bar, Refined, English and American		85 — @	87 50
Bar, Swedes, assorted sizes	(gold).	82 50 @	87 50
	Store Prices.		
Bar, Swedes, ordinary sizes		— —	@140 —
Bar, English and American, Refined		95 —	@ 1 —
Bar, English and American, Common		87 50	@ 90 —
Scroll		120 —	@180 —
Ovals and Half-round		120 —	@145 —
Band		120 —	@ — —
Horse Shoe		120 —	@ — —
Rods, ⅜@3-16 inch		100 —	@155 —
Hoop		125 —	@180 —
Nail Rod	per lb.	— 8½	@ — 9½
Sheet, Russia, assorted No.'s	(gold)	11 @	— 12
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold) per ton.	— —	@ 56 50
Rail, American		74 —	@ 76 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast	(2d and 1st quality). per lb.	— 18 @	— 22
English Spring	(2d and 1st quality)	— 9 @	— 11½
English Blister	(2d and 1st quality)	— 11½ @	— 19
English Machinery		— 12½ @	— 15
English German	(2d and 1st quality)	— 14 @	— 16
American Blister "Black Diamond"		— 10½ @	— 16
American, Cast, Tool,	do.	— 19 @	— —
American, Spring,	do.	— 10 @	— 13
American Machinery	do.	— — @	— 13
American German	do.	— 10 @	— 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— — @	— 32
Bolts		— — @	— 33
Braziers'		— 33 @	— 35
Nails		— 38 @	— 40
Sheathing, &c., Old		— 20 @	— 21
Sheathing, Yellow Metal		— — @	— 27
Bolts, Yellow Metal		— — @	— 27
American Ingot		— 22 @	— 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 39 @	— —
Straits	(gold).	— 32½ @	— 32½
English	(gold).	— 31½ @	— 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 25 @ 8 50	11 75 @ 12 —
I. C. Coke	6 75 @ 7 37½	9 75 @ 10 75
Coke Terne	— — @ 6 —	— @ 8 50
Charcoal Terne	7 75 @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 16½ @	— 17
Crude, 40 @ 47 gravity (in shipping order)		— — @	— 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @	— 31
Refined, Standard White (in ship'g order)		— 31½ @	— 32
Refined, prime White (in shipping order)		— 33 @	— —
Refined, S. W. (in merchantable order)		— — @	— 31½
Naptha, Refined, (60 @ 63 gravity)		— 10½ @	— —
Residuum	per bbl.	5 50 @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.	(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10	per 50 feet. 8 50 @	6 25
8 by 11 to 10 by 15	9 — @	6 75
11 by 14 to 12 by 18	10 — @	7 50
13 by 18 to 16 by 24	11 — @	8 —
18 by 22 to 18 by 30	13 50 @	9 —
20 by 30 to 24 by 30	16 50 @	10 —
24 by 32 to 24 by 36	18 — @	12 —
25 by 36 to 26 by 40	(3 qlts.) 20 — @	16 —
28 by 40 to 30 by 48	(3 qlts.) 22 — @	18 —
30 by 50 to 32 by 56	(3 qlts.) 24 — @	20 —
32 by 58 to 34 by 60	(3 qlts.) 27 — @	23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
Canton Co.	....	....	....	....	....	50
Central of N. Jersey	100½	101	100	99½	100	99½
Chicago & Alton	144	144	144½	138	141	138½
" pref.	.....	143	....	138	....	139
" 1 M.	.....	....	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Inc. bds	.....	....	....	....	....	....
Chicago, Burl. & Q.	.....	....	....	165	165	....
" 8s, 1883	.....	108	....	....	....	....
Chi. & Gt. Eastern 1st m.	.....	....	....	....	....	....
Chic. & Northwestern	72½	72½	73	67	68	64
" pref.	83½	84½	84	79½	81	80
" 1st M.	88	88½	....	....	....	....
" Interest	.....	....	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Consol.	.....	....	....	....	....	....
Chic., Rock Isl. & Pac.	108½	108½	107½	104	104½	104
Chicago & R. I. 7s, 1870	.....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	.....	....	94	93½	93	92½
Clev., Col., C. and Ind.	.....	....	....	....	....	75
Clev. and Pittsburg	108	105	100	88	90	85
" 2 M.	.....	....	....	....	....	....
" 3 M.	.....	....	....	....	....	....
" 4 M.	.....	....	....	....	....	....
" Con.	.....	....	....	....	....	....
Clev. and Toledo	.....	....	....	....	....	....
" S. F. 7s	.....	....	....	....	....	....
Col., Chi., & Ind. C.	27	28	27	26½	26½	25
" 1 M.	.....	81	81	81	81	80½
" 2 M.	.....	....	....	....	....	....
Cumberland Coal pref.	.....	....	30½	....	29	28
Del. & Hudson Canal	.....	....	....	....	122	122
Del., Lack. & Western	.....	....	....	....	....	106
" 1 M. 7s	.....	....	....	....	....	....
" 2 M. 7s	.....	....	....	....	....	....
Erie Railway	36	36½	35	33½	28	29
" pref.	.....	....	64½	....	61	57½
" 1 M. 7s, 1867	.....	....	....	....	....	....
" 2 M. 7s, 1879	.....	....	....	....	....	....
" 3 M. 7s, 1883	.....	....	....	....	....	....
" 4 M. 7s, 1880	.....	85½	....	....	....	....
" 5 M. 7s, 1888	.....	....	....	....	....	....
Great Western 2d mort.	81½	....	....	....	....	....
Hannibal & St. Joseph	113	113	113	103	104	100
" pref.	114	113	112	100½	103	103
Hudson River	169½	168	168½	155	153	134
" 1 M. 7s, 1869	.....	....	....	....	....	....
" 2 M. S. F.	.....	....	....	....	....	102
" 3 M. 7s, 1875	.....	....	....	....	....	....
Illinois Central	.....	136½	135	134	....	....
" bonds	.....	120	....	....	....	....
Lake Shore & Mich. S'th.	93½	92½	91	84½	82½	80
" Div. bonds	.....	....	....	....	....	....
Marietta & Cin. 1st pref.	.....	....	....	....	....	....
" 2d pref.	.....	....	....	....	....	....
Michigan Central	125	....	....	123	116	....
" S. F. 8s, 1882	.....	....	....	....	....	....
" conv. 8s, '69	.....	....	....	....	....	....
M. S. and N. I.	.....	....	....	....	....	....
" 1 M. S. F.	.....	....	....	....	....	....
" 2 M.	.....	....	92½	....	92	....
Mariposa Mining Co.	9	....	9	....	....	....
" pref.	.....	....	17½	....	17½	14
" Tr. 10s ctfs.	.....	....	....	....	....	....
Milw. and St. Paul	70½	72	70	65	68	60
" pref.	82	82½	81½	76½	78½	78
" 1st mort.	91	91½	....	91½	....	....
" 2d mort.	.....	....	....	....	....	....
" 8s	.....	100	....	101	....	....
" 7 3-10s con.	.....	....	....	....	....	....
Missouri 6s	86½	85½	86	86	85½	85
" H. & St. J. iss	88	....	....	....	....	....
Morris and Essex	.....	87½	....	....	87	....
" 1st mort.	.....	99½	....	....	....	....
" 2d mort.	91	....	....	....	....	....
New York Central	188½	184½	181½	178	175	161
" 7s, S.F. 1876	.....	....	....	....	....	....
" 7s, conv. '76	.....	....	....	....	....	....
" 6s, S.F. 1883	.....	....	....	....	90	....
" 6s, S.F. 1887	.....	....	....	....	....	....
N. York and Harlem	.....	139	138	131	128	124
" pref.	.....	....	....	....	....	....
" 1 M. 7s, 1873	.....	....	....	....	....	....
N. Carolina 6s	.....	52	51½	....	50	48	47
" new	.....	46½	46	50	46	45	40½
" special tax	.....	50	....	48½	48	42
Ohio and Miss.	.....	30	29½	28½	24	26½	25½
" pref.	.....	....	....	....	....	....	....
" 1st M.	.....	....	....	....	....	....	92
Pacific Mail S. S. Co.	74	71	72½	67	66½	59½
Panama	.....	....	....	....	....	....	....
Phila. and Reading	.....	94	94½	93	92½	92½	91½
Pitts., Ft. W. & Chi. gtd.	85½	84	85	84	83	80
" 1 M.	.....	....	....	....	....	....	....
" 2 M.	95	....	....	....	....	....	....
" 3 M.	92	....	....	....	....	....	....
" Equip. 8s	.....	....	....	....	....	....	....
Quicksilver Mining Co.	14	13½	13	....	12½	12½
St. L., Alton & T. H.	.....	....	....	....	....	....	....
" pref.	.....	....	....	56	56	56
" 1 M.	.....	....	....	....	....	....	....
" 2 M. pref.	.....	....	....	....	81	....
" Income bds.	.....	....	....	....	....	....	....
Tennessee 6s	61½	61	....	61	60	59
" new	54½	55½	55	54½	52½	51
Tol., Wab. & Western	69½	67½	....	....	....	50
" pref.	80	....	....	....	....	....	....
" 1 M. ex.	.....	....	....	....	....	....	....
" 2 M.	.....	84½	86	....	85	....
" Equipment	.....	79	....	....	....	....	....
Virginia 6s, ex-coupon	.....	....	....	....	....	....	....
" new	58½	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	127½	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109	109	108¾	108¾	....	108¼
U. S. 5s, 10-40s, reg....108	109¼	109	108	....	....	107¾
U. S. 6s, 1881, reg	....	....	119	....	....	....
U. S. 6s, 1881, coup...120¼	120¼	....	119	119¼	....	119¼
U. S. 6s, '81, O. W. L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.119¼	119½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.121¼	122¼	122	121¾	120⅝	119½	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.120	119½	120	119¾	119	119½	....
U. S. 6s, 5-20s, reg. '65.119½	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.121	....	....	120½	119¼	119	....
U. S. 6s, 5-20s, r. n. '65	117½	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.118½	119⅜	....	117⅞	117½	116⅜	....
U. S. 6s, 5-20s, reg. '67.117⅞	....	....	....	117½	....	....
U. S. 6s, 5-20s, c. 1867.118¼	120	119½	118⅜	117⅝	117½	....
U. S. 6s, 5-20s, reg. '68	....	....	117⅝	....	....	....
U. S. 6s, 5-20s, c. '68 ..118½	117⅝	....	....	117⅝	117	....
U. S. 6s, Pac.R.R.issue107½	107½	108	....	105⅝	106½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa	....	....	....	....	....	....
.. preferred .. 37½	....	37½	....	....	37½	....
Camden and Amboy...120½	120½	120	120½	....	120	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	95	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 36½	36½	....	36	36	36	....
.. 6s, 1884	81	....	....	80½	80½	....
.. Gold L	98½	....	98½	97	98	....
.. R. R. L.... 87½	....	88	....	....	....	....
Lehigh Valley R. R..... 56½	56½	56½	56½	56⅝	56⅝	....
.. 6s new coup 94	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	52¾	....	53	53	52½	....
Morris Canal..... 30	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880 .... 87½	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1857	....	111	....	....	....	....
Northern Central	....	....	....	....	....	49
Pennsylvania R. R..... 56½	56½	56	56½	56½	55¾	....
.. 1st M	....	....	....	....	....	....
.. 2d M	98½	....	....	98½	98½	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	106½	106	106	....	....
.. 6s, 3d series.102¾	....	109	108½	....	107	....
.. 6s, W. L....100½	....	....	....	101	....	....
Philadelphia City, 6s	97	....	....	....	97	....
.. new 101	101½	101	101	101	100¾	....
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading 47½	47½	47	47½	46½	46⅜	....
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie.....	29	28½	28	28½	28	....
.. 6s	....	....	....	90½	90½	....
.. 7s	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets 45	....	45	....	45½	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875	....	....	....	95½	....	....
.. 1886 95	....	....	....	....	....	....
.. 1890	95½	....	....	....	....	....
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	126¼	....	....	121	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880. 92½	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	87½	87	....	....	....	....
.. 2d M	....	....	....	....	....	....
Northern Central	....	49	....	49	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	85½	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	145	145	....	144¾	145	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	142	....	141½	....	....	141
Boston and Providence	136	....	....	....	....	136
Boston, Hartford & Erie	18	17½	17½	17½	17½	17½
.. 7s, new	....	....	61½	....	61½	....
Cheshire, pref	....	....	84½	....	....	84½
Concord	....	....	....	....	76	....
Connecticut River	....	....	128½	....	....	....
Eastern	114¾	....	114⅝	114¾	....	114½
Fitchburg	135½	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	....	125½	126	125	124¾
Northern, N. H	....	....	....	....	108½	108
Ogdens. & Lake Champ	....	....	....	....	....	68
.. pref	109½	....	....	....	109½	109½
Old Colony & Newport.	97½	....	....	....	98	97½
Ph., Wil. & Baltimore	....	....	....	....	52	51½
Portl'd, Saco & Ports	....	....	113½	115	....	....
Vermont & Canada	....	....	....	102	101½	101
Vermont & Mass	....	....	....	....	....	64
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	66¾	....	....	....	....	65
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	8	8	....	....	....	....
Franklin ..	....	....	13	13	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	25	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 3.	Sept. 10.
Atl. & Gt. West. N. Y. sec. 7 per et. 1st mort., 1880	62 — 68	62 — 68
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	62 — 68	62 — 68
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	25 — 26	24 — 25
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c.	62 — 64	62 — 64
Erie shares 100 dol. all paid	23½ — 24	24½ — 25
Do. sterig. 6 p. c. convertible bonds	62 — 67	64 — 68
Do. 3d mort. 7 p. c. 1883	55 — 60	55 — 60
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 94½	93½ — 94½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	72 — 75
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	87 — 89	87 — 89
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, October 2, 1869.

Stock Exchange and Money Market.

The week has been one of extraordinary excitement and uneasiness in the street, the result of the wild speculative operations in Gold, which were fairly under way at the date of our last, but which on Thursday, the 23d inst., ran up the aggregate dealings at the Gold Exchange to about 325 millions, and on Friday, the 24th inst., to about 500 millions, when the bubble burst, the Government having ordered unexpectedly a further sale of four millions of coin, which seemed to have taken the *bull* interest by surprise, causing a sudden and violent reaction in the Gold movement, and presently leading to a practical suspension of all business transactions at the Gold Exchange. On Saturday, the Gold Board was unable to resume operations, and so continued to the close of the week under review. The Gold Exchange Bank did not get through with the clearing of Thursday's dealings until Monday, and was even then seemingly unequal to the prosecution of the more gigantic work of clearing the unprecedentedly heavy business of Friday. The interruption in this line caused very grave embarrassment and pecuniary damage to the bulk of the dealers in Gold; and very adversely effected the course of the Money Market, which has been exceptionally stringent, the call loan requirements of the brokers having been less liberally met at from 7 per cent. currency, as the very lowest rate, to as much as 2½ per cent. a day for carrying Gold and Stocks. The discount market has also been deranged. Only the very best class of paper has been in any demand at all, and even this has been dealt in only at the high figures of from 10@12 per cent. per annum. The city banks reported a loss of $5,159,337 of deposits, $1,224,116 of legal tender notes, and $569,628 of specie, with a reduction of $3,054,196 in loans, as the result of the week's business. Their exchanges were up to the unusual daily average of nearly 165 millions. The Gold Exchange Bank sent Friday's business to the Bank of New York, on Tuesday, to have it adjusted; but the latter institution finally determined that it could not do the work, and continue to give adequate attention to its legitimate interests; when the Gold Exchange itself resolved to have the clearing of Friday's operations done by a committee of its own members, on a basis agreed upon simultaneously. Thus, the difficulty stood at a late hour on Tuesday. From Friday to the close of Tuesday, there were no regular dealings, in Gold; and the street business was confined to job lots, such as were wanted by importers and others, for legitimate purposes. Late on Tuesday, the National Stock Exchange resolved to place Gold on its call, with a view to the formal resumption of operations in the precious metal. The urgency of the demand for Money, from the brokerage firms, was very severely felt nearly all the week, but memorably so on Tuesday, when it was found almost impossible to borrow any considerable amounts on stock collaterals, without conceding the right to exact very heavy margins. As a consequence, Stocks were forced on the market in large amounts, and prices were further alarmingly depressed, the market closing decidedly panicky. On Wednesday the Monetary stringency was rather less severe; yet the business of the street was disturbed by the announcement of three important suspensions in the Stock line; and by the protracted difficulty in adjusting the accounts of the final Gold operations of last week.

The specie reserve of the city banks according to the latest return is $13,968,481, against $12,603,483 same time last year. The city bank deposits are now $180,230,793, against $202,068,334 week ending Sept. 19, 1868. The legal tender reserve amounts to $50,025,081, against $63,587,576 same time last year. The circulation now stands at $33,996,081, against $24,050,771 same time last year. The loans are now $268,441,828, against $271,273 544 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $164,879,069 a day, against a daily average of $110,403,298 the preceding week, and $131,951,000 the week ending with Sept. 11, 1869. The current week's exchanges average about $122,500,000 a day. The city banks, last week, reported a further loss of $569,628 of specie, $5,159,337 of deposits, and of $1,234,116 of legal tender notes. They reduced their loans, $3,054,196; and increased their circulation, $23,322.

The city bank exchanges on Wednesday were $124,663,874.

National Bank notes to the amount of $241,580

were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $318,013,026, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $18,244,486, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,768,410. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 500,000; and for the public deposits, $19,518 000—making a total of $362,018,000. The Treasury Department last week redeemed and destroyed $264,700 of worn and mutilated fractional currency, and issued $937,747 of new. The outstanding amount of fractional currency on the 1st of Sept., was $30,711,799 87 against $31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Sept. 25, were $5,298,413 in coin, including $2,564,400 from customs duties, and $2,519,888 in currency; payments, $1,972,940 in coin, including $386,892 of coin interest, and $7,061,407 in currency; balance at the close of the week, $89,459,979, including $80 658,899 of coin, and $3,653,048 of currency, against $88,264,904 at the close of the preceding week, showing an increase of $1,194,075. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $2,382,919 of coin, including $415,000 from customs, and $3,021,422 of currency; and payments, $2,107,321 in coin, including $77,255 of coin interest and $2,688,856 in currency. On Tuesday, receipts, $1,181,571 in coin, including $539,000 from customs, and $247,278 in currency; and payments $544,580 in coin, including $54,913 of coin interest and $334,820 in currency. The balance at the close of business on Tuesday stood at $89,110,833, (including $3,898,071 of currency, and $82,571,488 of coin,) against $89,700,442 a week previous; and $86,287,097 on Sept. 14, 1869. The aggregate receipts of the office in Aug. were $42,041,140, including $14,319,915 from customs; aggregate payments, $54,599,091, including $18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was $23,647,580, against $36,725,840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired $2,310,569 of coin certificates through the receipts for customs.

Government revenues have been on a reduced scale since our last. The excises yielded about three millions; customs at the port of New York, $2,564,400, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $7,481,400 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 47 millions.

As already mentioned, the Gold speculation reached the climax on Friday, when bids were made about noon as high as 164@165. Washington advices were then announced to the effect that Secretary Boutwell had ordered the Assistant Treasurer at this port to sell four millions of coin, and to reserve to the Government the right to accept all bids made even in excess of that amount, as well as to reject all, not deemed in harmony with the interests of the Treasury Department. The premium made a sudden descent to 132⅞ which reaction gave rise to the most extraordinary scenes ever witnessed in and around the Gold Board. The daily journals surrendered several columns of their space to the description of those scenes. The suspension of business in Gold on Saturday and the succeeding days, the dead-lock at the Gold Exchange Bank, the consequent anxiety and embarrassment of dealers, the severity of the money pressure, the panic in the stock line, and the depression in general business, have since occupied nearly all the available space in the pages of our contemporaries of the morning and evening press. The week has been the most remarkable one in the history of the street. The private dealings in Gold, since Friday last have been limited in amount and within a range of from 131@138. On Tuesday the ruling prices were 131@132. Government received bids on Saturday last for $9,837,590 of gold at from 125 @134⅛; but under the instructions from Washington awarded only two millions at from 132@134⅛. Early on Monday, it was formally announced that Government would sell thirteen millions of Gold, and buy in twelve millions of Five Twenty bonds, under instructions then in force, between this date and Novem ber 1. On Tuesday a million of gold was sold by the Government at 130@132½. On the explosion of the Gold speculation, and because of the dead-lock at the Gold Exchange Bank, the Tenth National Bank, corner of Broad street and Exchange Place, stood a debtor at the Clearing House to the amount of $723,000, which however, was promptly and satisfactorily adjusted. For a while the bank was run upon, but it met all claims on presentation and passed safely through the crisis. On Monday, the Bank was a creditor at the Clearing House to the amount of nearly $600,000. Several private suspensions occurred during the week, as the result of the reaction in Gold, and the panic in Stocks. Litigation has already been commenced in several disputed cases, and a rich harvest for the courts and lawyers is assured. In illustration of the desperate nature of the gold movement, it has been mentioned that while, at about noon on Friday the market rates for small lots of cash gold were 134¾@135, the brokers of the *bull* clique were defiantly bidding 160 for lots of a million. Some few such lots were said to have been supplied to them at their own standard quotation of 160. The Gold Board on Wednesday practically resolved to leave the settlement of the arrearages of last week's business to the brokers themselves. On that day, Gold sold in the street at 130@133.

The coin balances of the Government at this port on Wednesday morning, amounted to 82½ millions.

The customs of the port on Wednesday yielded $337,000. The U. S. Sub-Treasury disbursed $164,542 of coin interest, on that day.

The customs demand for Gold last week, averaged $427,400 a day; thus far, this week, it has averaged $405,000 a day, or equal to a weekly aggregate of $2,430,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $1,207,312, and since Jan. 1, $11,091,436, against $5,769,270 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $100,420,355, against $90,520,719 same time in 1868. At San Francisco, from Jan. 1, to Sept. 17, 1869, $5,915,603, against $6,186,291 same time last year.

The exports of specie, from this port, last week, were $1,073,654, against $104,468 same week last year; total, since Jan. 1,1869, $26,660,840, against $66,103,414 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $386,892, and since Jan. 1, 1869, $68,797,662, against $63,336,547 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sept. 17, 1869, were $28,416,852, against $28,613,004 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 47¾ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $3,661,179.

When the Gold speculation exploded, there was a prompt rally in the foreign exchanges; and though the dealings have not been extensive, the market has been since quoted quite firm, as a rule, closing, however, somewhat irregularly. Bankers' prime sixty day bills on London closed more firmly but irregularly on Wednesday at 108@108½, and on Paris to 5.27½@5.20; sight bills on London to 108½@109, and on Paris to 5.20c. @5.17½. The offering of produce bills has been liberal again this week. The week's exports of domestic produce have been to the currency value of $3,807,082 making the total since Jan. 1, 1869, $141,680,284, against $122,981,480 same time last year.

Government securities have been in much less demand, and have consequently declined in price, though the depression of values has been light, in contrast with the fearful fall in Stocks. The U. S. Sub-Treasurer bought in some three millions of Five-Twenties, out of an aggregate offering of $7,461,000, at from 116.17@118.07, exclusive of the accrued interest, which is payable in coin. On Wednesday, prices were lower, but the market was more active. Government bought in three millions of Five-Twenties at 115@116.25 nett out of an aggregate offering of about 8¾ millions.

U. S. sixes of 1881 closed here on Wednesday at 118½@119; U. S. Five-twenties of 1862, ex-coupon, 118½@119; U. S. Five twenties of 1864 at 118@118¼; U. S. Five-twenties of 1865 at 118⅛@118⅜; U. S. Five-twenties of 1865, consolidated, 116@116½; U. S. Five-twenties of 1867, 116¾@117; U. S. Five-twenties of 1868, 116½@116¾; U. S. Ten-forties at 108@108½, ex-interest; U. S. Six per cent. currency bonds, 106½@107.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 15.	Sept. 22.	Sept. 29.
Consols	93	92¾	93
U. S. 5-20's of 1862	83⅛	83⅛	84
U. S. 5-20s, 1865	82⅞	82½	83½
" 1867	82	81¼	82¼
" 10-40s	75½	75	75½
Erie	28½	26¼	22¾
Ill. Central	94½	94¼	....
At. and Gt. West	....	28	....

The Stock market has been in a panicky condition for some days, and prices have been declining at a fearful rate, the shares of the New York Central Road leading in the alarmingly

rapid descent. On Tuesday, these shares had fallen about fifty points, as compared with the figures of the week preceding; and the whole market was demoralized. On Wednesday, there were three failures announced in the Stock line. The market was more active, and substantially stronger, though quite irregular.

General business has been very dull, and prices have been quoted lower in most instances of domestic produce. Middling upland cotton closed heavily on Wednesday at 28¼@28½ cts. per lb. The stock of cotton now here is given at about 4,300 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 61,000 bales, against 48,500 bales in 1868-'8; exports, same time 14,700 bales, against 6,100 bales same time in 1868-'9; stock on hand at latest dates, 43,000 bales, against 51,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,755 pkgs., against 15,412 pkgs., same time last year. From Boston, 6,218 pkgs., against 6,056 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@16¼c., per lb.; week's receipts, 7,441. Milch cows dull, at $40@$110 each, receipts, 80. Veal calves in moderate request at from 7@12½c. per lb.; receipts, 1,813. Sheep and lambs in demand at from 4@7c., and 7¼@9c. per lb.; receipts, 32,321. Swine more active at 9¾@10¾c. per lb., all live weight; receipts, 17,072.

The week's dry goods imports were valued at $1,650,928, and of general merchandise, $2,883,-103, making an aggregate for the week of $4,534,-031 specie value, against $4,098,601 same week last year. Foreign goods, have been rather weaker in price, and less sought after.

The freight market has been very quiet, and rates have been quoted lower. For Liverpool we quote flour at 2s. 3d.@2s. 6d. by sail, and 2s. 6d.@2s. 9d. by steamer, per bbl.; grain at 8¾d.@9d. by sail, and 9½d.@9¾d. by steamer, per bushel; cotton at $\frac{5}{16}$d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 426.

The Delaware, Lackawanna and Western Railroad Co. sold on Wednesday 90,000 tons of coal, from the Lackawanna Regions. The bids were for small lots, so that the aggregate has not yet been computed. The prices ranged as follows:

Lump	$5 12½	to	$5 25
Steamboat	5 00	to	5 07½
Grate	6 00	to	6 35
Egg	6 00	to	6 65
Stove	6 95	to	7 22½
Chestnut	5 45	to	5 55

This is a decrease on the last sale, three weeks ago, of $1 03 on lump; $1 17 on steamboat; 50 cents on grate; 20 cents on egg; 45 cents on stove; and 90 cents on chestnut.

The New York exports, exclusive of specie, for the week ending Sept. 28, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,686,708	$3,807,082
Prev. reported	120,294,772	137,873,202
Since January 1	$122,981,480	$141,680,284

The imports for the week ending September 25, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,898,500	$1,650,928
Gen. merchandise	2,200,101	2,883,103
Total for the week	$4,098,601	$4,534,031
Previously reported	182,795,523	226,495,494
Since January 1	$186,894,124	$231,029,525

The balance in the Sub-Treasury on Wednesday was $86,699,344 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Pacific gold bonds, 92¾; N. Y. and N. Haven, 130; do., 6s, 98; Dubuque and Sioux City R. R., 105; Louisiana 6s, Levee bonds, 60; Georgia 7s, 90; N. Y. State 7s, Bounty Loan reg., 109; Alabama 8s, 89; Western Union Telegraph, 35; Boston Water Power, 13½; Adams Exp. Co., 49½; Wells-Fargo Exp., 16½; Am. Mer. Union Exp., 30¾; U. S. Exp., 50; Grass Valley gold, 0.29; La Crosse gold, 0.10; Smith and Parmalee gold, 2.20.

Philadelphia.—Huntingdon and Broad Top 1st mort., 83; West Jersey R. R. 6s, 90½; Belvidere Delaware 2d mort., 80; Oil Creek and Allegheny River R. R., 37; East Pennsylvania R. R., 36; St. Louis gold loan, 103; Penna. coupon 5s, 93½; Penna. Canal 10; St. Nicholas Coal, 2⅜; New Creek Coal, ½; N. Y. and Middle, 4¾. The latest quotations are: City 6s, 97@97¼; do., free of tax, 100⅜@100⅞; State 5s, coupon, 93½@94¼; do., reg., 93½@—; do., 6s, W. L., 100½@101; do., 1st series, 103½@104½; do., 2d series, 105½@106½; do., 3d series, 107@107½; Reading, 44@46⅛; do., 7s, 1893, 105@106½; do., 6s, 1880, 88@89; Camden and Amboy, 120¼@121½; do., mort. 6s, 1889, 94@95; do., 1883, 83@85; Penn. R. R., 55⅝@55¾; do., 1st mort., 98@99; do., 2d mort., 98@99; Little Schuylkill R. R., 41@42½; Morris Canal, 30@33; do., pref., 61@62; do., bonds, 80@82; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 8@10; do., pref., 16@18½; do., 6s, 1882, —@62; Delaware Div. Canal, 48@49; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38½@40; do., 7s, 1873, 88½@90; do., 6s, 59@60; Lehigh Coal and Navigation, 34⅞@35; do., 6s, 1884, 80½@81; do., R.R., Loan, 87@88; do., Gold Loan, 96½@97; North Pennsylvania, 36@37; do., 6s, 87@87½; do., Chattle 10s, 111@113; Philadelphia and Erie, 27@28; do., 6s, 90@91; Minehill, 52@52½; Catawissa, 16@18; do., pref., 37@37½; Lehigh Valley, 56¼@56½; do., 6s, new, 95@95¾; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 45½@46; West Philadelphia, 61@63; Spruce and Pine, 26@27; Green and Coates, 37@39; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19; Girard College, 29@30; Tenth and Eleventh, 69@71; Union, 44@—; Hestonville, 12@12¼.

Boston.—Concord and Portsmouth R. R., 108½; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 74; Eastern (N. H.) R. R., 112⅞; Indianapolis and Cincinnati R. R., 14¾; Chicago, Burlington and Quincy R.R., 165; Summit Branch R. R., 22¾; Taunton Branch, 110; Housatonic pref., 67@70½; Connecticut and Passumpsic Rivers pref., 90¾; Granite R. R., 69¾; Boston and Lowell, new, 114; Vermont Central 1st mort., 80; do., 2d mort., 36¾; Union Pacific 6s, 83; Old Colony and Newport 7s, 100½; do., 6s, 1874, 93¾; Vermont Central and Vermont and Canada 8s, 101½; Eastern 6s, 1889, 96; Boston, Concord and Montreal 6s, 1889, 88; Cary Imp., 6⅞; Waverly Land, 1¾; Ophir (N. S.) Gold, 16c.; Vermont 6s, 1876, 99¾; Connecticut 6s, 1881, 98⅛; Maine 6s, 1889, 98; Cambridge 6s, 99¼; do., 5s, 89⅞; Bangor 6s, 1894, R. R. Loan, 86¼; Bath 6s, 1898, 89; St. Louis 6s, 1874, 89¾; do., Water Loan, 101¾; Chicago 7s, 97; Cincinnati 7 3-10s, 1878, 102; Cook Co. Ills., 7s, 95; Concord Mining Co., 1.

Baltimore.—Maryland Defense Loan, 101¾; Virginia 6s, old, reg., 45½; do., 1866, 54; Central Ohio R. R., 25⅛; Richmond and Danville bonds, 72⅛. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@130; do., 6s, 1875, —@93½; do., 1880, 93@95½; do., 1885, 95@95¾; Northern Central, 48⅞@49; do., 6s, 1885, 87⅜@89; do., 1900, 85¾@86; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 92@95; do., 2d mort., 90@93; do., 3d mort., 1885, 87@89; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 69@69¾; Central Ohio, 25@27; do., 1st mort., 78@79¼; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@—; do., 6s, pref., 41⅝@45½; do., 6s, guar., by Washington Co., 70@78; Richmond and Danville bonds, 72½@73; Baltimore 6s, 1875, —@95½; do., 1886, 93@95½; do., 1890, 95@95½; do., 1893, —@92; do., 5s, 1838-'70, 72¼@—; Memphis City 6s, 47⅜@47½; City Passenger R.R., 19@19½; Baltimore and Catonsville, 4½@5¼; George's Creek Coal, 71½@73; Santa Clara, 1.50@1 60; Atlantic Coal, —@2.80.

Miniature Locomotive.

A colliery locomotive, intended for the mine of Henry A. Moodie & Co., at Girardville, Schuylkill County, Pa., was exhibited in front of the Merchants' Exchange, Philadelphia, on the 28th ult. It was made by Messrs. Grice & Long, of that city, and is claimed to possess many improvements over the ordinary mining locomotives, especially in affording more space for engineer, and giving him increased facilities to handle it. The height from the rail is six feet, and it is designed to run upon a track of three feet eight inches. The entire weight is five tons, and it has a hauling power of eighty tons.

☞ PACIFIC RAILWAY GOLD LOAN, $6,-500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

☞ Messrs. Theodore Polhemus & Co., 13 and 15 Lispenard street, this city, are manufacturers and dealers in Cotton Duck for Car Covering and Car Seats, and all kinds of cotton canvas, sail duck, felting duck, bagging, ravens duck, sail twines, etc., etc. Also Agents for United States Bunting Co. *See Advertisement.*

Journal of Railroad Law.

CORPORATIONS—METHOD OF CONVEYING REAL PROPERTY—AUTHORITY OF THE CORPORATE SEAL.

The facts of the late case of Musser *vs.* Johnson (42 Missouri reports p. 74,) are fully and clearly stated in the following opinion by

WAGNER, J.—The petition in this cause set forth That the North Missouri Railroad Company having agreed to purchase all the assets of the Chariton and Randolph Railroad Company, and being thereto authorized by an act of the General Assembly of Missouri, agreed to pay as a consideration therefor so much of the debts of the said Chariton and Randolph Railroad Company as would not exceed the sum of $25,000, and appointed in concert with said Chariton and Randolph Railroad Company, a committee, of which Johnson, the defendant, was one, to audit the demands of the creditors of the said Chariton and Randolph Railroad Company; that one Abell, another of the committee, combinding with the defendant Johnson and the rest, audited and allowed in favor of said Abell fraudulently a sum of twenty four hundred dollars, which was not in fact due to said Abell, and that the North Missouri Railroad Company after paying this demand to the said Abell, assigned to the plaintiff its right to recover it back from the said Abell, Johnson, and the rest of the committee. The action was brought against all the committee, but only Johnson was served with process, and the answer was put in by him alone.

The defendant answered, denying the fraud and combination charged, and denying the assignment of the claim of the North Missouri Railroad Company to the plaintiff. When the cause came on for trial, the plaintiff offered in evidence the following, as evidence of the assignment.

"PRESIDENT'S OFFICE NORTH MISSOURI RAILROAD COMPANY, July 23, 1866.

"For value received, and without recourse on us, we assign to Richard H. Musser any claim or cause of action we may have against Peter F. Abell, Adamantine Johnson, and John F. Cunningham, on account of any sums of Money improperly paid by us to said Abell, Johnson and Cunningham under the false pretense of the said Abell, Johnson and Cunningham, that the same was due to the said Peter F. Abell by virtue of the contract with the Chariton and Randolph Railroad under date 14th of May, 1864, for services rendered as agent and attorney to the last named corporation, more particularly the sum of twenty four hundred dollars paid upon the certificate of the said Abell, Cunningham, and Johnson, and William E. Moberly on or about the twentieth day of September 1865.

"ISAAC H. STURGEON,
(L. S.) "Prest. North Mo. R. R. Co.
"Attest, with seal of company attached:
"GEO. H. BLOOD, Sec'y N. M. R. R. Co."

The defendant objected to the introduction of this paper as evidence, for the reason that it did not profess to be the deed of the North Missouri Railroad Company, and that it did not appear that the same was executed by any person to that end authorized by said company. The court sustained the objection, and the plaintiff excepted. The plaintiff then introduced Isaac H. Sturgeon as a witness, and offered to prove by him that he was authorized by the executive committee of the North Missouri Railroad Company to sign the above paper. The defendant objected to this evidence, because the same was incompetent and irrelevant. The objection was sustained, and the defendant excepted and took a non-suit, and brings the case up by writ of error.

If a conveyance of real property, purporting to be the conveyance of a corporation made by one authorized to make it for them, be in fact executed by the attorney or agent in his own name as his own deed, it will not be the deed of the corporation, although it was intended to be so and the attorney or agent had full authority to make it so.

The conveyance must purport to be made and executed by the corporation acting by its duly authorized agent. But in matters of simple contract, the rule is not so strict, and an execution of an instrument to bind the corporation will be inferred from the general principles of the law of agency. In the diversified exercise of the duties of an agent, the liability of the principal depends upon the facts that the act was done in the exercise and within the limits of the powers delegated, and especially that it was the intent of the parties that the principal and not the agent should be bound. (Jenkins *vs.* Morris 16, M. & W. 180.)

And where the matter is uncertain on the face of the instrument whether it was intended to bind the principal or the agent, parol evidence is admissable to explain the latent ambiguity, and to aid in the interpretation. (Smith *vs.* Alexander, 31, Mo. 193.)

When the instrument bears no marks of an official character upon its face, there is great difficulty in applying the rule; but where marks of an official character not only exist but actually predominate, the case is shorn of all perplexity. The assignment in this case is headed and dated at the company's official place of transacting business; and although the officers use the plural "we" instead of naming the company, as the contracting party, it sufficiently appears that they were acting officially for the company, and intended to bind it. As strong and irresistible evidence of this, they recite the contract made with the Chariton and Randolph Railroad Company and that "the same was due by virtue of our contract" (meaning unmistakably the North Missouri Railroad Company) with the said Chariton and Randolph Railroad Company, and then sign the paper officially, and attach the seal of the company. There is little room for doubt that it was an official and not an individual act; but if any doubt existed it was competent to remove it by parol testimony.

Another branch of the objection was that it did not appear that the instrument was executed by any person authorized to that end by the company. It does not appear that there was any denial that Sturgeon was the president, and Blood the secretary or that their signatures were genuine. The seal of the corporation, then, imparted authority. For it is a familiar rule that when the common seal of a corporation appears to be affixed to an instrument, and the signatures of the proper officers are proved, courts are to presume that the officers did not exceed their authority, and the seal itself is *prima facie* evidence that it was affixed by proper authority. (Aug. and Ames, on Corp. § 224, and authorities referred to in note 2.) The affixing of the seal is not conclusive evidence of authority; but if dispute arises, the contrary must be shown by the objecting party. (Aug. & Ames, *ib.*)

It is unnecessary to notice the objection to Sturgeon's testimony, as we have already substantially disposed of the case as presented by the record.

The judgment will be reversed and the cause remanded. The other judges concur.

Railways at St. Paul.

Ossian E. Dodge, Secretary of the St. Paul Board of Trade makes the following statement of railways in operation and projected, and claims St. Paul as the centre of the Northwestern system of railways.

The following five railroads are now in operation:

	Miles.
1st. Milwaukee and St. Paul completed entire	408
2d. St. Paul and Sioux City, completed to Mankato	86
On Jan. 1st, 1870, it will be completed to Lake Crystal	100
On Jan. 1st, 1872, it will be completed to Sioux City	270
3d. St. Paul and Superior, completed to Chengwatonna	60
On Jan. 1st, 1870, it will be completed to Kettle River	100
On July 1st, 1870, it will be completed entire to Lake Superior	150
4th. St. Paul and Pacific, (North Branch) completed to Sauk Rapids	80
5th. St. Paul and Pacific, (Main Line) completed to Swede Grove	84
On July 1st, 1870, it will be completed to Breckenridge, on the Red River of the North	220

In addition to the above, which are now in active operation, there are the following five railroads soon to be built:

	Miles.
1st. St. Paul and Chicago, to be completed by Jan. 1, 1870, to Hastings	25
On Jan. 1, 1872, it will be completed entire, *via* connection at La Crosse	400
2d. St. Paul and Stillwater, to be completed Jan. 1, 1871	18
3d. St. Paul and St. Louis, to be completed, two routes, one *via* Austin, one *via* Mankato, by July 1, 1872	...
4th. St. Paul and Tomah, will be completed Northwest from Tomah, Jan. 1, 1870	75
On Jan. 1, 1871, will be completed entire.	150
5th. Northern Pacific R. R. This national enterprise is now in good progress, and the road will no doubt be completed at an early day from St. Paul to Puget's Sound, on the Pacific	2,500

Memphis, El Paso and Pacific and San Diego and Gila Railroads.

Like the first Pacific Railroad, the Southern route has commenced at both ends. A telegram from San Francisco gives information of the departure of Ex-Secretary Seward and Generals Sedgwick and Rosecrans for San Diego, to witness the turning of the first earth on the San Diego and Gila Railroad. At the eastern end, General Fremont and his company, are pushing the Memphis, El Paso and Pacific Railroad, with earnestness. Appearances indicate the completion of the entire line in two years; and there is every reason to believe that neither energy or means are lacking to this end.

Fremont and Rosecrans perfectly understand the task they have undertaken, and they make this, for the time, their sole employment. The present is a favorable moment. All railroad enterprises are discussed with reference to their future connections with the Southern system, and the South itself is deeply interested in this route

to the Pacific by the 35th parallel. As a means of opening up the fertile regions of Texas—of developing the inexhaustible mines of Arizona—of protecting the frontier—it is of incalculable importance to the United States and of special value to the South.

The remarkable ease with which it can be constructed and operated should be noticed. There are no heavy grades, no alkali plains, no sage bush wastes, no snow blockades, to encounter. The work need not be impeded for a day at any season. Wood and water abound, and the route has been so carefully and repeatedly gone over, that the work will proceed at a sure and uniform pace to its completion.—*Railroad Record.*

Finances of Tennessee.

A correspondent appearing to have access to official sources and to be well informed, writing under date of Knoxville, September 16, gives the present debt at about $40,000,000, having been increased to this enormous sum from about $16,000,000 at the beginning of the war. It was officially reported at $34,540,806 in December last, and has been, in various ways, increased since that time to the round sum of forty millions now named. The annual interest on the debt is $2,400 000; the annual expenses of the State are $900,000—making a yearly expenditure of $3,800,000. The entire revenue of the State for 1868 was $1,205 544, and, including estimated receipts from railroads in the bonds of the State, $877,642, gives a total annual revenue of $2,094,806. It is thus seen that there is a yearly deficiency of $1,216,814. This is not the worst feature of this exhibit. This correspondent says he is informed, on reliably authority, that there is no record in the Comptroller's or Treasurer's office at Nashville to show just how many bonds have been issued since Governor Brownlow's administration commenced. Irresponsible men were entrusted by him with blank bonds, to which the seal of the State was affixed, and no one knows the number they signed and issued. On this allegation of impropriety, perhaps fraud, the intimation of repudiation of the debt is started, based upon such reasoning as that the taxpayers have had no voice in creating the greater portion of the debt; that it was incurred while they were disfranchised and that it was manipulated by irresponsible and incapable and reckless men, who cared more for plunder than for protecting the public interest, that hence they were not morally or legally bound to increase taxation in order to pay. However fallacious this reasoning, and however unlikely that repudiation will follow, it is still a point touching the State credit, and may account for the depression of the prices of the bonds. But it applies only to the new bonds, amounting to some twenty millions of dollars. The same objection does not apply to the old bonds, which means the bonds issued prior to May, 1861, and amount to about as much more. It was recently stated that the State could be sued on these bonds, and it seems that there was a time that it could have been. The Legislature, in 1858, passed an act, providing that the State could be sued by serving process upon the Attorney General of the Circuit in which the suit was instituted; but by a recent statute this provision has been repealed, and there is now no means provided by which the State can be served with process. The correspondent from which we quote says, it is therefore impossible to sue the State. This may all be, but we will not believe that any State of this Union will so dishonor itself and shame the nation. It has also been held that bondholders had a lien upon the railroads, in aid of which the bonds were issued. It is now admitted that the State has a lien upon these roads, but it is doubted whether the holders of the bonds can be substituted to the lien of the State. The bonds contain nothing on their face which would warrant any such a claim on the part of the holder. These securities are taken upon the credit of the State, and are not bought with any promise on their face, or in any other way, that they are secured by liens upon any railroad. These facts are the substance of a long letter and elaborate review of the whole financial situation in Tennessee.—*Phila. Ledger.*

Proposed Bridge over the Delaware River.

In consequence of the increase of travel between the city of Philadelphia and the southern portion of New Jersey, now effected by means of ferry-boats, it has been proposed to erect a bridge across the Delaware river, between the cities of Philadelphia and Camden, N. J. Mr. Thomas S. Speakman furnishes the design, which is a suspension bridge of three spans each of 1,100 feet, the river at this place being 3,300 feet in width. At the abutments the flooring is to be 50 feet above high water; at the first pier 105 feet, and in the center of the middle span 130 above high water. A little to the west of the middle of the river a small island divides it into two channels, and of these the western being the deeper all the larger class of shipping pass through it. That portion of the bridge spanning the eastern channel (i. e. middle span) is to have a sufficient elevation above high water to allow of the passage of all ordinary craft, such as sloops, schooners, &c. In order to prevent the interruption of navigation on the western channel a drawbridge will be necessary. Mr. Speakman has designed one, which, while permitting the passage of vessels through it will in no way impede travel across the bridge. It consists of a double draw, constructed in the following manner: On the island, close to which the western channel runs, a pier 400 feet in length is to be built parallel with the latter, and at a distance of 200 feet on both sides of this pier a fork is to be made in the roadway, the branches running to the extremities of the pier, and supported by guy cables, passing over two appropriate towers built on the pier and attached to the main cables at the fork in the roadway. At the pier are to be two sliding draws, one situated on each branch of the fork and worked by steam-engines stationed on the pier. Thus, when a vessel is coming up the river the lower draw is opened and the upper one closed; the vessel passes into the bay formed by the branching roadway and the travel passes over the upper draw. The lower draw is then closed, over which the travel now passes, and the upper one is opened allowing the passage of the vessel. Thus, the number of large craft passing up the Delaware being small, no interruption to travel need occur. The double draw in this case seems well adapted to its purpose.

The rest of the bridge is to be supported by either iron or steel cables, which, however, has as yet not been determined. Each span is to be supported by a separate set of cables, so that in the event of any accident repairs could be made without difficulty. The adoption of this plan will also save much labor.—*The Polytechnic.*

Pittsburg and Connellsville Railroad.

Quietly but rapidly the great railroad line from Pittsburg to Baltimore—which is to give us direct communication with the South, and bring us one hundred miles nearer the ocean trade—is being pushed forward to completion. The greater part of the road has already been graded, and only awaits the completion of the heavy cuts and tunnels required by the road to lay down the rails and place upon them the rolling stock.

The country through which the road passes from Pittsburg to Connellsville is well known; but that portion between Connellsville and Cumberland has hitherto been comparatively unexplored, and is spoken of by all who have visited it as beyond comparison one of the most wonderful in mineral resources that has ever yet been developed in this greatest of all mineral sections of our country.

About twenty miles above Connellsville, about eighty from Pittsburg, and just midway between Pittsburg and Cumberland, a site has been selected for a city. About four hundred acres have been secured for the purpose, and the better portion of it laid out in eligible lots, which are to be exposed for sale at public auction on Thursday, the 7th of October next. It is the only place between Pittsburg and Cumberland where a sufficient amount of level land can be obtained for such a purpose. It is at the confluence of three rivers, the Casselman, the Youghiogheny, and Laurel Hill Creek. Each of these rivers flows from the finest farming and grazing country on the line of the road, extending into Northwestern Maryland and Western Virginia on the one side, and Cambria and Somerset Counties, Pennsylvania, on the other. In the limits of the proposed city the railroad company have fixed the location of their machine shops, round houses, and hotel. Here the passenger trains will stop for meals, &c. All the engines will be changed, as it is the western end of the mountain grade, and a different class of engines will be needed, as the grade over the eastern division from this point is double that of the western.—*Pittsburg Evening Mail.*

Lewisburg, Centre and Spruce Creek R. R.

One of the finest and most promising improvements in the interior of Pennsylvania is making progress under the charter of the Lewisburg, Centre and Spruce Creek Railroad Company. The Philadelphia *Press* says that the project of a railroad through the rich valleys lying between the west branch of the Susquehanna and the Alleghany Mountains is by no means a new one; but the enterprise was allowed to slumber for many years, and the charter was forfeited. The Legislature of 1865, however, revived the charter, with a supplement extending the road at each extremity. This aroused rival interests, and the result is that the Pennsylvania (now the best managed railroad in the United States) is the owner of the Lewisburg, Centre and Spruce Creek Railroad, and has already built one of the finest railroad bridges in the State at Lewisburg, and will push the new railroad through Union, Centre and Huntingdon Counties to an early completion.

Indian Railway Extentions.

It is expected that by June 1870 Lord Dalhousie's trunk system will be complete from Calcutta to Bombay, and from Madras to Bombay, with the exception of the bridge on the latter line over the Toongabuddra and the Kistna, and that by January 1871 communication to and from Bombay will be complete without a break. Madras will then be a day and a half, and Calcutta two days and a half, from Bombay by mail express. The junction from Madras will be at Raichore, and for Calcutta at Jubbulpore.

☞ The railroad between Taunton and Attleborough is to be put under contract immediately. When this road is completed it will shorten the distance from Taunton to Providence about nine miles, without detention or change of cars. In about two weeks, by the partial completion of the Mansfield and Framingham road, direct communication will be opened from Taunton to Foxborough, and soon after to Walpole on the Boston, Hartford and Erie Railroad, thus enabling Taunton to reach the best tide-water in Boston.

☞ The engineers of the Concord and Rochester Railroad report that the line can be constructed in readiness for the rolling stock at a cost not exceeding five hundred thousand dollars, the sum first estimated.

☞ Ninety miles of the Missouri Valley Railroad are now finished, and in successful operation. The construction of the remaining 40 miles is under contract, now being rapidly progressed with, and will be completed this year.

☞ The Westminster (Md.) *Advocate* says that the contract for the grading of the Parkton and Manchester Railroad has been awarded to Messrs. McGuchen, Shower & Co. The contractors immediately entered into an agreement with the company to commence work on the 11th of October.

☞ The executive committee of the Cairo and St. Louis Railroad Company have closed a contract with Mr. J. J. Mitchell for the construction of the road from East St. Louis to Cairo. The work is to be finished within two years from the date of the contract. A survey of the route is to be commenced immediately.

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Interest on City Stocks.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.
The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
NEW YORK Sept. 24, 1869.

W. Churchill Oastler,

43 Exchange Place, N. Y.
AGENT FOR
JOSEPH ARMSTRONG & CO.,
Rotherham, England.
AGENTS IN BALTIMORE,
MORTON, REED & CO.,
65 South Gay Street.

Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.
SOLE AGENT FOR
AVELING & PORTER, Rochester, England.
STEAM ROAD ROLLERS, Traction Engines, &c.

Novel Car Coupling and Telescoping of Cars.

MR. ALVAH BEEBE:
78 Cedar st., New York.
I have looked over Mr. Miller's Pamphlet you handed me in regard to Railroad Car Couplings, and although his arrangement has its advantages, I think yours of cross couplings far excels it and prevents all lateral motion, and your arrangement to prevent Telescoping is to my mind the best arrangement yet devised.
Yours truly,
A. P. WHITING,
Practical Machinist and Inventor for the past 30 years.
ASTORIA, Sept. 29, 1869.
Models of the above together with screw rail fastener exceeding any other may be seen at my office.

OFFICE OF THE
RICHMOND IRON MINING COMPANY,

No. 165 BROADWAY, Room No. 17,
NEW YORK, Aug. 20th, 1869.

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron	72.57
Sand, etc., (insoluable)	15.67
Moisture and other constitutes	11.76
	100.00
Yielding metallic iron	50.80

Or proposals will be received for the reduction of the same to iron.
CHAS. HOWDON SMITH,
Secretary.

The First Mortgage Bonds
OF THE
UNION PACIFIC
RAILROAD CO.
INTEREST 6 PER CENT. IN GOLD.

The Union Pacific Railroad has been in successful operation since May 10th, and it is pronounced, by the thousands who have passed over it, to be in all respects as safe and well built as any railroad in the country. By the Pullman Palace Cars the journey is not only made without danger, but without unusual fatigue. The fears that many have expressed in relation to the perils of the overland trip are removed by experience, and the travel is steadily increasing.

The earnings of the road since its opening are officially stated by the Company as follows:

From May 10 to May 31	$391,420 12
From June 1 to June 30	706,602 29
From July 1 to July 31	623,559 96

Notwithstanding the rates for passengers and freight have been largely reduced, the earnings for August will be at about the same average. They will be published as soon as full returns are received. The earnings, as stated above, are at an average of about

EIGHT MILLION DOLLARS A YEAR,

which will be steadily augmented by the development of the Pacific Coast, by settlement along the line, and by the natural increase of traffic.

The First Mortgage Bonds of the Company amount to $28,816,000, and the interest liability to $1,728,960 gold, or about $1,334,096 in currency. It will be noticed that the present earnings provide an ample fund for the payment of this interest and leave a large surplus. We are also satisfied that at present market rates, these bonds are a very desirable investment, and that they will advance in price as soon as the facts concerning the business and condition of the Company are generally understood.

THE LAND GRANT BONDS

To the amount of Ten Million Dollars, were issued to obtain means to finish the road, and are secured by

A FIRST MORTGAGE

Upon the entire Land Grant of the Company, amounting to 13,824,000 acres. Three millions acres of this land in the Platte Valley, in Nebraska, are admitted to be equal to any in the West. The sales of land were opened in Omaha July 27th, and 40,000 acres were sold during a month thereafter, at an average price of over $5.00 per acre. While a part of the remainder of the land is of little value for agricultural purposes, there is another part from which a considerable sum will be realized. The value of the Land Grant is largely enhanced by the extensive coal mines, which are now being worked for the supply of the surrounding country, as well as for the railroad, and by other valuable mineral deposits, especially of copper.

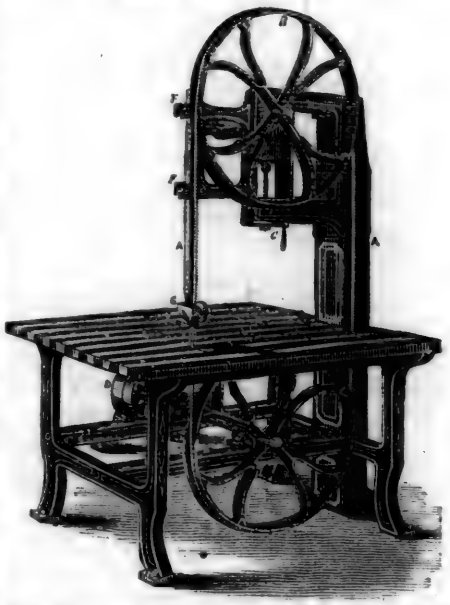
THE LAND GRANT BONDS ARE RECEIVED in payment for all the Company's lands at par, and the demand from actual settlers will give them a certain market. They run twenty years and pay seven per cent. interest in currency.

Although the Company have disposed of all their bonds, yet, as they are offered in market, we continue to fill orders at the current rates.

We have no hesitation in recommending both the First Mortgage and the Land Grant Bonds as a very valuable and perfectly safe investment.

JOHN J. CISCO & SON, Bankers,
59 Wall street, New York.

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PATENT IMPROVED
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This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

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RAILROAD MAP,
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Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

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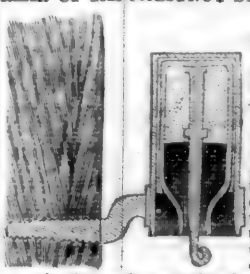
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The guarantees of this insulator are:

1st.—A current resistance in rain or fog, or in rain and fog combined of 100,000,000,000 Ohmads.

2d.—To insulate a conducting wire of any length in rain or fog, or rain and fog combined, to its full working capacity, or the capacity of a similar wire or conductor placed upon any other insulators under the most favorable circumstances of weather.

3d.—Strength, not to break or part by any strain by, or that a No 8 wire will bear.

It is not injured by missiles in the general acceptance of the term.

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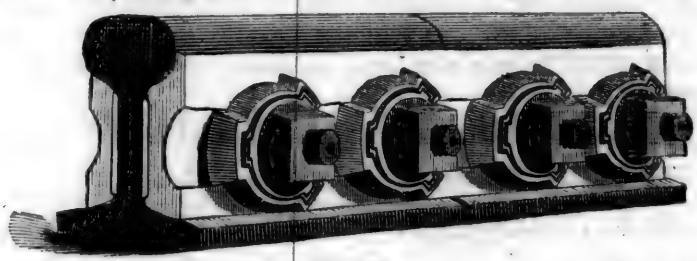
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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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BINNACLES, LOGS, &c.:

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Steamship Company's
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First Class.	Steerage.
$150 to $200.	**$75.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

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Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

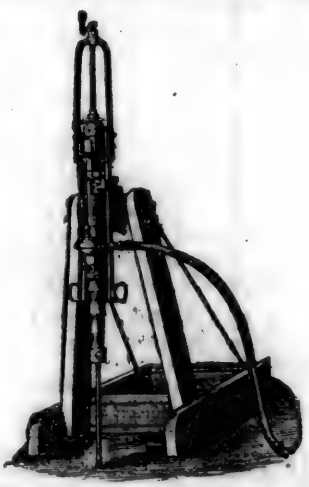
Oct. 1, ARIZONA, CAPT. MAURY, connecting with COLORADO, CAPT. PARKER.

Steamer CHINA, will leave San Francisco Oct. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA, received until 4 P. M. on THURSDAY, Sept. 30. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast at slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 41.] SATURDAY, OCTOBER 9, 1869. [WHOLE No. 1,747, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 9, 1869.

Steel for Locomotive Fire-Boxes.

The American Master Mechanics' Association met recently at Pittsburg, Pa., and among other of their proceedings was the rendition of a report from a special committee on the use of steel for locomotive boilers and fire-boxes. The essential points of the report related to the question, "Are steel plates preferable to the best iron plates? and, if so, does the difference in strength, safety, and durability justify the difference in cost?" Also, "How, in practical experience, does steel for furnaces compare with copper?" The committee state that they have visited in person or by proxy most of the railroads in the United States, and made careful examination of all that related to the matter before them. Their conclusions may, therefore, be of some interest to steam engineers and others.

The report sets forth the conviction that even the best brands of iron have materially deteriorated during the past ten years; that the more general use of coal, from the injurious action of its sulphurous and other impurities, tends to the more rapid destruction of the metal; and that from these causes the average life of an iron fire-box—unless made of the best Low Moor—is now not more than three years, while in many cases it does not exceed one-half of this period. Even the best selected sheets of the most noted brands are often burned out, blistered, or made brittle. This, it is believed, is not the fault of the manufacturers, but arises from the conditions to which the plates are necessarily subjected, and consequently such drawbacks can only be obviated by the substitution for iron of some other material. It was thought for a while that this would be found in copper, which has in some cases given the very satisfactory result of eight years' use, which may be considered the maximum life of a copper fire-box. In most instances, however, the action of the fire and of the sulphurous gases of bituminous coal corrode the metal, so that the fire-box lasts no longer than the average one of iron. An official of the Northwestern Railroad reports fifty-one locomotive fire-boxes, made of copper sheets half an inch thick, which, after thirty months' use, show marked indications of wear, and will probably have to be renewed in a short time. In some cases, after less than three years' service, the original half-inch sheets were reduced to less than one-eighth of an inch. One instance was mentioned in which, although neither the appearance of the fire-box nor the length of time it had been in use would warrant any surmise of its unsoundness, a single stroke sent the face of a riveting-hammer through the sheet—the latter having been reduced to a thickness of one-sixteenth of an inch.

With reference to the appearance of steel for the purpose indicated, it is stated that on the Northwestern Railroad a locomotive has been run for eight years with a steel fire-box, which has thus far shown no signs of wear, although the coal and water used had proved extremely detrimental to the iron and copper fire-boxes previously used on the same division of the road. On the Pennsylvania Railroad are two locomotives which were fitted with steel furnaces in 1861, which still remain intact. About the same time, on the Baltimore and Ohio Road, two locomotives were furnished in like manner, and with the same results—no leakage or other evidence of giving out being thus far manifest.

In addition to the advantages of durability characteristic of the steel fire-boxes, the committee assert that with them there is none of the tendency to the collection of cinder, soot, etc., upon the sides of the fire-box which is experienced with iron and copper, and which necessarily detracts from their power of conducting or transmitting heat. The report concludes with the statement, well worthy the attention of all interested in the subject to which it relates, that "the committee decide emphatically in favor of homogeneous steel plates for locomotive fire-boxes, at least of all those that burn bituminous coal; and that for boiler-plates for general construction this material combines in a greater degree than any other the requisites of durability, safety, and economy."—*American Artisan.*

Michigan Railroad Matters.

The "Kalamazoo Division of the Michigan Southern Railroad," is the name of the two roads heretofore knowe as the "Gardner" roads, north and south from Kalamazoo, the Michigan Southern Railroad having leased for ninety-nine years the Kalamazoo, Allegan and Grand Rapids Railroad, and the Kalamazoo and White Pigeon Railroad. This arrangement puts an end to the anomalous position these two roads have occupied with the public, in that while they were both owned by one company they have been practically, in respect to freight and passengers, under the control of separate interests, the road north being operated to favor the Michigan Central Railroad, and the road south in the interest of the Michigan Southern.

South Pacific Railroad.

This road was completed to Lebanon on the 31st ult. Lebanon is 187 miles southwest of St. Louis, and 57 miles northeast of Springfield. Between Lebanon and Springfield the road is being built as rapidly as three thousand men can build it. The grading is expected to be finished as far as Springfield by January, and the iron will all be laid by next Spring. Beyond Springfield considerable grading has been done, and as the company own all the charters and land grants of the Atlantic and Pacific Company, they will not stop in their work until this route to the Pacific, known as the thirty-fifth parallel route, is fically completed.

Oscillation of Railway Trains.

Sir Charles Fox states in a letter to a contemporary, his opinion that the oscillation of railway trains, more especially at high velocities, producing what is ordinarily called "gauge concussions," is caused in very great measure by the use of wheels, the tires of which are portions of cones instead of cylinders. It is well known to engineers that the tires of railway wheels are generally coned to an inclination of 1 in 20. It is considered that these were first introduced by Mr. George Stephenson in the expectation of facilitating the passage of vehicles round curves by their adapting themselves through their various diameters to the different lengths of the two rails on which they were running. This, however, is not the case in practice. No advantage is found to arise in the use of conical wheels in passing round curves, and as much evil results therefrom on straight lines, Sir Charles has constructed upwards of 250 miles of railway abroad, in the rolling stock of which he has departed from the usual form of wheel, and has used only cylindrical ones, and he has been gratified with the satisfactory reports of the steadiness of trains supplied with them.—*London Star.*

Central Railroad and Banking Company of Georgia.

The earnings of this road for the years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From up freights....	$800,718 08	$567,332 72
" down freights .	968,919 04	1,064,976 65
" through pass'ge	163,505 58	122,889 42
" way passage...	254,105 41	224,353 77
" U. S. mails....	33,699 77	29,168 75
	$2,220,947 88	$2,008,721 31
Expenses, viz:		
Transportation	$336,366 66	$314,362 57
Motive power.....	372,622 43	347,947 22
Cars	271,364 10	164,885 85
Repairs of road.....	309,647 40	378,759 66
Stock killed.....	10,619 25	8,565 25
Incidentals.....	38,225 58	36,654 46
Repairs of buildings..	24,336 58	26,569 16
Construction.....	3,958 41	6,820 90
	$1,357,140 41	$1,284,065 10
Net earnings.....	$863,807 47	$724,656 21

The road was re-opened for business between Savannah and Augusta on the 1st of February, 1866; but the connection by rail with Macon was not effected until the 12th of June. From the above dates trains have been run regularly between the three cities. The following statement will show the total earnings of the road, from the commencement of operations, since the surrender, to November 30, 1868:

Year ending November 30, 1865....	$106,683 17
" " 1866....	1,628,066 09
" " 1867....	2,220,947 88
" " 1868....	2,008,721 31
Total.....	$5,964,418 45
Expended in 1865.... $190,986 00	
" 1866.... 1,908,596 14	
" 1867.... 1,357,140 41	
" 1868.... 1,284,065 10	
	4,740,787 65
Leaving a balance of.....	$1,223,630 80

The total cost of reconstructing the road to the close of the last fiscal year, has been $1,097,412 13; of which $93,285 95 were expended in 1865, $993,346 87, in 1866, $3,958 41 in 1867 and $6,820 90 in 1868. Deducting this amount from the gross expenditures, will reduce that sum to $3,643,375 52, and leave a balance of earnings, less expenses of operating the road, of $2,321,042 93.

The gross earnings of the Road for the past fiscal year have been....		$2,008,721 31
And the earnings of the Bank.....		60,459 49
Total, Road and Bank.....		$2,069,180 80
From this deduct—		
Road expenses of all kinds.....	$1,284,065 10	
Bank expenses.....	20,224 53	
		1,304,289 63
Leaving net sum of.....		$764,891 17
Appropriated as follows:		
Interest on bonds.....	$54,950 00	
Dividend in June, 1868, 7 per cent.....	326,676 00	
Government tax on same.	16,333 80	
Dividend December, 1868, 5 per cent.....	238,340 00	
Government tax on same.	11,667 00	
Rent of A. & S. Railroad.	73,000 00	
" E. B. " .	14,000 00	
Paid for Bank in liquidation	27,191 11	
To be paid for Engines purchased	7,500 00	
		764,657 91
Leaving a balance of.....		$233 26

Compared with the statement for the year ending 30th November, 1867, it will be seen that our road earnings have fallen off $212,226 57, while the expenses have been reduced only $73,075 31. This decrease in our earnings is due almost entirely to the reduction in our rates for transportation, which we have been obliged to make in order to meet competition from other lines; while our expenses have necessarily been nearly equal to what they were the previous year.

The profit from our Banking operations has not quite equaled those for the previous year, but the difference is no greater than might reasonably be expected, and when taken in connection with the advantage to the company, as a fiscal agent, we have reason to be fully satisfied with the result. The increase of our expenses for this department of the company's service, is due to an increased force, which it has been found necessary to employ in order to meet promptly the requirements of our patrons.

It is gratifying, notwithstanding this reduction in our business, to be able to make a statement showing our ability from the year's operations to pay dividends of 7 and 5 per cent., in addition to the payment of $27,191 11 on account of "Bank in Liquidation," which is not a legitimate charge against the current business of the company.

There has now been charged to this account (Bank in Liquidation) since the reorganization of the road the sum of $512,276 74, and as it is believed that hereafter we shall be called upon for but little more on this account it will be closed by profit and loss.

While it is unnecessary to enlarge upon the reports from heads of departments for operating the road, it is proper to say that your property has been substantially improved during the year. The number of Engines shows one less than at the close of last year, but their intrinsic value has been enhanced. The number of cars has been increased while their condition has been greatly improved. The permanent way, or track, has been decidedly improved by the purchase of new and re-rolling of old rails, paid for during the year, to the extent of 2,705 tons; of these there are about 1,707 tons of new English rails; 53 tons of steel rails, 896 tons of re-rolled rails, and 49 tons of Belgian rails. This is rather over the estimate made in the Report for the year ending 30th November, 1866, but taking the two years that have elapsed since that date and the quantity has not averaged up to the estimate then made, and which experience has since proved will be required yearly to bring up the permanent way to an economical standard for transacting the business now offering.

In reference to the general question of expenses for maintaining and operating the road, it is hoped that some further reduction can be made; and to this end the best efforts of all should be addressed, but ought never to be carried to a point at which the road or its equipment begins to deteriorate.

In the report of 1st December, 1857, the Board adverted to an application then pending before the State Legislature for State aid to the Macon and Brunswick Railroad Company; giving a synopsis of the establishment of the railroad system of Georgia, and pointing out the injustice that such aid would work to roads that had been built by private capital. Recent legislation, disregarding the injury to investments by private capital and with the almost positive certainty that the projected lines cannot pay for years to come, if ever, has given State aid to such an extent as, if fully carried out, must very materially damage our State credit and seriously impair, if not destroy, investments that are now made, not only by private capital, but by the State itself. Looking to the culmination of this mistaken policy the Board at an early day saw the necessity for seeking business from a greater distance, and with that view has, within the past year, rendered aid to the Montgomery and West Point road so as measurably to put it under the control of this company; and, in connection with the South Western Railroad Company, have given assistance to the Western road, connecting Montgomery and Selma, by the endorsement of its bonds, which will ensure its completion during the coming year. In consideration for this endorsement we have received 1,500 shares, representing $150,000, of the common stock of that company, which the Board regards as intrinsically worth 25 cents on the dollar. The South Western Railroad Co. has also received a like number of shares, which gives to the two companies control of that road. With this gap of 44 miles completed, we shall have an unbroken rail from Savannah to the Mississippi River, at Vicksburg, only 670 miles, which will be much shorter than any other from the Southern Atlantic coast, and, it is confidently believed, must contribute very considerably to the business of your road.

In addition to these two roads which it has been deemed wise to foster as feeders to our line, we have the Mobile and Girard Railroad also contributing a very considerable amount of business. Under a resolution of stockholders in convention 20th December, 1866, the Board has agreed to endorse the bonds of that company to the extent of $250,000. Of this amount there has been $185,000 endorsed, and within the past year it has been found necessary to render further aid to this road in order to carry it to a point about eighty-five miles from Girard and to complete the bridge at Columbus, so as to connect it with the Muscogee, now South Western road. This extension and the connection at Columbus is absolutely necessary in order to render productive the investment that has been made. This additional aid was asked during the past year, and the Board agreed to make a further endorsement of $250,000 upon condition that one half of the stock that has been issued should be bona fide transferred to this company as security for the payment of the entire debt. The total number of shares issued by that company to private individuals and corporations is 12,200, and of these 3,445 have been transferred in accordance with the stipulations for the endorsement. By a recent letter from the Secretary of that company the Board is informed that active steps will be taken to obtain the transfer of the balance necessary to a compliance with the requirement of this Board for the endorsement asked. While giving aid to extensions that must largely increase our business, the Board has kept constantly in view ultimate security to our company.

In addition to the rival lines of road that may be built upon the credit of the State, there are other causes tending seriously to impair investments that have been made; we allude to competition from lines claiming a share of the business that is fairly tributary to your road. The policy of such lines is to offer transportation by a longer

and more expensive route at reduced rates. This in turn obliges a reduction by the natural channel, and in some cases a counter competitive rate, when the opposition will again reduce, so that in the end the line fairly entitled to the business must do it at an unremunerative rate, or lose it altogether. This policy is now prevalent and apparently popular with too many roads of the country; but why it should be sanctioned by stockholders whose interest is at stake, the Board is at a loss to understand. The managers of roads that persist in this kind of warfare are capable of doing an immense amount of injury to otherwise remunerating lines without in any way benefitting those under their control. How far this policy is to be carried, or when it is to cease, the Board is unable to predict, but it is easy to foresee the utter ruin that must follow its continuance, and we cannot close this report without entering our protest against a policy so disastrous in its results.

The company have 49 locomotives, 24 first class and 10 second class passenger cars, 9 mail, 29 baggage and package, 3 express, 22 conductor's, 429 box, 170 platform, 14 stock and 3 provision cars. Miles run by locomotives, 828,025; by cars, 7,494,035. Total number of passengers carried, 95,006, a decrease as compared with the previous year of 31,252. Bales of cotton transported, 358,127, against 272,427 in 1867—an increase of of 85,700. Pounds of guano, salt and lime carried, 25,786,401, an increase of 190,053.

BALANCE SHEET, Nov. 30, 1868.

Railroad and appurtenances		$1,472,000 00
Real estate	$40,508 00	
Stocks of other compan's.	734,423 83	
Bonds of other companies	85,000 00	
		859,931 83
James Jeffries & Sons		681 21
G. T. Raoul		12,301 90
State of Georgia		1,450 62
Post Office Department		4,465 13
United States		6,044 57
Rent Augusta and Savannah R. R.		73,000 00
Rent Eatonton Branch Railroad		14,000 00
Bills receivable		24,765 88
Interest account		51,035 00
Bank in liquidation		512,276 74
Railroad expenditures		1,284,065 10
Cash	$253,260 61	
Due by Treasurers and agents	104,905 87	
Due by other roads	9,517 52	
		367,684 00
		$7,683,701 93
Capital stock		$4,666,800 00
Bonds issued		786,000 00
Forwarding account		10,717 11
A. Whitney & Sons		94 54
Dividends unclaimed		35,017 75
Profit and loss		176,351 22
Railroad earnings		2,008,721 31
		$7,683,701 93

President.—WM. M. WADLEY.

Directors.—Andrew Low, Wm. B. Johnston, Gen. J. F. Gilmer, John R. Wilder, Edward Padelford, Geo. W. Anderson, John Cunningham, George W. Wylly.

Master of Transportation.—WM. ROGERS.

Treasurer.—J. F. WARING.

The Yankton Division.

On the Yankton Division of the Milwaukee and St. Paul Railroad tracklaying has been delayed by continued rains, nevertheless the river has been reached and spanned. The construction train is now on the march to Shell Rock. The first station west of Charles City is on Flood Creek, which has just been surveyed and christened Danville. Mason City, twenty miles west, will be reached in time for the late grain shipments. Clear Lake, ten miles further, will probably be the end of this year's operations, but another year will witness many miles of the road built and pouring the trade of Western Iowa into Milwaukee.—*Mil. Wis.*

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$190,103 26	$181,846 57
" merchandise	415,743 47	413,787 96
" mails	11,197 55	11,160 00
" rents	1,850 30	2,436 23
" express	6,000 00	6,375 00
" miscellaneous	423 00	10 83
	$625,317 58	$615,616 59
Expenses, viz:		
Passenger department	$23,415 50	$22,163 16
Merchandise "	44,843 58	49,773 96
Locomotive "	116,661 55	114,021 55
Maintenance of way	83,610 24	87,819 18
General expenses	15,375 37	16,336 50
Miscellaneous expenses	33,415 18	44,422 30
State tax	53,033 07	54,692 94
United States tax	5,007 70	4,699 33
	$375,862 19	$393,928 92
Balance of earnings	$249,955 39	$221,687 67
Less new rail account	30,669 97	32,023 26
Net earnings	$219,285 42	$189,664 41
Add balance of income per last report		311,904 29
Add balance of interest account		902 58
Total income		$502,471 28
Dividends December 1, 1868, and June 1, 1869, 4 per cent. each, and U. S. tax	$248,986 49	
Difference in purchase and sale of real estate	10 00	
		248,996 49
Balance of income account		$253,474 79

Which, as heretofore, is invested in fuel, shop stock, rails, and in Northern Railroad, &c.

There have been purchased and cancelled during the past year $5,300 of the Bonds of the company, leaving outstanding, March 31, 1869, only $120,600, payable April 1, 1874.

The contingent fund has increased to the sum of $77,896 37, and is safely invested.

The gross receipts were—

For the year ending March 31, 1868	$625,317 58
" " " 31, 1869	615,616 59
Decrease in receipts	$9,700 99

The expenses for same time were, viz:

Year ending Mar. 31, 1868	$406,032 16
" " 31, 1869	425,952 18
Increase in expenses	$19,920 02
Decrease in net income	$29,621 01
The receipts from transportation of merchandise were less than the previous year by	$1,955 51
And of passengers by	8,256 69
And from miscellaneous items there was an increase of	511 21

The amount of business actually done on the road during the past year, exceeds that of the previous year. But on account of the reduced rates received on the through business, from the great competition which existed between the lines to the West, the receipts have been less than those of that year. This will account for the decreased income and yet increased expenses of the past year as above stated.

The net profit the past year has been less than eight per cent. on the capital stock of the company, but it has been thought best by the directors to divide that amount, and make up the deficiency from the earnings of previous years; which has reduced our income account, leaving the balance of that account at $253,474 79.

During the past year 625 tons of new rails, and 38,111 new sleepers have been laid in the track, and 2,600 tons of rails have been taken up, repaired and relaid.

The road-bed, track, bridges, depots and equipment have been kept up, and are in all respects in good working order. The great freshet caused but little damage to the road.

We have built, during the past year, one mail and smoking car, two baggage cars, forty-four freight cars, and seven gravel cars, all of which are to replace old cars, except twenty-two of the freight cars which are additions to the rolling stock. We have also rebuilt two locomotives, making them substantially new.

Those interested in the proposed extension of the Railroad from Bradford to Claremont, are still earnest in their efforts to secure the success of that enterprise. The amount proposed to be contributed by towns and individuals to aid the construction of the road, will probably soon be made up. With that view a careful survey of the route is now in progress, for the purpose of ascertaining whether the road can be constructed at a cost which the business and other advantages to be derived from it will warrant. The results of that survey, thus far, are favorable. At the last annual meeting of this corporation, the directors were authorized in their discretion, to aid the enterprise so far as the interests and means of the corporation in and derived from the lines connected with the proposed road would allow. The directors believe it would be for the ultimate and permanent benefit of this corporation, to do so, if the results of the full survey shall prove as favorable as now expected.

The equipment of the road March 31, 1869, was as follows: 10 passenger and 14 freight locomotives, 388 long and 94 short merchandise cars, 15 passenger, 6 baggage and 9 gravel cars. Number of miles run by passenger trains, 161,377; by freight trains, 232,727; by other trains, 4,932—total, 399,036. Number of passengers carried 144,808; do., carried one mile, 5,735,262. Tons of merchandise carried, 290,465; do., carried one mile, 18,110,436.

TRIAL BALANCE, MARCH 31, 1869.

Construction		$3,068,400 00
Rails	$25,860 24	
Shop stock	61,705 04	
Fuel	83,345 15	
Waste	319 33	
Oil	309 35	
		171,539 11
703 shares Northern Railroad, N. H.		87,228 84
Contracts		134,746 96
Cash		87,811 12
Bills receivable		90,785 59
Agent's department		36,733 22
Minot & Co		726 00
United States tax		7 86
Post Office Department		2,131 51
Contingent fund		953 63
		$3,581,073 34
Stock		$3,068,400 00
Income		253,474 79
Bonds, April 1, 1874		120,600 00
Dividends unpaid	$8,558 76	
Coupons unpaid	186 00	
Coupons, April 1, 1869	3,618 00	
		12,362 76
Dividend, June 1, 1869		126,235 79
		$3,581,073 34

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark.

Treasurer, pro tem.—URIEL CROCKER.

Superintendent.—GEORGE E. TODD.

Honduras Railroad.

This important enterprise, which will reduce the time by sea between San Francisco and New York to fourteen days, originated some years since with Mr. Squier, who first gave it shape and consistency while he was United States Minster to Central America. It hung fire for a long time between American, French and English capitalists, who in turn had the trans-continental railroad route surveyed at great expense, and always with the same result. Each time war or Panama Railroad interests or untoward events retarded operations, until the great house of Bishopscheim & Goldschmidt, of London, in connection with other European capitalists, took the affair in hand, and it is now only a question of time, say another year, for the locomotive to be running from ocean to ocean. Shiploads of iron and material from England have been landed at both termini, and thousands of laborers, native and foreign, are at work along the line. The distance across is about 240 miles, there being no serious impediments of mountains or rivers on the route. The harbors at both ends are excellent. Port Cortes (or Caballos), on the Atlantic side, is safe, deep and well protected; while the great Bay of Foneseca, on the Pacific side, is one of the finest harbors in the world, being, in fact, a "constellation of harbors," land-locked, deep, capacious and with accommodations for unlimited shipping.

By this route the distance between New York and San Francisco is shortened 1,200 miles—a fact to which no ocean traveler can close his eyes, the moment that regular lines of steamships commence running; and passengers and freight now going by Panama will naturally seek the shorter route. The time between San Francisco and New Orleans, *via* Honduras, will be reduced to about eleven days, and although no steamship route can be expected to compete with our own continental railroads, still there must necessarily be much freight and many passengers passing by the Honduras Railroad, especially those going to or from the Southern States. The principal advantage which the Honduras route has over that of Tehauntepec consists in its fine harbors, of which the latter is entirely destitute, while the distance between New York and San Francisco is about the same.—*San Francisco Alta California.*

Western Union Telegraph Company.

This company was organized on the 1st of April, 1851, as the New York and Mississippi Valley Printing Telegraph Company, for the purpose of building a line from Buffalo, N. Y., to St. Louis, Mo. By numerous purchases and consolidations of lines throughout the country, which have been going on almost uninterruptedly for nearly twenty years, a complete unification of the great majority of the telegraph lines in the United States has been the result, and rendered the system the most extensive and efficient in the world.

The territory now occupied by the lines of this company embraces almost the entire civilized portion of the continent of North America. On the eastern coast its lines extend from Plaister Cove, on the Gulf of the St. Lawrence, to Indianola, on the Gulf of Mexico; and on the western coast from Los Angelos, California, to the fisheries on the Kishyox River, 800 miles north of New Westminster, British Columbia. They reach across the continent, from the Atlantic to the Pacific Ocean, and embrace every State and Territory in the Union but Minnesota, New Mexico and Arizona, and include the British Provinces of Nova Scotia and New Brunswick. Its lines also have an exclusive connection with those in Newfoundland, Canada, Minnesota, Wisconsin, and New Mexico, and with the Atlantic and Cuba Cables.

Among the more important lines which have been or are now being rebuilt, is that extending from Omaha to San Francisco.

The opening of the Pacific Railroads has fortunately remedied the difficulties from Indians, and the lines have been transferred from the old route to the railroads as fast as possible. Within the past year the new lines have been completed over the entire length of the Union Pacific road from Omaha, Nebraska, to Promontory Summit, Utah, a distance of 1,200 miles; and over the Central Pacific road from Sacramento, California, to Elko, Nevada, a distance of 468 miles. Nearly all the poles are distributed for the construction of the line over the intervening section between Promontory Summit and Elko, a distance of 220 miles, and it will be completed during the present season.

The following table gives the aggregate amount of line which has been constructed and reconstructed during the past three years, showing it to be more than 30 per cent. of the entire extent of line belonging to the company:

	—Constructed.— Miles of poles.	Miles of wire.
July 1, 1866, to Dec. 31, 1866	1,624	2,748
Dec. 31, 1866, to Dec. 31, 1867	2,518	4,443
Dec. 31, 1867, to Dec. 31, 1868	2,202	6,036
Dec. 31, 1868, to July 1, 1869	1,624	4,900
Total	7,968	18,127
	—Re-constructed.— Miles of poles.	Miles of wire.
July 1, 1866, to Dec. 31, 1867	3,255	6,490
Dec. 31, 1866, to Dec. 31, 1867	2,356	4,751
Dec. 31, 1867, to Dec. 31, 1868	2,032	4,604
Dec. 31, 1868, to July 1, 1869	430	1,735
Total	8,073	17,580

The following statistics will show the comparative extent of the lines, wire and offices belonging to the Western Union Company, and those working in exclusive connection therewith, and of those of all the rival organizations:

Miles of line belonging to W. U. system	66,263
Miles of wire belonging to W. U. system	121,595
Number of stations belonging to W. U. system	4,692
Miles of line belonging to rival companies	6,773
Miles of wire belonging to rival companies	9,100
Number of stations belonging to rival companies	337

Thus it will be seen that, of the total number of miles of line in the United States and the British Provinces, the proportion belonging to all rival organizations is about ten per cent. and of wire and stations about seven per cent.

The increase of the lines of the Western Union Company by construction alone, during the past three years, exceeds by 1,195 miles the total amount of lines belonging to all the rival organizations in the United States and Canada; while the amount of wire erected by this company during the same time is 9,000 miles more than that owned by all the rival companies combined.

The capital of the company at its organization in April, 1851, was $360,000. For more than seven years thereafter no dividends were made, the surplus earnings being devoted to the construction and purchase of additional lines. On the 23d of December, 1863, the amount of stock outstanding was $7,950,700, the increase in the eleven years which had intervened being due to consolidations of other lines and the capitalization of profits. The united capital of the various companies whose lines were consolidated with ours during this period amounted to over $7,000,000. The company subsequently issued its stock upon favorable terms in the acquisition of other telegraph lines to the extent of $2,116,200, and on the 11th of May, 1864, made a stock dividend of $100 per share, thus increasing the capital to $20,133,800. It has since been increased as follows:

A. & O. Telegraph stock	$833,400
E. & M. Telegraph stock	68,000
House Telegraph stock	5,700
Pemb'n & Gold. Trustees	3,800
Cash	77,000
Western Union bonds	91,500
Ithaca Telegraph stock	14,500
California State Telegraph stock	164,900
Syracuse and B. Telegraph stock	4,800
Missouri and Kansas Telegraph stocks	80,400
United States Telegraph stock	3,886,200
United States Pacific Telegraph stock	3,333,300
Equalization of stock, as per consolidation agreement	468,000
Fractions	56,100
Truemansburg and Senaca Falls stock	3,500
Hicks & Wright repeat	1,500
Lodi Telegraph stock	500
American Telegraph stock	11,833,100
Pitts., Cin. and Lou. stock	4,100
Total capital stock	$41,063,100
Owned by company exclusive of the sinking fund	494,800
Balance on which dividends of July, 1869, were paid	$40,568,300

The bonded debt of the Western Union Company was begun in 1864, by the issue of $2,000,000 of seven per cent. bonds, for the purpose of buying the control of the stock of the California State Telegraph Company, and for the construction of new lines. These bonds were convertible into the stock of the company at par, and $91,500 were subsequently so converted, leaving the balance outstanding January 1st, 1866, $1,908,500. The amount since issued is as follows:

Russian Extension Telegraph stock	$3,170,292
California State Telegraph stock	218,940
Western Union Telegraph stock	10,000
Wash. and N. O. Telegraph stock	53,175
Real estate	50,000
For cash	570,688
American Telegraph bonds	89,500
	$6,071,095
Bonds paid and cancelled	1,436,995
Amount of bonded debt July 1, 1869	$4,634,100

These bonds mature as follows: In 1878, $89,500; in 1875, $4,544,600—total, as above, $1,634,100.

The bonds issued in 1864 became due in May, 1866, and May, 1867, and were paid partly from the net earnings of the company. One dividend was passed because it was deemed prudent, in the then existing state of financial affairs, to appropriate the earnings to the payment of the $540,695 of bonds maturing in May, 1867, rather than to divide them among the stockholders, and thereby compel the negotiation of a new loan with which to meet the maturing debt.

The greater portion of the debt of the company was incurred in the grand attempt to build a line on the northwest coast and across Behring's Straits, to connect with the Russian line at the mouth of the Amoor River, known as Collins' Overland Line to Europe, which was abandoned after the successful submergence and operation of the Atlantic Cable.

In May, 1867, it was decided to establish a sinking fund to provide for the bonded debt, and the sum of $20,000 per month has since been appropriated to that object.

Up to December, 1868, the sinking fund was invested in the bonds of the company, which, as

fast as they were purchased for that account, were cancelled. Since that date the Executive Committee have been authorized by the Board of Directors to invest the sinking fund in the stock of the company, when it can be purchased for one half the market price of the bonds. The sinking fund account now stands as follows:

$488,500 Western Union bonds of 1875, purchased and cancelled	$418,971 80
2,008 shares Western Union stock	72,251 75
Balance uninvested	29,776 45
	$521,000 00

At the annual meeting of the stockholders, held July 8, 1868, the following by-law was adopted:

"The Board of Directors may hire or purchase the lines, or purchase stock of any other telegraph company; but neither the capital stock nor the bonded debt of the company shall be increased beyond the amount now authorized, except by the written consent of two-thirds of the directors, entered in the Secretary's records of proceedings of the board, and by a vote of the stockholders holding a majority of the capital stock, at an annual meeting, or at a special meeting called for that purpose."

The net income of the company from July 1, 1866, to July 1, 1869, has been as follows:

	1866–'67.	1867–'68.	1868–'69.
July	$151,910 57	$175,239 86	$205,566 95
Aug.	201,974 65	194,706 68	225,852 70
Sept.	258,023 96	225,907 29	258,467 86
Oct.	279,283 24	235,376 82	269,707 64
Nov.	248,527 86	213,294 09	224,703 59
Dec.	249,374 99	196,843 84	236,287 15
Jan.	239,455 82	178,847 98	256,473 20
Feb	168,824 51	254,327 80	220,393 35
March	238,556 07	252,014 59	220,634 75
April	224,716 89	245,907 87	218,983 13
May	198,608 11	248,209 06	202,283 67
June	170,653 56	226,535 50	209,447 46
Total	$2,624,919 73	$2,641,710 88	$2,801,457 45

Net profits for three years	$8,015,482 06
Miscellaneous profits	146,213 44
Balance on hand July 1, 1866	17,828 94
Total	$8,179,474 44

Disbursed as follows:

Construction of new lines		$1,238,870 11
Purchase of telegraph property		294,621 53
Redemption of bonds		616,855 00
Purchase of real estate		44,591 69
Interest on bonds		940,248 98
Sinking fund		520,000 00
Dividends		4,044,595 34
Miscellaneous		24,976 43
Balance on hand July 1, 1869:		
Due from Russian Extension Company	$227,339 64	
Supplies on hand undistributed	172,097 69	
Cash	55,758 03	
		455,215 36
Total, as above		$8,179,474 44

Northern Pacific Railroad.

Reports of the most favorable character have been received from exploring parties who have just returned from a tour of survey, and it is proposed to commence building early next Spring. Conditional arrangements have been made in Stockholm for a force of 7,000 Swedish laborers, who will be employed upon the eastern end of the route, and the same number of Chinamen will be employed upon the western division. The construction of the Pacific side will commence at the Wallula, at the head of the permanent navigation of the Columbia River, a terminus which will be only temporary, the original design of carrying it to Puget Sound being adhered to. The eastern terminus has not yet been located, but according to the terms of the charter it is obligatory to locate it upon the shores of Lake Superior. The work upon the eastern and western divisions will be commenced simultaneously.

Atlantic and St. Lawrence Railroad.

ANNUAL REPORT OF THE DIRECTORS TO THE STOCKHOLDERS, AUGUST 3, 1869.

Within the last year a large part of the track has been relaid by the lessees with new iron and sleepers, and this work of repairs and renewal is still going on effectively. The successful establishment of the Portland rolling mills has contributed very much to the facility with which new rails of superior quality are now furnished to this and other lines of road having immediate connection with Portland. Very extraordinary difficulties were encountered from repeated snow storms in the months of February and March last, extending throughout the Atlantic line and over much of the Grand Trunk line in Canada. Nothing so severe had occurred since the opening of the through line in 1853. But these difficulties were overcome by the persistent efforts of the managers of the line. As the winter was altogether beyond the average in severity, and the track is now so much improved, there is a just encouragement of greater success in the future operations of the road. Some progress has been made in the equity suit brought by the trustees under the company's mortgage of 1851, but it is not yet determined. Meanwhile the interest has been regularly paid by the lessees, on the outstanding bonds issued under that mortgage. The first loan of the credit of the city of Portland in aid of the Atlantic and St. Lawrence Railroad began to mature in December last. The steps taken and payments made upon the maturing instalments of the loan are stated in the annexed report of the commissioners of the sinking fund. With regard to the balances of instalments, not satisfied out of the sinking fund, satisfactory arrangements have been completed, under the legislative act of March, 1868, by which the city issues new bonds on its own account, to supply the deficiency, retaining, of course, all the essential securities which it had for the whole original debt, with the additional provision of a new sinking fund, adjusted at such rates and time of accumulation, that it will discharge the entire debt at maturity, if no losses occur—these arrangements being also so formed that they will apply in the same manner, and to a similar result with the second city loan, which matures in February, 1871. The report of the Treasurer gives the customary statement respecting the stock accounts and funded debt of the company.

ST. JOHN SMITH, President.

Portland, August 3, 1869.

TREASURER'S REPORT.

To the Stockholders of the Atlantic and St. Lawrence Railroad Company.

I submit my twenty-fourth annual report as Treasurer of the company, being for the year ending June 30, 1869. The capital stock issued is $2,494,900, divided as follows:

438 shares in Federal currency, of $100 each	$43,800
5,063 shares in sterling currency of $100 or $484 each	2,450,492
38 fractional share rights of $16 each	608
	$2,494,900

During the past year an arrangement has been made with the city of Portland in reference to their $1,500,000 loan, by which the 15,000 shares, previously reported as held by the city as collateral, and upon which no assessments have been paid, have been surrendered to the company, and the certificates cancelled, and are now unissued capital. Upon the Federal shares, two dividends of $2 per share have been paid at this office, and the dividends upon the sterling shares have been paid in London. The debt of the company has been reduced the past year £159,200, by payments to that amount upon the company's obligations to the City of Portland.

The total debt now is $3,324,800, consisting of obligations to the City of Portland for the 1st and 2d loans of their bonds	$1,340,800
Company's mortgage bonds of 1851	614,500
Company's sterling bonds of November 1, 1853, on 25 years, £100,000 at $4 84 to the £	484,000
Company's mortgage sterling bonds, 5-20, at $4.84 to the £, £182,900, equal to	885,236
Amount due on exchange of bonds	264
	$3,324,800

The lessees have promptly provided for the payment of the dividends, the interest on the debt, and the contributions to the sinking funds. They have also assumed and paid the excise tax of 5 per cent. on the company's mortgage bonds, thus giving the holders their full six per cent. interest.

CHAS. E. BARRETT, Treasurer.

Portland, July, 1869.

Erie.—Probable Dividend.

We hear from a source generally well informed, that the Erie Railway Company is now earning more than 5 per cent. per annum dividend upon its common stock after paying all interest, rents, and preference charges.

There is a talk of a cash dividend and a bonus in stock for the year just closing.

If a stock dividend be paid, the "Bears" will be most awfully pickled, for in that case every holder would be compelled to send in his shares for the purpose of claiming the stock bonus.

We only give the rumor respecting the dividend as we hear it, as being that current in best informed circles in London. We have no knowledge of the fact ourselves, but for the sake of the shareholders we shall be glad if it is well founded, and we shall not be surprised if it is.—*Herapath's Railway Journal*, Sept. 18.

Boston, Hartford and Erie Railroad.

The following gentlemen have been elected directors of this company for the current year: E. C. Sherman, Plymouth, Mass.; Henry L. Pierce, Dorchester, Mass.; John S. Eldridge, Canton, Mass.; Mark Healey, Lynn, Mass.; Henry N. Farwell, Boston, Mass.; Joseph W. Clark, Dedham, Mass.; James W. Converse, Boston, Mass.; James S. Whitney, Brookline, Mass.; George M. Bartholomew, Hartford, Ct.; William H. Chandler, Thompson, Ct.; Roger Averill, Danbury, Ct.; Wareham Williams, Norwich, Ct.; Edward Harris, Woonsocket, R. I.; Samuel Currey, Providence, R. I., and Henry Thompson, New York. At a meeting of the directors held in Boston, John S. Eldridge, Esq., was unanimously re-elected President; Samuel Hall, Jr., Esq., Treasurer, and H. S. Barry, Esq., Assistant Treasurer.

☞ The earnings of the North Carolina Railroad for the quarter ending August 31, 1869, were $122,182 44; and the expenses, $97,903 17—making the net earnings, $24,279 27. In the corresponding period of 1868, the earnings were $110,298 26, the expenses, $95,302 37, and the net earnings, $14,995 89. This shows an increase in earnings of $11,884 18, in expenses of $2,600 80, and in net earnings, $9,283 38. In the month of August, 1869, $9,350 44 were expended in the purchase of railroad iron.

☞ The earnings of the Marietta and Cincinnati Railroad for the nine months ending September 30, 1869, were $1,017,305, against $929,003, in the nine months of 1868—an increase of $88,302.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	------	------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	------	------
Atlantic & Gt. Western ... 50	25,879,923	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,850,000	A. & O.	Apl. 69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	------	------
Berkshire*.....100	600,000	J.A J&O	Oct. '69 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	------	------
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....100	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City..... 10	1,000,000	F.M.AN	Aug.'69 3
Brooklyn City & Newt'n.100	399,800	------	------
Buffalo, Bradford & Pitts.100	1,100,000	------	------
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	------	------
Camden & Burlington Co.100	331,000	------	July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa..... 50	1,150,000	------	------
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref...100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J.	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jan. '69 3
Cen. Park, N. & E. River.100	970,000	------	Oct.'67 7½
Chemung*.....100	380,000	J.A. J&O	July'69 2
Cheshire, preferred 100	2,017,325	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000	------	------
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	April.	Apl.'69 5
Cincinnati City Passenger...	------	J'n &J'ly	Jan.'68 2
" Street.....	------	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	------	------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord..... 50	1,500,000	M. & N.	May '69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn.100	500,000	------	------
Conn. & Passump. Rivers.100	139,000	------	------
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	------	------
Dayton and Michigan*....100	2,390,646	------	------
Delaware*..... 50	694,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	------	------
Detroit & Milwaukee.....100	1,047,350	------	------
" " pref.100	1,500,000	------	------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Aug.'69
Dubuque and Sioux City..100	1,678,641	Annual.	J'ly '69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600	------	------
East Tenn. and Georgia....100	2,141,970	------	------
East Tenn. and Virginia...100	1,902,000	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	600,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	M'y '69 2½
Do. do. pref. 50	600,000	J. & J.	Jan.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	982,990	------	------
Evansville & Crawfordsv.100	1,143,445	------	------
Fitchburg.....100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	------	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	------	------
Do. do. pref.100	5,258,880	------	------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.....100	820,000	------	------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top .. 50	494,390	------	------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mnd. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Apl.'69 1½
Joliet & North. Indiana*..100	800,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 335,000	------	------
Leeds and Farmington*.....	------	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,781,400	J.A.J&O	Oct.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	------	------
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb.'69 4
Louisv., N. Alb.& Chicago.100	2,800,000	------	------
Lowell and Lawrence 100	200.000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	------	------
Maine Central.....100	1,611,500	------	------
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,618,374	------	------
" " 1st pref. 50	6,886,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	------	------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	------	------	------
" " 1st pref 100	------	------	------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1¼
" " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	------	------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	------	------
Naugatuck.....100	1,486,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	------	------
N.Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N. Y., Provid. & Boston .100	2,000,000	J. & J.	July'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	------	------
North Carolina.....100	4,000,000	------	------
Northern Central 50	4,793,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000	------	May '67 4
Northern of N. Hampsh.,.100	3,068,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	------	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	------	------
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	------	------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	------	------
Panama.....100	7,000,000	J.A.J&O.	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	5,926,700	------	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....1 0	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan.'69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,097	J. @ J.	July'69 2
Pittsb., Ft. W. & Chi. gtd.*100	18,665,000	J.A.J&O	Oct. '69 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec...100	579,500	B. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	------	------	Jul. '69 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb g.100	847,100	------	------
Rich., Fred. and Potomac.100	1,041.800	------	------
Rockport 100	88,460	------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	------	------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,341	------	------
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,269,150	------	------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	------	------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	------	------
South Shore 100	259,685	------	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	------	------
Stockbridge & Pittsfield*100	448,700	------	------ 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	------	------
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,923	------	------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	------	------
Thirteenth and Fif. (Ph.). 50	------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000	------	------
" " (E. D.) pref.100	1,700,000	------	------
" " (W. D. pref..100	1,300,000	------	------
Tol., Wabash and West....100	5,700,000	------	------
" " pref100	1,000,000	M. & N.	May69 3½
Troy and Boston.....100	607,111	------	------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	------	------
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	------	------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,408	------	------
Virginia Central 100	2,353,679	------	------
Virginia and Tennessee....100	3,506,300	------	------
Western Union 100	2,707,693	------	------
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	------	------
Winchester and Potomac....	------	J. & J.	Jul. '69 3
Warren.....100	1,547,650	------	------ 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595	------	------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	------	------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,175,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (prof.). 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	------	------
Union..... 50	2,907,850	------	------
" preferred 50	------	------	------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	------	J. & J.	Jul. '69 2
Lackawanna Coal..... —	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... —	200,000	------	Dec'68 2½
Short Mt. Coal..... 50	800,000	------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	------
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	------	------
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,900,000	------	------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	380,641	5,167,371
1868	404,467	393,251	408,847	388,654	356,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	339,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,842	384,504	404,012	558,101	486,196	503,746	409,560	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,580	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,663	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414.543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,029
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,012	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,353	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,818	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,173
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	.....	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	954,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,558	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,637
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	883,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,169,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,000	261,210	249,419	277,380	397,525	401,290	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	565,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,806	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,631	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,206
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,091	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1869.					
Loan of June 14, 1858 .....registered	20,000,000	5	Jan. & July.	1874	118½
.. ..coupon		5	" "	1874	114½
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	124
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 registered	282,782,600	6	" "	1881	118½
and March 3, 1863 .....coupon		6	" "	1881	119
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115¾
.. .. (5-20s).....coupon		6	" "	1882	119½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	115½
.. .. (5-20s).....coupon		6	" "	1884	119
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	115½
.. .. (5-20s).....coupon		6	" "	1884	119
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	119½
.. .. (5-20s).....coupon		6	" "	1885	119½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	117½
.. .. (5-20s).....coupon		6	" "	1886	117½
.. .. 3d series (5-20s)...registered	379,588,950	6	" "	1887	117½
.. .. (5-20s).....coupon		6	" "	1887	117½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	117½
.. .. (5-20s).....coupon		6	" "	1888	118½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
.. .. (10-40s)....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	61,180,320	6	Jan. & July.	'95-'99	108½
Certificates of Mar. 2, 1867, and July 2, 1868...	50,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	311,452	var	.....	Due.	....
Treasury Notes (7-30s).....	951,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,640,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,010	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114 63	mil.	.....	Dem.	....
Fractional Currency	33,001,208	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	91
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	128
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7½	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,602	6	Jan. & July.	'71-'81	98½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91
.. — .. .. (" " ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,490	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'60-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads).....	2,092,000	6	Various.	'69-'96	65
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	83
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,423	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1864-'68	2,040,100	6	" "	1883	102
.. —Patriot Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	104½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	119½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. .. 1862....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101½
.. —Three Years' Loan.....	919,324		Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1870	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	86
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	98½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,592,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,728,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	109
.. — .. Bonds.....	22,186,000	6	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	48½
.. — .. (new).....	3,059,045	6	" "	'92-'98	43½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,309	6	" "	1881	102
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	94
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	107
.. —	910,200	5	" "	'72½'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	70
.. —Funding Bonds	1,282,971	6	" "	'70-'90	65
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	62½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	53½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	51½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	52½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	'6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	'6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92½
Loan of 1850	579,500	6	" "	"	1890	91½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	87½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	62
Boston and Lowell:						
Convertible bonds	107,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	74½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,230	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,00	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	82½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	91
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	97
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	78½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	92½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1890	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	93
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	92
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	88½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	93
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	6	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	64

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1902	77½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1905	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	97
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	436,660	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	135,900	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	95½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	6	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	85
5th Mortgage	926,500	7	June & Dec.	" "	1888	77
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	85
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	120
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	900,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1873	....
2d Mortgage (do.)	794,000	7	—— & ——	" "	1886	....
3d Mortgage (do.)	237,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,500,000	7	Feb. & Aug.	Baltimore.	1891	86½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1895	69½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	92
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85½
Mineral Point:						
1st Mortgage	320	10	—— & ——	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		6*	" "	Mobile.	1882	52
Tennessee Loans	1,060,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38½
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1878	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1893	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1888	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,659	6	May & Nov.	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	57
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	79
2d Mortgage for $300,000	145,000	7	" "	"	1885	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	—— & ——	"	18—	83½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	86½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	165,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) sky fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	93⅜
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	100⅛
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73⅛
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83⅛
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	90
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	96
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,097,000	7	—— & ——	Philadelphia.	18—	90½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	256,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	90½
2d Mortgage	4,000,000	7	" "	"	1901	83
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	88
Bonds of 1857, convertible	171,500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	101
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	335,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,003,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	83
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	82½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	....
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79
Troy and Boston:						85
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	83½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	81
2d Mortgage	1,500,000	7	" "	Boston.	1891	36½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1899	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	90½
Loan of 1896 for $1,000,000	963,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W. Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	den and	A	mboy R. R.)			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
Convertible Loan	1,201,860	6	" "	"	1877	82
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	63
Improvement Loan	1,601,670	6	May & Nov.	"	1870	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	760,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,489	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna †...New York.	5,859,496	647,557	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	96
Oct. 31, 1868	287.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West..N.Y. Penn. & O.	58,812,852	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	668,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf †.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	286.0	—	43,640	—	603,050	155,975	—	100	25
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †..N. Carolina.	.....	—	—	—	2,494,900	3,483,992	—	—	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence..Me., N.H.& Vt.	7,654,197	*	—	—	—	—	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris..N. Y.	198,094	—	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio †.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	120½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	.....	—	100	24
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*...Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,268,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	143½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	—	—	624,600	400,000	69.598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	17½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	893,661	3,143,988	344,186	1,565,462	453,780	10	100	140
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	136½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	—	—	—	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo, New York and Erie..New York.	5,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo and Washington...Penn. & N. Y.	485,350	*	.....	.....	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Burl., Cedar Rapids and Minnesota..Iowa.	.....	—	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	120½
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Cape May and Millville.....New Jersey.	701,084	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	—	—	447,000	200,000	—	—	—	(Leased to West Jersey.)					6	100	....
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,084	*	—	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	3,359,500	371,000	—	—	67.5	257,998	—	356,554	540,543	141,001	5	50	28
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	15,000,000	3,034,675	—	—	89.0	—	—	—	3,729,412	1,350,220	10	100	100½
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	25
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	—	—	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	—	3,260,000	.....	.....	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	109.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	—	(Leased to Erie.)			30,000	30,000	6	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	—	—	—	61,013	14,145	—	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	—	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)					—	50	6½
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	138
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	165
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n..Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	71½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific..Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	105½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Leases	—	of 8	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)					—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction...O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,062,614	834,449	7	100	74
Dec. 31, 1868	67.8	12.4	59.6	—					Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—		(Leased to Atl. & Gt. Western.)					8	100	....
Nov 3 0 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	94
Dec.3 1 1868	112.7	43.0	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—		(Leased to Cleveland, Columbus and Cincinnati)		Leased to Lake Shore.)			7	100	92
Feb.2 8 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—		(Leased to Pittsburg and St. Louis.)					—	100	26
Nov.30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,580	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by Little Miami.)					8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2 24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—		(Leased to Concord.)					7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,966,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	226	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	127½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.9	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	160,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	—	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)					—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,784	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	109
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	86	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—		(Leased to Boston & Maine.)			29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	663,956	153,124	(Leased to Illinois Central.)				973,186	—	4s	100	108
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—		(In progress.)					—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	(In progress.)		—	50	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	—	—	—	—	—	—	100	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	(Leased to Eastern.)	900,280	3,106,787	281,809	1,452,212	558,939	8	100	114½
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—		(Leased to Phila., Wil. & Balt.)					—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—		(Leased to Phila. & Reading.)					6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	72
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evansville, Henderson & Nashv.)		82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)				25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)				165,000	5	100	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	—	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	32½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	....	....	....	....	European and North American ¶	Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	....	14,334	1,144,010	1,240,000	62,365	377,044	182.0	261,697	—	—	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	—	76,770	—	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased to Pittsburg and Connellsville.)					7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	132
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	—	248,000	—	21,683	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)					—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,000	1,520,500	—	—	90.0	—	245,424	119,182	381,964	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,800,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)					—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	667,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	....	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,672	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,826	334.5	2,344,814	732,419	—	3,792,310	1,781,667	3½	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,061,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	110
Aug 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	106
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	110
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,097,834	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	308	Hartford, Prov. and Fishkill	Conn. & R. I.	4,385,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	373,153	851,826	182,894	766,361	122,668	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,923	101,962	119.8	—	—	—	581,983	211,646	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	144.0	—	176.6	—	82	159	36	1,959	Hudson River	New York.	15,669 342	2,516,607	19,484	....	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	166½
Oct. 31, 1868	44.0	14.7	12.0	—	13	8	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	Alton &	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	134
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	(Is now operating Terre	6,185,897	8,232,807	—	Haute,	St. Louis R.	R.)	—	—	—	—	—	100	....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,389	4,456,485	106,746	—	—	—	—	302.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	76.0	237,250	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	18.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,600	800,000	—	400,000	150,000	—	—	11.0	—	—	129,013	87,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,900,000	3,120,000	732,290	1,432,644	226.0	695,819	—	—	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)				152,927	7	100	96
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Dec 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,761	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,038	41,937	—	100	....
Oct. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	15.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	31 6	—	1 3	34.0	1	2	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	63	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill. (Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	83½
Oct. 31, 1868	105.0	48.0	16.0	—	58	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,182,673	28,412,376	4,270,650	1,769,366	10	50	108
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	88,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	118,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6.6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,776,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	13.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	50	....
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	31.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,000	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.¶.Tennessee.	325,000	.....	.....	.....	.....	351,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	128
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,089	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	318 574	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	121
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,640,227	3,058,607	587,027	627,192	12,125,800	8,876,580	247,141	863,782	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	106
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 6	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	68½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	165
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶. Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	946	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,662	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck.....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	- and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	117½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	187,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,800	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,628,512	366,199,679	14,381,303	5,143,140	8	100	172½
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,196	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	139
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	135
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	1294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,850	25,323	—	100	...

eb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*		26,175	23,701 (In pro	1,053,950 gress.)	845,000	276,937	23,120	102.0				254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....La.																	—	100	....
Dec. 31, 1868	233.3	247.8	....	—	50	20	11	732	North Missouri ¶.....Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8						—	100	80½
Oct. 31, 1868	55.8	12.0	22.5	—	26	27	15	540	North Pennsylvania.....Pennsylvania.	5,895,759	799,232	721,132	.....		3,150,000	3,463,839	.....	—	67.3	421,267	.....	.....	1,015,394	388,240	5s	50	72
Dec. 31, 1868	94.2	2.5	17.6	—	18	19	10	419	Northern .....Canada.										96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶.....Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,161,352	897,857	8	50	96
Mar. 31, 1868	49.0	13.0	....	—	24	16	8	468	Northern New Hampshire ..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	108
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey.....N. J. and N. Y.	524,226	*				159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215	279,260	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶..Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶.....Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621	.....	3,345,141	253,994	.....	—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain...N. Y.	5,399,872	1,400,963	.....	.....		222,987	717,000	2,387	—	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	67
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,976	Ohio and Mississippi ....Ohio, Ind. & Ill.	27,846,338	*	.....	.....		23,354,125	4,964,060	.....	—	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	27½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River.....Penn.	6,742,065	807,721	.....	.....		4,259,450	3,170,000	173,897	—	101.5	248,880	.....	.....	1,197,090	653,185	—	50	76
May 31, 1868	72.5	68.5	32.3	—	35	64	18	459	Old Colony and Newport..Massachusetts.	7,786,298	*	.....	.....		4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	.....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	.....	.....	.....	.....	Orange and Newark .....New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome.....New York.	925,799	*	.....	.....		222,987	717,000	2,387	—		.....	.....	.....	111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse .....New York.	1,256,568	142,186	.....	.....		482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶.....Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	.....	.....	.....		7,000,000	1,192,000	.....	—	47.0	.....	.....	.....	.....	.....	24	100	240
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....		630,000	.....	.....	—		(Leased	to Erie.)	.....	.....	53,400	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	10,000,000	.....	.....	.....		5,000,000	500,000	.....	—		(Leased	to Erie)	.....	.....	.....	—	100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....		284,500	85,000	.....	—		(Leased	to Erie.)	.....	.....	26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown.....Penn.	533,786	.....	.....	.....		339,650	160,000	.....	—		(Leased	to Camden	and Amboy.)	.....	.....	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania .....Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....	47.0	.....	.....	.....	.....	.....	20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....		1,200,000	600,000	.....	—		(Leased	to Chic. R.	I. and Pacific.)	.....	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville....Illinois.	2,000,000	*	.....	.....		1,000,000	1,000,000	.....	—		.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶.....Virginia.	1,550,337	*	.....	.....		1,323,200	67,926	154,299	—	82.3	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,336,551	*	.....	.....		218,000	800,000	212,500	—	39.0	87,111	.....	.....	156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	96	42	18	1,346	Philadelphia and Erie ¶....Pennsylvania.	19,350,998	*	.....	.....		6,004,200	13,000,000	328,633	.....	287.5	.....	.....	.....	2,804,250	.....	—	50	57½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown..Pa.	1,139,079	352,380	.....	.....		1,587,700	63,950	.....	—	24.3	342,775	.....	.....	642,639	295,901	10	50	142
Nov. 30, 1868	93.0	54.0	275.7	—	268	64	35	8,315	Philadelphia and Reading..Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	95½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,379,164	.....	329,065	.....	1,259,120	.....	.....	.....	26.5	.....	.....	.....	995,196	290,585	10	100	115
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore..Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200	.....	.....	2,393,897	905,891	8	50	105
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,008,000	4,750,000	.....	222.5	1,568,097	.....	.....	2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶.....Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic..P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000			782		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.			(In ha	nds of R	eceiver.)				23.0	34,971	.....	.....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec.....Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth....Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680	51.3	258,977	.....	.....	518,592	130,420	6	160	115
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased	to Concord.)	.....	.....	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased	to Eastern.)	.....	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol. R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester..R. I. & Mass.	1,441,600	446,618	144,639	21,943	1,900,000		129,656	23,426	54.4	351,080	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	73.8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	1,226,390	.....	92.8	.....	.....	.....	254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	1,914,482	219,883	11,791	.....	605,848	1,000,000	.....	.....	—	159,744	.....	.....	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga.....N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	281	Richmond and Danville ¶.....Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶..Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶.....Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶.....Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	—		(Not in o	peration.)			—	100	....
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	12.0		(Under c	onstruction.)			—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	18	592	Rome, Watertown and Ogdensburg. N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	.....	.....	.....	1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland .....Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	166.3	694,409	4,069,421	11,712,202	993,239	.....	—	100	32½
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs...Missouri.	4,150,000	*	.....	.....	2,100,000	2,050,000	.....	.....	—		(About $5	0,000 a mo	nth.)		—	100	80½
Dec. 31, 1868	132.0	84.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100	30
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶...Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	—	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....
Dec. 31, 1868	63 7	8.2	....	—	.....	.....	.....	.....	St. Louis and St Joseph .....Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	—		(Under co	nstruction.)			—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—		(Under co	nstruction.)			—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.). Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City.....Minn.	2,342,129	*	90,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	.....	.....	.....	180,550	100,000	.....	.....	—	(Leased	to West J	ersey.)	.....	16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark ..Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	.....	116.3	240,299	.....	.....	416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna .....Penn.	1,299,845	*	.....	.....	1,289,150	97,000	142,578	.....	54.0	152,360	.....	.....	167,516	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased	to Phila. a	nd Reading.)	.....	.....	5	50	....
Dec. 31, 1868	80.0	—	7.1	—	18	5	4	127	Seaboard and Roanoke. Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	18	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,950	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....
Oct. 31, 1868	26.0	—	6.0	—	.....	.....	.....	.....	Shamokin Valley and Pottsville....Penn.	1,569,450	*	.....	.....	869,450	700,000	.....	.....	28.0	178,705	.....	.....	277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac..Wisconsin.	985,000	*	.....	.....	743,100	264,000	121,900	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	87,800	.....	.....	20.0	(Operat	ed by Jeff.	Mad. and	Louisville	.)	—	100	....
May 31, 1869	50.0	—	2.5	—	10	15	8	35	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	167,276	.....	.....	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.8	—	—	10	4	4	96	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	1,230,000	3,200,000	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec.....Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,510	.....	109.0	373,510	7,127,219	.....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	—	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased	to Central	of New J	ersey.)	.....	6	100	....
Dec. 31, 1868	137.0	106.0	21.0	—	43	22	18	360	South Carolina ¶.....South Carolina.	7,567,414	*	.....	1,026,406	5,819,278	3,860,741	514,388	1,295,967	243.0	756,451	.....	.....	1,294,962	500,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama .....Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	—		(In progre	ss.)	.....	.....	—	100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore .....Massachusetts.	501,502	*	.....	.....	269,885	150,000	17,614	15,039	22.0	45,212	2,002,440	.....	77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.) .....New York.	1,409,926	*	.....	.....	484,000	750,000	150,000	.....			(Not in fu	ll operatio	n.)		—	100	....
Sept. 30, 1868	123 0	0.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶..Va.	3,790,180	*	36,379	57,876	1,365,000	1,708,900	475,160	9,401	132.5	255,714	1,944,588	6,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central.....New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota .....Minnesota.	1,500,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	250,000	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	.....	100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,075	130,224	207.5	333,302	.....	.....	.....	.....	8	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	104
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	.....	.....	13.0	52,797	2,796,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	65,000	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	...	...	...	....	Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	.....	(Leased to Housatonic.)	.....	.....	31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	...	...	...	....	Stony Brook.....Massachusetts.	267,393	.....	.....	.....	267,300	.....	.....	.....	.....	(Leased to Boston & Lowell.	.....	.....	19,773	16,970	6¼	100	....
Oct. 31, 1868	—	—	22.0	—	...	...	...	....	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	1,126	—	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	—	—	—	50.0	...	...	...	....	Syracuse & Chenango Valley.New York.	.....	.....	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,156	6,214,467	24,308,327	559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	...	...	...	....	Tennessee and Pacific ¶.....Tennessee.	.....	.....	(Will form a part of the	.....	.....	Rondout and Oswego Line.)	.....	.....	—	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	977,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	...	...	...	....	Troy and Greenbush.....New York.	294,908	.....	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,708,755	5,152,044	4,013,207	1,123,588	—	100	56½
Nov. 30, 1868	30.0	—	1.4	15.0	...	...	...	....	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)	.....	.....	517,000	244,944	—	100	46
Oct. 31, 1868	57.5	8.8	8.5	—	...	...	...	....	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass.,	R. R.)	.....	.....	.....	7	100	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)	.....	.....	.....	32,000	—	100	....
Dec. 31, 1868	100.0	—	....	—	...	...	...	....	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	...	...	...	....	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	(Leased to Vermont Central.)	.....	.....	.....	.....	8	100	100
May 31, 1869	28.7	—	....	—	4	...	...	....	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	63½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,698	882,533	392,872	140.0	(Leased to Rutland.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	...	...	...	....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)	.....	.....	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	...	...	...	....	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened Nov. 20, 1867.)	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic.....Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	516,164	793,200	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	...	...	...	....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	1,209,170	1,221,500	.....	.....	116.9	.....	12,497,271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)	.....	.....	265,643	164,032	—	100	62½
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	...	...	...	....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)	.....	.....	.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	...	...	...	....	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,169,782	.....	.....	.....	(Leased to Nashua and Lowell.)	.....	.....	.....	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	126
Dec. 31, 1868	13.0	—	1.0	—	...	...	...	....	Wrightsville, York and Gettysburg.Penn	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c.																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	50	41
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)	.....	.....	.....	.....	.....	8	50	96
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	14	100	124
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb.R.R.)	.....	.....	.....	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	603,067	397,785	—	50	69½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	440,138	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	258,300	80,107	—	50	20
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	.....	.....	.....	1,026,580	.....	—	50	20½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	267,884	29,513	—	50	....
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	.....	.....	.....	.....	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	19½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,000	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	56,000	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	96½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,309	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.80	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st.& Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29½
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,820	40,431		50	50	12
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.										
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	65
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	46
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	27
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ....N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	14.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	127,857	11½	50	30	45½
Oct. 31,'68	5.02	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000				4,580	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	5½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,309	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	185
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,163	44,765			13,978	16,844	Loss.	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,749	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)..Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester.....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1876	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1883	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1893	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1876	....
Quincy: Plain bonds	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1873	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	..	44
Catawissa,* pref. and guar.	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar.	589,110	..	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	20
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	144
Chicago, Iowa and Nebraska,* guar.	2,600,000	..	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	83½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	..	3½	....
Cochecho, preferred	177,750	8	..	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	..	....
Dubuque and Sioux City,* preferred and guaranteed	1,981,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	67
Hannibal and St. Joseph, pref.	5,253,836	..	..	109½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	..	....
Leeds and Farmington,* guar.	....	..	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	..	20
" " 2d pref.	4,051,744	6	..	8½
Manchester and Lawrence*	1,000,000	..	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	..	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	..	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	..	5	....
Peoria and Bureau Valley,* guar.	1,200,000	..	6	....
Philadelphia and Erie,*	5,996,700	..	..	....
Philadelphia and Reading, pref.	1,551,800	..	10	....
Philadelphia and Trenton,* † guar.	1,099,120	..	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	..	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	..	....
" " " (E. D.) pref.	1,700,000	7	..	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	..	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	61
Schuylkill Navigation, pref.	2,888,997	6	6	38
Union, preferred	.....	6	..	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	..	27
Mariposa Mining, pref.	5,774,400	7	7	18

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	38 — @ 42 —
Pig, American, No. 1 (good to best)		40 — @ 41 —
Pig, American, No. 2		38 — @ 39 —
Pig, American, Forge		36 — @ — —
Bar, Refined, English and American		85 — @ 87 50
Bar, Swedes, assorted sizes	(gold).	82 50 @ 87 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes		— — @140 —
Bar, English and American, Refined		95 — @ 1 —
Bar, English and American, Common		87 50 @ 90 —
Scroll		120 — @180 —
Ovals and Half-round		120 — @145 —
Band		120 — @ — —
Horse Shoe		120 — @ — —
Rods, ⅜@3-16 inch		100 — @155 —
Hoop		125 — @180 —
Nail Rod	per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11 @ — 12
Sheet, Single D. and T. Common		— 5½@ — 7
Rails, English	(gold). per ton.	— — @ 56 50
Rails, American		74 — @ 76 —
Anvils, Eagle	per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½@ — 19
English Machinery		— 12½@ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— — @ — 32
Bolts		— — @ — 33
Braziers'		— 33 @ — 35
Nails		— 38 @ — 40
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 21½@ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 38½@ — —
Straits	(gold).	— 32½@ — 32½
English	(gold).	— 31½@ — 32
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 8 25 @ 8 50	11 75 @ 12 —
I. C. Coke	6 75 @ 7 37½	9 75 @ 10 75
Coke Terne	— — @ — —	— — @ 8 50
Charcoal Terne	7 75 @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— — @ — 17
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 22½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ — 31
Refined, Standard White (in ship'g order)		— — @ — 32
Refined, prime White (in shipping order)		— 33 @ — —
Refined, S. W. (in merchantable order)		— — @ — 32
Naptha, Refined, (60 @ 63 gravity)		— 10½@ — 10½
Residuum	per bbl.	5 50 @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Canton Co. 54	53	....	....	....	....	52
Central of N. Jersey 100	100	99	99½	100	100	100½
Chicago & Alton 145	143	146	141½	145	140	
" pref.	144	....	....	....	....	....
" 1 M.	....	....	100	100	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q. 165	....	165	....	165	165	
" 8s, 1883	....	....	108	....	....	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	
Chic. & Northwestern 70	70¾	69½	71	72¾	73	
" pref. 84	83½	84	84½	85½	85½	
" 1st M.	88	88	88	....	88½	
" Interest	....	....	....	....	....	
" S. F.	....	....	....	92	....	
" Consol.	....	88½	....	....	90	
Chic., Rock Isl. & Pac. 106¾	108½	106	105½	105½	105¾	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896 92	....	92	92	....	93	
Clev., Col., C. and Ind. 74½	73¾	74	74	73¾	74	
Clev. and Pittsburg 94	91½	91	92½	92¾	94½	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	....	....	73	....	
" Con.	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C. 25	26	26½	26	26	....	
" 1 M. 80	77½	77½	77½	77½	77¾	
" 2 M.	....	....	....	77½	....	
Cumberland Coal pref. 27	....	....	....	27	27	
Del. & Hudson Canal. 120	121	....	....	124	....	
Del., Lack. & Western 110	....	....	....	109	109	
" 1 M. 7s	....	....	....	97	....	
" 2 M. 7s	....	....	....	....	....	
Erie Railway 31½	34½	33¾	32¾	33¾	33¼	
" pref. 55½	58	58	59½	56½	57	
" 1 M. 7s, 1897	....	....	....	....	96	
" 2 M. 7s, 1879	....	....	....	94½	....	
" 3 M. 7s, 1883	....	....	....	....	85	
" 4 M. 7s, 1880	....	....	....	....	....	
" 5 M. 7s, 1888	77	....	....	....	....	
Great Western 2d mort.	....	80½	80½	....	....	
Hannibal & St. Joseph. 107	110½	109½	109¾	110	106½	
" pref.	111	....	109½	....	....	
Hudson River 155	161½	165	163	162	161½	
" 1 M. 7s, 1869	....	....	....	99	....	
" 2 M. S. F. 102	....	....	....	....	....	
" 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central	....	137	134	....	....	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th. 82½	83¾	81½	82¾	86½	86½	
" Div. bonds	....	....	....	....	....	
Marietta & Cin. 1st pref.	....	....	....	....	20	
" 2d pref.	....	....	....	....	....	
Michigan Central 118	120	120	120	120	120½	
" S. F. 8s, 1882	....	....	....	....	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I.	....	....	....	....	....	
" 1 M. S. F. 98	....	98	....	....	....	
" 2 M.	92	....	....	....	....	
Mariposa Mining Co.	9	....	....	9¼	....	
" pref.	16½	18	18	18	18	
" Tr. 10s ctfs.	....	....	....	45	....	
Milw. and St. Paul 68	69	69½	67¾	68¾	69¼	
" pref. 80	81	81½	81½	82	82¾	
" 1st mort.	90	....	....	....	....	
" 2d mort.	....	....	....	....	....	
" 8s.	....	....	100	100	100	
" 7 3-10s con.	....	....	....	....	....	
Missouri 6s	85½	86	86½	86½	86½	
" H. & St. J. iss. 89	....	....	....	....	89	
Morris and Essex	....	87	....	....	87½	
" 1st mort.	99	99	....	....	....	
" 2d mort.	....	90	90	....	....	
New York Central 169	173	177	179	178½	177½	
" 7s, S.F. 1876	....	....	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883 90	90	....	90½	....	....	
" 6s, S.F. 1887 90	....	....	....	91	....	
N. York and Harlem 125½	135	133	133	134	132	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	99½	....	
N. Carolina 6s	50	50	50	50	49	47½
" new	41	45½	44	43	40	41
" special tax.	43	48	46	46	45½	44½
Ohio and Miss.	26½	27½	27	27½	27¾	27½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	63½	63½	61¾	63	65	68½
Panama	....	....	....	....	240	....
Phila. and Reading	93½	93¾	93½	94¾	96½	97
Pitts., Ft. W. & Chi. gtd.	82	84	84	84½	85	85½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	95	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s.	....	....	....	....	....	....
Quicksilver Mining Co.	12	13	....	13½	13¾	
St. L., Alton & T. H.	30	....	....	....	....	
" pref.	....	....	....	....	56	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	....	
" Income bds.	....	....	....	75	....	
Tennessee 6s	60	61	63½	62½	62½	
" new 54	52½	52	52½	52	52½	
Tol., Wab. & Western 55½	59½	56½	56¾	59	58	
" pref.	....	....	78	....	76½	
" 1 M. ex.	....	....	....	88	....	
" 2 M. 84	....	83	....	83	82½	
" Equipment	....	....	....	....	....	
Virginia 6s, ex-coupon	....	....	50	....	....	
" new 50	50½	51½	....	52½	52½	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	124	....	
U. S. 5s, 1871, coup	....	....	....	....	....	
U. S. 5s, 1874, reg	....	....	....	....	....	
U. S. 5s, 1874, coup	....	....	114½	....	....	
U. S. 5s, 10-40s, coup	109½	....	108½	108½	108½	
U. S. 5s, 10-40s, reg	108½	108½	....	108½	....	
U. S. 6s, 1881, reg	119	119½	....	118½	....	
U. S. 6s, 1881, coup	119½	119½	119½	119½	119½	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	
U. S. 6s, 1881, .. ½y	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62	117	....	116½	115	....	
U. S. 6s, 5-20s, c. 1862	120	....	119½	....	119½	
U. S. 6s, 5-20s, reg. '64	115½x	....	115½	....	....	
U. S. 6s, 5-20s, c. 1864. 118½	119½	119½	....	119½	118½	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865. 118½	119½	119½	119½	....	....	
U. S. 6s, 5-20s, r. n. '65	....	....	117½	....	....	
U. S. 6s, 5-20s, c. n. '65. 117½	117½	117½	117½	117	117½	
U. S. 6s, 5-20s, reg. '67	....	....	117½	....	....	
U. S. 6s, 5-20s, c. 1867. 117½	118	117½	117½	117½	117½	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	118½	....	117½	118½	....	
U. S. 6s, Pac.R.R.issue 106½	108½	....	108½	107½	108	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa	....	....	....	....	....	
.. preferred .. 37	36½	36	36½	....	....	
Camden and Amboy 120	120½	120½	120½	....	120½	
.. 6s, 1870	....	....	....	....	....	
.. 6s, 1875	....	....	....	....	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889 .... 82½	....	....	....	....	....	
.. mort. 6s, '89	....	....	95	95	....	
Elmira & Williamsport	....	....	....	....	....	
.. pref	....	....	....	....	39½	
.. 7s	....	....	....	....	88½	
Lehigh Navigation 35	35	35½	....	35	34	
.. 6s, 1884 .... 80½	80½	....	81	....	....	
.. Gold L	96½	....	....	96½	95½	
.. R. R. L	....	87	....	87	87	
Lehigh Valley R. R. 56½	56½	....	55	54½	54½	
.. 6s new coup 93½	....	94	....	....	....	
.. 6s new reg	....	....	....	95½	....	
Little Schuylkill R.R	....	....	....	....	....	
.. 7s	....	....	....	....	....	
Minehill	53½	52½	....	52½	....	
Morris Canal	....	....	....	....	....	
.. pref 61½	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
North Pennsylvania	36	36	....	....	....	
.. 6s, 1880	....	....	....	87½	88	
.. 7s	....	....	....	....	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central	48	....	....	....	48	
Pennsylvania R. R. 55½	55	55½	56	56½	56½	
.. 1st M	....	....	....	93½	....	
.. 2d M	....	95½x	....	....	94½	
Penn. State, 6s, 1st series 103½	....	....	....	....	....	
.. 6s, 2d series	....	106	....	....	107	
.. 6s, 3d series	....	107	....	....	....	
.. 6s, W. L	....	100½	100½	....	100½	
Philadelphia City, 6s 97½	....	....	....	....	97½	
.. new 100½	100½	100½	100½	100½	100½	
Philad., Germ. & Nor	....	....	....	....	....	
Phila. & Reading 45½	46½	46½	46½	47½	48	
.. 7s, 1893	....	....	....	....	....	
Philadelphia and Erie 27½	26½	....	....	....	28½	
.. 6s	....	....	....	....	....	
.. 7s	....	83	83	83	....	
Schuylkill Navigation	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 6s, 1882	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
Susq. Canal	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Union Canal, pref	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Hestonville, (Horse)	....	....	....	....	12	
Chestnut & Wal. ..	....	....	....	....	....	
Green & Coates ..	....	....	....	....	....	
2d and 3d streets ..	....	....	....	....	....	
Spruce and Pine ..	....	....	....	....	....	
13th and 15th sts. ..	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 5.

	W.29.	Th.30.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875. 95	95	....	....	95½	95½	
.. 1886	....	....	....	....	....	95
.. 1890 95	95	95½	95⅝	....	95½	
.. 1893	....	....	....	....	....	
Balt and Ohio 126⅜	126⅜	....	....	....	....	
.. bonds, 1875	....	93	....	....	....	
.. .. 1880	....	....	....	....	....	
.. .. 1885	....	....	....	....	....	
Marietta & Cin. 1st M. 86	....	86½	....	86½	....	
.. 2d M	....	....	....	....	69½	
Northern Central	48½	....	....	....	48½	
.. bonds, 1885	....	87½	....	....	....	
.. .. 1900	....	....	....	....	....	
N. W. Va. 1st mort	....	....	....	....	....	
.. 2d mort	....	....	....	....	....	
.. 3d mort	....	....	....	....	....	
City Passenger R. R	19½	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 6.

	Th.30.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Boston and Albany	....	144	143½	143½	....	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	141	140	....	....	
Boston and Providence. 136½	....	....	....	....	....	
Boston, Hartford & Erie 17½	18	17½	17½	17½	....	
.. 7s, new	....	62	62	62	....	
Cheshire, pref	83	84	....	....	....	
Concord	....	75½	....	....	....	
Connecticut River	....	127½	....	....	....	
Eastern	....	114½	....	....	....	
Fitchburg	....	....	132	132	....	
Manchester & Lawr'ce	....	....	....	....	5	
Michigan Central	....	....	121	....	....	
Northern, N. H. 108	108	....	108	....	....	
Ogdens. & Lake Champ 67	....	....	....	....	....	
.. pref	....	105½x	....	106	....	
Old Colony & Newport. 97½	95	97	97	96⅜	....	
Ph., Wil. & Baltimore.. 51½	....	52	52½	....	....	
Portl'd, Saco & Ports	....	....	....	....	....	
Vermont & Canada. 100	....	....	....	....	....	
Vermont & Mass	65	....	63½	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge ..	....	96⅜x	....	....	....	
Metropolitan ..	....	....	....	....	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	....	....	....	....	....	
Franklin ..	....	....	....	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	....	....	....	....	....	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— Sept. 17.	Sept. 10.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	62 — 63	62 — 63
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	62 — 63	62 — 63
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	27 — 29	24 — 25
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c	62 — 64	62 — 64
Erie shares 100 dol. all paid	27 — 27½	24½— 25
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	55 — 60	55 — 60
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 95	93½— 94½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	72 — 75
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	87 — 89	87 — 89
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, October 9, 1869.

Stock Exchange and Money Market.

There has been much less activity in business in all branches, since our last, particularly at the Stock Board, and in the Gold line. Speculation has not thus far fully recovered from the very depressing influence of the explosion at the Gold Exchange on the 25th ult. There have been some further failures of importance announced, as the result of the fearful break down in market values in the financial line, and many houses have been very seriously embarrassed which have not been absolutely obliged to suspend payments, even temporarily. The settlements of the late enormous Gold operations have been progressing very tardily. There have been several injunctions issued, and extensive litigation of disputed claims has been threatened. Meanwhile, money has been accumulating at this point, chiefly in the form of balances, in quest of safe temporary employment, and the city banks report a general increase of their resources, including an addition of over 4⅛ millions to their legal tender reserve; over 2⅞ millions to their deposits, and nearly two millions to their specie hoard, while they have reduced their loan and discount averages about 8¼ millions. The U. S. Sub-Treasury also added considerably to its coin and currency balances, particularly the latter, which stood on Wednesday morning of the current week at over seven millions. On the 1st inst., the currrency reserve of the Treasury Department at all points was a little over 6½ millions, and the coin balance nearly 109 millions, of which latter amount nearly 24½ millions were represented by outstanding coin certificates. The demand for money has been less urgent from all sources, and rates have favored responsible borrowers, closing at 6@7, generally 7 per cent. on call to the leading street houses, and 8@10 per cent. per annum, on the best business paper, of short date. On Wednesday, the offerings of money were quite liberal, and the prevailing street rates were 6@7 per cent. currency.

The specie reserve of the city banks according to the latest return is $15,902,849, against $11,757,336 same time last year. The city bank deposits are now $183,124,508, against $194,919,177 week ending Sept. 26, 1868. The legal tender reserve amounts to $54,209,088, against $60,240,447 same time last year. The circulation now stands at $34,169,409, against $34,154,806 same time last year. The loans are now $255,239,649, against $269,533,868 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $132,148,962 a day, against a daily average of $164,879,069 the preceding week, and $110,403,298 the week ending with Sept. 18, 1869. The current week's exchanges average about $118,000,000 a day. The city banks, last week, reported an increase of $1,934,368 of specie, $2,893,715 of deposits, and of $4,184,007 of legal tender notes. They reduced their loans, $8,202,179; and increased their circulation, $173,328.

The city bank exchanges on Wednesday were $98,398,978.

On Tuesday of the current week, the annual election of officers of the New York Bank Clearing House Association was held, and the report of the Manager for the past year, was presented. According to the report, the total transactions of the Clearing House for the past year amounted to $38,527,347,294 42; the total transactions since its organization (sixteen years) amounts to $256,027,558,962 70; the average transactions per day, during the past year were $125,088,789 91, being $27,910,917 65 more than the average of any preceding year. The total exchanges for the year were $8,689,882,072 46 larger than any preceding year. The total capital represented by the Association is $82,720,000, of which $71,635,000 is represented by national banks, and $11,085,000 by State banks.

National Bank notes to the amount of $202,935 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $318,215,961, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $18,397,246, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,818,715. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,500,000; and for the public deposits, $19,518,000—

making a total of $362,018,000. The Treasury Department last week redeemed and destroyed $176,950 of worn and mutilated fractional currency, and issued $893,287 of new. The outstanding amount of fractional currency on the 1st of Oct., was $33,001,298 50, against $30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 2, were $8,222,914 in coin, including $2,687,000 from customs duties, and $10,041,758 in currency; payments, $6,649,988 in coin, including $517,581 of coin interest, and $7,820,521 in currency; balance at the close of the week, $91,989,034, including $82 231,676 of coin, and $5,874,285 of currency, against $89,459,979 at the close of the preceding week, showing an increase of $2,529,055. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $769,750 of coin, including $304,946 from customs, and $1,664,129 of currency; and payments, $1,129,228 in coin, including $29,000 of coin interest and $477,814 in currency. On Tuesday, receipts, $932,395 in coin, including $509,600 from customs, and $170,065 in currency; and payments $215,372 in coin, including $33,763 of coin interest and $227,679 in currency. The balance at the close of business on Tuesday stood at $89,729,337, (including $7,002,986 of currency, and $82,589,421 of coin,) against $89,110,833 a week previous; and $89,700,442 on Sept. 21, 1869. The aggregate receipts of the office in Sept. were $63,725,058, including $12,504,326 from customs; aggregate payments, $57,424,305, including $4,358,339 of coin interest.

The customs revenue of the port of Boston, last week, was $459,328. The cash balance of the Boston Sub-Treasury on Saturday, was $3,388,678, including $2,730,465 of coin.

The outstanding amount of coin certificates on the 1st of Oct. was $24,412,720, against $23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired $2,256,299 of coin certificates through the receipts for customs.

Government revenues have been on a moderate scale since our last. The excises yielded about four millions; customs at the port of New York, $2,687,000, and at the outports about $875,000 (in coin) more, making the grand total income for the week equal to about $8,631,600 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 50 millions.

Gold has been more regularly, though not very extensively dealt in, and the range of the price has been from 128¾@132, leaving off on Wednesday at 130½. The Gold Exchange Bank, had not been released from the control of the receiver up to that day, though it was announced in the interest of the institution that it had completed its account of its obligations and assets; and that it was in a position to satisfactorily liquidate all outstanding claims. The Gold Board business has been seriously interfered with, by the daily discussions of the members in executive session, of issues growing out of the late formidable operations. The speculative inquiry for Gold has been on a greatly reduced scale. The customs demand has been moderate. The export drain has not been equal to the import movement. On Monday, the *City of Brooklyn* steamship delivered here $1,170,000 in specie. The total exports of specie from this port, last week, amounted to only $262,106. On Tuesday of the present week, the *Westphalia* took out $220,000 in specie. On that day Government disposed of a million of gold at from 129.70@130.9 32. The bids reached $5,750,000. On Wednesday, the *China* delivered here equal to $820,000 in specie from Liverpool.

The coin balances of the Government at this port on Wednesday morning, amounted to a little over 82½ millions.

The customs of the port on Wednesday yielded $414,000. The U. S. Sub-Treasury disbursed $30,783 of coin interest, on that day.

The customs demand for Gold last week, averaged $447,833 a day; thus far, this week, it has averaged $407,273 a day, or equal to a weekly aggregate of $2,443,638. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $111,006, and since Jan. 1, $11,202,442, against $5,772,969 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $103,119,535, against $92,848,867 same time in 1868. At San Francisco, from Jan. 1, to Sept. 25, 1869, $6,116,831, against $6,344,035 same time last year.

The exports of specie, from this port, last week, were $262,106, against $283,123 same week last year; total, since Jan. 1, 1869, $26,923,036, against $66,386,537 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $517,581, and since Jan. 1, 1869, $69,315,243, against $63,630,013 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sept. 24, 1869, were $28,946,430, against $28,613,004 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about 50½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $4,180,757.

There has been a livelier inquiry for foreign exchange, which has been offered less freely, and has been quoted decidedly firmer in price, closing buoyantly. Bankers' prime sixty day bills on London closed on Wednesday at 109@109⅜, and on Paris to 5.18¾@5.17½; sight bills on London to 109½@109⅞, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been very extensive this week. The week's exports of domestic produce have been to the currency value of $5,011,442, making the total since Jan. 1, 1869, $146,691,726, against $126,054,048 same time last year.

Government securities have been in more request, with less violent fluctuations in values. The offerings of bonds have been on a comparatively liberal scale, largely on foreign account. The investment demand has been stimulated by the reduced prices, which have resulted from the depressing influence of derangements in business, caused by the wild Gold speculative operations of the week before last. The last exhibit of the Public Debt was quite favorable, having shown a further liquidation, for September, of $7,467,429, making the aggregate decrease of the national indebtedness, since March 1, $56,968,188, or over eight millions a month. The aggregate of the coin bearing debt is now $2,107,936,800; on the 1st of March last, it was $2,107,854,050. The aggregate of the currency bearing portion of the debt is now $125,725,320, against $125,077,000 on March 1st. The debt bearing no interest is now $413,528,662, against $421,578,180 on March 1st. In making up the account of the funded debt on the 1st inst., the bonds purchased by the Department, since March 1, amounting to over 51 millions, were not deducted from the recognized obligations of the Government. Of the amount, $16,125,159 were bought in on account of the Sinking Fund, and $34,625,963 to await the action of Congress. On Wednesday, Government bought in two millions of U. S. 5-20s at from 115.55@116.17, out of an aggregate offering of $9,714,750.

U. S. sixes of 1881 closed here on Wednesday at 119@119⅜; U. S. Five-twenties of 1862, ex-coupon, 119⅝@119¾; U. S. Five-twenties of 1864 at 118¾@119⅛; U. S. Five-twenties of 1865 at 119@119⅜; U. S. Five-twenties of 1865, consolidated, 117⅜@117⅝; U. S. Five-twenties of 1867, 117⅝@117¾; U. S. Five-twenties of 1868, 117½@117⅞; U. S. Ten-forties at 108⅛@108⅜, ex-interest; U. S. Six per cent. currency bonds, 107¾@108⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 22.	Sept. 29.	Oct. 6.
Consols	92¾	93	93½
U. S. 5-20's of 1862	83⅛	84	84¼
U. S. 5-20s, 1865	82½	83⅛	84
" 1867	81¼	82¼	82⅞
" 10-40s	75	75⅛	76⅛
Erie	26¼	22¾	....
Ill. Central	94¼	....	....
At. and Gt. West	28	....	....

Railway and miscellaneous share property has rallied sharply in price, since our last, on a more confident demand for all substantial securities. There have been frequent fluctuations, however, and the market has shown more or less hesitancy from day to day. The easing up in money has tended to strengthen values materially. On Wednesday, the general market closed heavily and irregularly.

A moderate business has been transacted in most kinds of domestic produce, which closed generally with increasing firmness. Middling upland cotton closed about steadily on Wednesday at 27¾ cts. per lb. The stock of cotton now here is given at about 4,750 bales. The receipts at the port this week, have averaged about 1,300 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 151,000 bales, against 105,000 bales in 1868–'9; exports, same time 21,000 bales, against 19,500 bales same time in 1868–'9; stock on hand at latest dates, 87,500 bales, against 78,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,871 pkgs., against 16,312 pkgs., same time last year. From Boston, 6,241 pkgs., against 7,183 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in more demand, at from 9@16¼c., per lb.; week's receipts, 6,720. Milch cows very dull, at $40@$110 each, receipts, 80. Veal calves in fair request at from 7@12½c. per lb.; receipts, 1,592. Sheep and lambs in moderate demand at from 4@7c., and 7¼@9c. per lb.; receipts, 31,875 Swine in better request at 9¾@10¾c. per lb., a live weight; receipts, 18,571.

The week's dry goods imports were valued at $1,680,538, and of general merchandise, $3,702,066, making an aggregate for the week of $5,383,204 specie value, against $6,733,633 same week last year. A pretty fair trade has been reported in the leading articles, at in the main, well supported prices, though Sugars have yielded a fraction, on freer offerings.

The ocean freight market has been rather brisker, since our last, and rates have been quoted stronger. For Liverpool we quote flour at 2s. 3d. by sail, and 2s. 6d.@2s. 9d. by steamer, per bbl.; grain at 9¼d. by sail, and 10¼d.@10½d. by steamer, per bushel; cotton at $\frac{5}{16}$@$\frac{1}{32}$d. by sail, and ⅛d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels inport on Wednesday, 428.

The New York exports, exclusive of specie, for the week ending Oct. 5, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,072,568	$5,011,442
Prev. reported	122,981,480	141,680,284
Since January 1	$126,054,048	$146,691,726

The imports for the week ending October 2, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$2,403,015	$1,680,538
Gen. merchandise	4,330,618	3,702,666
Total for the week	$6,733,633	$5,383,204
Previously reported	186,894,124	231,029,525
Since January 1	$193,627,757	$236,412,729

The balance in the Sub-Treasury on Wednesday was $91,439,232 47.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, 65; California 7s, 128; Louisiana 6s, 65; do., 6s, Levee bonds, 60; do., 8s, Levee bonds, 83; Illinois coupon bonds, 1879, 101; Alabama 8s, 91; Georgia 7s, 91; Brooklyn 6s, Water Loan, 92; do., Park Loan, 90; Kings County 6s, 91⅛; Central Pacific 6s, 92½; New Jersey Central 1st mort., 97; do., 2d mort., 99; Dubuque and Sioux City, 108; do., 1st mort., 90; Pacific R. R. 7s, guar. by Missouri, 90; St. Louis and Iron Mountain 1st mort., 82; N. Y. Central 6s, Real Estate, 88; N. Y. and New Haven, 135; do., 6s, 96; Hannibal and St. Joseph conv. bonds, 102; New Jersey R. R., 117½; Pennsylvania Coal, 220; American Coal, 40; Western Union Telegraph, 36; Adams Exp. Co., 54½; Wells-Fargo Exp., 23; Am. Mer. Union Exp., 32½; U. S. Exp., 54; Central Petroleum, 0.55; Davidson Copper, 0.04; Grass Valley gold, 0.25; Quartz Hill gold, 1.00; Smith and Parmalee gold, 1.85; United States petroleum, 0.13.

Philadelphia.—Oil Creek and Allegheny River R. R., 38; Philadelphia and Trenton R. R., 115; West Philadelphia R. R., 61; Belvidere Delaware 3d mort., 78; Penna. and N. Y. Central 7s, 90⅛; Morris Canal scrip, 64½; Lehigh Nav. Conv. Loan, 82; Camden and Amboy scrip, 65; Pennsylvania State coupon 5s, 94; Big Mt. Coal, 8. The latest quotations are: City 6s, 97@97½; do., free of tax, 100¾@100⅞; State 6s, coupon, 93@93; do., reg., 93½@—; do., 6s, W. L., 100½@101; do., 1st series, 102@102½; do., 2d series, 106@107; do., 3d series, 107@109; Reading, 48¼@48½; do., 7s, 1893, 101@—; do., 6s, 1880, 88@89; Camden and Amboy, 120¼@121¾; do., mort. 6s, 1889, 95@95½; do., 1883, 83@84½; Penn. R. R., 56⅝@56¾; do., 1st mort., 98@98¾; do., 2d mort., 94½@95; Little Schuylkill R. R., 40@42; Morris Canal, 30@33; do., pref., 61@65; do., bonds, 80@85; Susquehanna Canal, 10@13; do., 6s, 53@55; Sch. Nav., 8@11; do., pref., 16@19; do., 6s, 1882, —@63; Delaware Div. Canal, 48@49; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38@40; do., 7s, 1873, 89@90; do., 5s, 56@60; Lehigh Coal and Navigation, 33¾@34; do., 6s, 1884, 80@81; do., R.R., Loan, 87@87⅛; do., Gold Loan, 95½@96; North Pennsylvania, 36½@37; do., 6s, 88@88; do., Chattle 10s, 105@—; Philadelphia and Erie, 28¾@29; do., 6s, 87@88; Minehill, 52¼@53; Catawissa, 16@18; do., pref., 37¾@37⅞; Lehigh Valley, 54@54½; do., 6s, new, 95@95½; Fifth and Sixth streets, (horse,) —@38; Second and Third, —@45; West Philadelphia, 60@62; Spruce and Pine, 26@26; Green and Coates, 37@37½; Chestnut and Walnut, 45@45; Thirteenth and Fifteenth, 17@19; Girard College, 27½@30; Tenth and Eleventh, 69@71; Union, 44@—; Hestonville, 12@12½.

Boston.—Union Pacific R. R. 6s, 83¼; do., 6s, Land Grant, 55; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 72½; Vermont Central 1st mort., 81; Vermont Central and Vermont and Canada 8s, 101½; Eastern R. R., 6s, 1889, 95½; Summit Branch R. R., 22¾; Indianapolis and Cincinnati, 14¾; Eastern (N. H.) R. R., 110; Nashua and Lowell, R. R., 135; Connecticut and Passumpsic Rivers pref., 90; Boston Water Power Co., 14; Cary Imp., 7; Maine 6s, 1889, 98¾; New Hampshire 6s, 1878, 98¾; do., 1872, 98; Chicago 7s, 96¾; Boston 5s, 1875, gold, 109⅞; do., 1886, 107¾; St. Louis 6s, 1887, 83; Cincinnati 7 3-10s, 1878, 101¾.

Baltimore.—Maryland 6s, 1883, Defense Loan, 102; Virginia 6s, old, reg., 45¼; Baltimore 6s, 1884, 93⅛; City Hall 6s, 93½; Western Maryland 6s, pref., 46; Orange, Alexandria and Manassas 7s, 73; Central Ohio R. R., 25; do., 1st mort., 78½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@130; do., 6s, 1875, 92@92¾; do., 1880, 91½@91¾; do., 1885, 87⅞@92; Northern Central, 48¾@49; do., 6s, 1885, 87¾@89; do., 1900, 87¾@—; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@23; N. W. Va. 1st mort., 93@95; do., 2d mort., 90@95; do., 3d mort., 1885, 87@89; Marietta and Cincinnati 7s, 1892, 85@86; do., 2d mort., 69½@69¾; Central Ohio, 25@27; do., 1st mort., 77⅛@78½; Western Md. 6s, 1890, 65@75; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 88@—; do., 6s, pref., 45@46; do., 6s, guar., by Washington Co., 85@95; Richmond and Danville bonds, 72½@72½; Baltimore 6s, 1875, 95½@96½; do., 1886, 94@94½; do., 1890, 94½@95; do., 1893, —@92; do., 6s, 1838-'70, 72¼@—; Memphis City 6s, 46@49; Maryland Defense Loan, 101⅛@102; City Passenger R. R., 19@19½; Baltimore and Catonsville, 4½@5¼; George's Creek Coal, 71½@72½; Santa Clara, 1.50@1.60; Atlantic Coal, —@2.80.

☞ Robert Hale has been chosen General Superintendent of the Missouri Pacific Railroad, in place of H. C. Moore, resigned.

Memphis, El Paso and Pacific Railroad.

We are authorized to state that the American Ship Saint Cloud, laden with railroad iron for the foregoing road, sailed from Antwerp for New Orleans on the 6th instant, that another cargo will follow on the 9th, and still another on the 20th instant.

The first train of cars transporting the rails for this road from Mauberge to Antwerp, was decorated with flowers by the workmen, and a *grand fete* was gotten up in fine style for the occasion.

The Chief Engineer of the road telegraphs from Jefferson, Texas, that eighty miles of earthwork are ready for laying down the rails, which will soon be on the ground.

The contractors, we are informed, expect to have over, 2,000 hands at work on the line as far as Paris, in Lamar County, by the 1st of next month, and 500 Chinese laborers besides, before 1st of December.

We are satisfied this will be gratifying intelligence to the friends of the 32nd parallel, or Southern Transcontinental, line from Norfolk to San Diego.

Rondout and Oswego Railroad.

At the recent annual election for directors of this company, the following gentlemen were chosen: Thomas Cornell, Hiram Schoonmaker, John C. Brodhead, Lewis N. Heermance, Jas. G. Lindsley, E. B. Newkirk, N. W. Watson, B. G. Morse, R. T. Hume, F. R. Gilbert, E. J. Burhans, I. W. Longyear, O. M. Allaban. Thomas Cornell was re-elected President; John C. Brodhead, Vice President; H. Schoonmaker, Secretary; A. Benson, Treasurer.

Booth Safety Rail.

The Rochester (N. Y.) *Chronicle* says that the "Booth Patent Safety Rail" enjoys undoubted success, as the result of trial for 2½ years on different roads. It has worn out eight sets of common iron rails, and there is no prospect of wearing it out in 50 years on any main track. Among large iron companies that have arranged to manufacture it, are the Cleveland Rolling Mill Company and the Union Rolling Mill Company, both of which have every facility for manufacture, making both the iron and steel from the ore.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sen on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

☞ The Keystone Bridge Company have contracted to build a first class "Linville and Piper" Patent, wrought iron (truss) bridge over the Wabash at Terre Haute, for the new St. Louis, Vandalia and Terre Haute road. The bridge, 830 feet long, is to be of five spans, 166 feet each—one of them a pivot span.

☞ Work on the Ware River (Mass.) Railroad is making good progress, and it is now thought that by the first of January next the whole route will be graded.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$2,067,178	$1,638,162
" cotton	819,329	844,444
" silk	2,815,399	1,683,889
" flax	187,589	752,315
Miscellaneous dry goods	481,371	624,282
Total entered for consump.	$6,370,866	$5,543,092

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool	$1,671,631	$1,861,524
" cotton	288,718	387,904
" silk	457,181	640,532
" flax	343,989	417,908
Miscellaneous dry goods	83,236	92,050
Total withdrawn from warehouse	$2,844,755	$3,399,918
Add entered for consump.	6,370,866	5,543,092
Tot. thrown on the market	$9,215,621	$8,943,010

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool	$1,060,582	$1,360,349
" cotton	246,908	487,702
" silk	329,442	820,145
" flax	373,805	612,856
Miscellaneous dry goods	76,165	132,458
Total entered for wareh'g.	$2,086,902	$3,413,510
Total entered for consump.	6,370,866	5,543,092
Total entered at the port	$8,457,768	$8,956,602

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$12,553,972	$13,836,746
" cotton	8,350,246	11,432,615
" silk	14,148,435	16,196,424
" flax	6,598,952	7,772,463
Miscellaneous dry goods	4,610,518	5,580,462
Tot. entered for consump.	$46,252,123	$54,818,710

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool	$9,921,875	$9,810,447
" cotton	3,428,777	3,470,392
" silk	3,467,208	3,817,947
" flax	3,821,529	3,860,206
Miscellaneous dry goods	1,316,534	1,009,139
Total withdrawn from warehouse	$21,955,923	$21,968,131
Add entered for consump.	46,252,123	54,818,710
Total thrown on the market	$68,208,046	$76,786,841

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool	$9,160,588	$10,320,774
" cotton	3,038,395	4,019,140
" silk	3,510,025	4,655,092
" flax	2,935,414	3,298,773
Miscellaneous dry goods	1,276,200	1,039,856
Total entered warehouse	$19,920,622	$24,333,635
Add entered for consump.	46,252,123	54,818,710
Total entered at the port	$66,172,745	$79,152,345

Bridge at Prairie du Chien.

We learn from officers of the Milwaukee and St. Paul Railway that the erection of a magnificent bridge across the Mississippi at Prairie du Chien has been determined upon, and that work will be commenced the ensuing winter. It will be a high bridge, above the smoke-stacks of the largest steamers, and so constructed as not to obstruct navigation in either channel. The bridge will probably be completed in less than a year.—*Mil. Wis.*

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first nine months of the year:

	1868.	1869.
Ashes, bbls.	4,957	7,216
Breadstuffs—		
Wheat flour, bbls.	1,725,620	2,211,011
Cornmeal, bbls.	228,499	167,127
Wheat, bush.	6,073,246	15,426,737
Rye, bush	292,242	260,485
Oats, bush.	5,668,906	4,560,002
Barley, bush.	1,040,167	431,688
Peas, bush	231,338	43,475
Corn, bush	15,846,928	7,966,191
Cotton, bales	409,195	405,304
Naval Stores—		
Crude turp., bbls.	8,275	12,552
Spirits turp., bbls	52,487	50,111
Rosin, bbls	351,480	421,341
Tar, bbls.	29,410	61,502
Pitch, bbls	5,491	5,386
Provisions—		
Pork, pkgs	76,273	69,603
Beef, bbls.	35,292	50,518
Cutmeats, pkgs	64,180	69,708
Butter, pkgs.	312,877	444,090
Cheese, pkgs	729,899	886,869
Lard, tcs. and bbls.	78,535	58,958
Do., kegs	11,591	9,908
Whiskey, bbls.	23,566	124,304
Petroleum, pkgs	492,660	684,265

Exports from New York to foreign ports of certain leading articles of domestic produce for nine months of the year:

	1868.	1869.
Ashes, Pots, bbls	2,859	3,296
Do., Pearls, bbls	161	79
Beeswax, lbs	372,835	124,601
Breadstuffs—		
Wheat flour, bbls.	701,400	1,081,226
Rye flour, bbls.	5,438	3,603
Cornmeal, bbls.	143,981	107,964
Wheat, bush.	3,744,338	13,551,916
Rye, bush	153,093	123,548
Oats, bush.	42,331	45,222
Barley, bush.	.....	.....
Peas, bush	125,967	78,230
Corn, bush	5,446,067	1,562,706
Candles, bxs.	58,337	40,356
Coal, tons	47,827	38,030
Cotton, bales	214,620	186,291
Hay, bales	35,161	22,333
Hops, bales.	1,604	58,707
Naval Stores—		
Crude turp., bbls	317	496
Spirits turp., bbls	16,258	16,140
Rosin, bbls	278,025	367,102
Tar, bbls	8,983	30,098
Pitch, bbls	2,627	3,702
Oils—whale, galls	195,923	14,873
Do., sperm, galls	303,757	496,075
Do., lard, galls	124,993	26,436
Do., linseed, galls	34,357	11,780
Provisions—		
Pork, bbls.	65,120	55,143
Beef, bbls.	18,548	25,060
Do., tcs	41,168	45,051
Cutmeats, lbs	27,627,873	42,008,205
Butter, lbs.	750,068	828,882
Cheese, lbs	33,596,595	44,999,066
Lard, lbs.	34,662,513	24,404,794
Rice, tcs	226	249
Do., bbls	14,971	7,425
Tallow, lbs	9,707,290	16,906,042
Tobacco, crude, pkgs.	70,634	92,772
Do., manf., lbs	5,422,585	4,367,646
Whalebone, lbs	526,920	191,282
Petroleum, galls	41,047,423	48,077,477

☞ The Newark *Advertiser* understands that the Long Branch and Sea Shore Railroad has just passed into the control of the Delaware and Raritan Bay Company, to which it has always been a formidable rival in the Long Branch business.

Journal of Railroad Law.

RAILROAD CORPORATIONS—RIGHT OF EMINENT DOMAIN—PERMISSION TO OCCUPY LANDS.

The facts of the late case of Deitrich *vs.* Murdock (42 Mo., 279,) are fully and clearly stated in the following opinion by

FAGG, J.—The case presented by the record shows the following state of facts: The suit was instituted by the defendant in error, in the Circuit Court for St. Louis County, for the possession of a quantity of railroad iron claimed by him in pursuance of a purchase of the same from the Callaway Mining and Manufacturing Company. This iron constituted part of the track of said company's road, laid upon the land of Kowns, or of the plaintiffs in error. In 1859 these rails were taken from the road bed by Kowns, and shipped to Murdock & Dickson, at the city of St. Louis, to be sold by them for his benefit. This company being authorized by the terms of its charter to build a railroad from its coal bank in Callaway County to the Missouri River at or near Cote Sans Dessein, proceeded in the Spring of 1851, to acquire the right of way for that purpose. A jury consisting of six men, as directed by the act of incorporation, was summoned by the Sheriff of that county, and with the County Surveyor, proceeded to locate the line of the road and assess the damages to the lands upon which it was to be constructed. A certificate of their proceedings was filed in the office of the recorder of deeds, for the county, and a certified copy of the same was offered in evidence at the trial on the part of the plaintiff.

The paper to be admitted against the objections of the defendants below, presents the first question to be passed upon here.

The objections do not appear to have any reference to the competency of the evidence, but rather go to the sufficiency of the statements to prove that the jury proceeded to discharge its duties in the manner required by the charter. There being no objections to its competency, the Court committed no error in permitting it to be read. This is all that need be said upon that point. The next objection on the part of the plaintiffs in error is the refusal of the Court to give the following instruction: "The law is declared to be that the proceedings of the jury convened to condemn the road bed and depot of the Callaway Mining and Manufacturing Company do not appear to have been in accordance with the charter, and that the same are inoperative to divest the title of any owner to the said road bed."

The Legislature in the exercise of its discretion in delegating to this company the right of eminent domain, evidently proceeded upon the idea that the public interest was to some extent at least to be subserved by its creation. What the precise degree of its usefulness to the public might be, is not, in our view of the case, necessary to be determined.

We think that the Courts of the country ought not to interfere with the exercise of this discretion, except in those cases where it is manifest that private interests alone are to be promoted, and private rights violated to the extent of taking the property of one individual and transferring it to another. The sixth section of the act under which this company claimed its corporate exist-

ence declares that "said company shall have the exclusive power to acquire, own, and employ steam power, or animal power, locomotives, cars, and carriages necessary for the transportation of passengers, coal, and every description of personal property on said road for themselves and other persons."

Whether the private interests of this company were such as to require the construction of this road, or constituted the main reason for the act of incorporation, with the power conferred by it, is not material. It is enough that, by the terms of the law, it is made a public corporation for the use and benefit of that particular section of the State. The public had a right to demand that the means of transportation, both for passengers and freight, commensurate with its wants should be provided by the company. Any failure of its duty to the public in this particular, and to transport passengers and freight when offered for that purpose, would have subjected the company to an action for damages. It must be assumed, then, that the grant of authority to the company to condemn the land necessary for a road bed was a rightful exercise of legislative discretion. We do not consider it to be necessary in this case to go further into an examination of the questions raised on the part of the counsel for plaintiffs in error. We pass by the question as to whether the regularity of the proceedings of the jury can be made the subject of a collateral investigation.

It might be admitted, for the sake of the argument, that all the irregularities complained of do, in point of fact, exist, still, there is no ground upon which Kowns can rightfully claim to be the owner of the property in question. The condemnation of the ground for the proposed road, and the location of the route, were made in the Spring of 1851. The company proceeded to construct and operate the road, which is admitted to have been located upon the land owned by Kowns. The report of the attempted condemnation of the property, such as it is, was duly filed in the recorder's office, and this constituted all that was required of the company by its charter. Now, whether these proceedings were sufficient to divest the title of the owner of the land upon which the road was located or not, or whether Kowns thereby had any notice of an intention on the part of the company to take any portion of his land, is not material. There was no attempt on his part to prevent the execution of the work.

The company was not proceeded against as trespassers, nor in any other form by which his rights might have been asserted and the authority of the company to proceed with the work inquired into. Here was a period of seven or eight years intervening between the initiatory steps taken for the location and construction of the road and the time at which this property is taken possession of by Kowns, without a word of dissent upon his part, and without any claim to the iron. It must be assumed that the occupation of this land by the company for the purposes to which it was applied was assented to by him. Being thus permitted to occupy the land, the law would protect the company in the enjoyment of any property used in connection with such occupation, and, if compelled to leave the premises by proper proceedings, would permit such property to be removed. (See Desloge *et. al. vs.* Pearce *et. al.* 38 Mo., 588, and cases there cited.)

The instruction was properly refused, and the judgment must be affirmed. The other judges concur.

Northern Pacific Railroad.

A correspondent of the *N. Y. Herald*, writing from Bozeman City, Montana, under date of September 8, 1869, says:

The Northern Pacific Railroad party sent out to examine the various routes proposed between the Yellowstone river (thirty-five miles east of this place) and the Walla Walla Valley and Washington Territory have concluded their observations, and set forth this morning on their return to the East. Prominent among them I may mention Thomas H. Canfield, Burlington, Vt.; W. M. Roberts, St. Louis, Mo.; W. T. Johnson, Middletown, Conn., and a nephew of Jay Cooke, of Philadelphia, the president of the company. Until the discovery of the precious metals in Montana and the partial settlement of the leading agricultural valleys in consequence the majority of those who had given thought to the subject of a transcontinental railroad supposed the most feasible route would be found to mainly bear north of the Missouri river, descending to the southward from a point west of Fort Benton, and passing over the main range through Cadot's Pass, sixty or seventy five or eighty miles northwest of here. That opinion was natural enough, as all important government surveys and explorations had been made along those upper latitudes, and comparatively little was known of what are now the most wealthy and populous portions of Montana. The practical facts are now presented to the world that several miners' ditches on this latitude convey water from the eastern to the western slope; that the main range may be considered broken down to a dead plain at the Big Hole, Jefferson and several others passes west of this city; in short, that the pioneer farmers and miners of Montana have discovered and settled in and around lower depressions in the Rocky Mountain range than have ever been found by the topographical parties sent out by the general government. The route of the Northern Pacific Railroad so far as Montana is concerned, is then—such, I believe, being the expressed conviction of the gentlemen whose names I have given—described as follows:—Up through the Valley of the Yellowstone to Spring Canyon (between the waters of the Gallatin and the Yellowstone); through this canyon to this point, being on the head waters of the Gallatin; down the Gallatin to the Three Forks, or where the Madison, Jefferson and Gallatin, uniting, form the Missouri; up the Jefferson's waters to the Big Hole or Deer Lodge Pass; through one or the other to the Deer Dodge Valley, on the western slope; down the Deer Lodge to the Bitter Root; the Bitter Root to the Hell Gate; thence to Clark's Fork of the Columbia, and on through the best agricultural districts to Portland, Oregon, or some point on Puget Sound.

This route is as direct as the routes surveyed respectively by Stevens, Mullan and McClellan, and passes from the eastern boundary of Montana to the western, through our widest and most fertile valleys, and is immediately on line with the mineral belts, over gold, silver and copper ledges and best placer fields. The truth is, the company cannot build the road by any other route; an imperative financial necessity impels its adoption. From their land grants of alternate sections of forty miles on either side of the road must be derived the means of construction, as they receive not a dollar in the way of bond subsidies. They must choose the route through regions at the present time available for sale and settlement. Would emigrants cross and leave behind them the chain of fertile valleys of which this (the Gallatin) is the second most important link—the Yellowstone standing at the head—turning their backs on all our rich mines of gold, silver and copper, for homes away up north, where a furrow has not yet been turned, and there is no hope of markets for the fruits of their industry for years? Such a supposition is absurd. Taking it for a fixed fact, then—as we certainly fairly can—that the route described will be the line of the second great transcontinental railroad, information concerning the climate, soil, etc., of the regions traversed must be valuable and interesting. As regards the Gallatin, Jefferson, Deer Lodge, Hell Gate, Bitter Root and Clark's Fork valleys, their adaptability to grain growing and grazing have been sufficiently proven by successful tillage and stock raising in them for the last six years. On the spontaneous grasses herds fatten the year round, cattle often being driven from the unenclosed ranges to the butchers' stalls in mid-winter, and making fat, sweet and nutritious beef, and better wheat, oats and barley crops than are now being harvested in the valleys of the Gallatin. Deer Lodge and Bitter Root were never grown over the same extent of ground anywhere in America. The six valleys include a cultivable area, probably of 50,000 square miles; in each there is still room for thousands of farmers, distributing among them quarter section tracts. Owing to the hostility of the Sioux and Crow Indians and unwise treaty stipulations of the government with these savages no permanent settlements have been made on the Yellowstone, but it is our most extensive and probably most fertile valley. I regret the railroad party which has just departed did not extend their observations further in their duration. Last year I spent several weeks in the valley, traveling constantly, which enables me to give your readers many reliable facts. The bottom lands vary in width from one to twenty miles, and almost every acre is reclaimable to cultivation, as is evinced by the rank growth of wild rye and nutritious grasses which extend from the pine forests of the mountains down to the rich vegetable mould margining the river. The uplands are certainly adapted to the production of all the cereals, save corn; and all the esculent roots and vines, and perhaps the excepted grain would do well on the lowlands. The atmosphere is very perceptibly more humid, and rains, I am told, are more frequent than on the slopes of the main range further west. The seasons would probably be exceptional when irrigation would be necessary. I think this is substantiated by the character and condition of the vegetation. The variety is greater and the growth more vigorous. On the bottoms willow, elder, thistles, hops, mint, sorrel, fennel, peas, clover, currants, gooseberries, serviceberries, a score of species of the thorn, and a myriad other stalworth plants and shrubs, in giving whose botanical classification I will not encroach upon your space, grow so profusely as to remind one of old tillage ground which has been abandoned to spontaneous production. Cottonwood frequently attains to three feet in diameter, while the "choke-cherry" loses its usual modesty, and towers up with tree-like pretensions.

I have traveled through the Rocky Mountains from here to the Gulf of California, and never saw any portion better watered than this; there is scarcely a section of land in the Yellowstone valley, such portions as I have traveled through, that cannot, if necessary, be irrigated. The mountains are jewelled all over with springs as cold and clear as crystal ice. These countless fountains, uniting their currents above, come brawling down through canyons and splashing over ledges, traversing the main valley like huge ribbons of silver. Noble pines, fringe the brows of the mountains, cottonwood groves line all the streams, the land is gently rolling, the soil rich and deep, and springs and spring-fed brooks flash to the view whichever way we turn. Such is the great valley of the Yellowstone destined ere long, as I firmly believe, to be filled with all the arts, embellishments and comforts of civilization.

☞ The Boston *Advertiser* says a company of engineers are now making a survey from Athens (Me.) to Skowhegan by the way of East Madison Lower Mills. Last week the same party made a survey from Hartland to Athens. Hereafter a survey will be made on a line near the New Road, so called, between Skowhegan and Athens.

Boston, Barre and Gardner Railroad.

The meeting of the stockholders of this road was held at Worcester, Mass., on the 30th ult. From a financial statement made, it appears that the company were authorized to begin the construction of the road, which is divided into three sections, as soon as $200,000 had been subscribed for each section, and 20 per cent. of that amount paid in; but to make sure of sufficient funds, and in view of the high prices of labor and material, the directors proposed to raise by subscription $600,000 for building the two sections from Worcester to Gardner, and proceed at once to the construction of it, and the sum named has been subscribed. Several contractors have the work under consideration, one of whom, Mr. Field, of Greenfield, thinks the road can be built for less than $600,000. The directors were instructed to make an assessment on the stock subscribed, payable in twenty days. Col. Ivers Phillips, of Worcester, is President of the road, and Mr. William E. Starr, of Worcester, Secretary and Treasurer. The directors pledge themselves to raise $100,000 to build the Barre Branch, whenever Barre and the towns benefited thereby will come up with a corresponding amount.

Memphis, El Paso and Pacific Railroad.

A despatch dated San Francisco, October 2, says that the engineers of the Memphis and El Paso Railroad have commenced operations at San Diego. Mr. Epperson, the President of the Memphis road, has ratified the contract of Colonel Sedgwick, agent of the San Diego and Gila Railroad Company, for a consolidation of the stock and lands of the two companies. The consolidation gives $500,000 to the San Diego Road, and the stockholders of the latter road receive stock in the consolidated company.

☞ Articles of association of the Cincinnati and St. Louis Straight Line Railroad Company have been filed at Indianapolis. The company propose to construct a road from Worthington, on the Vincennes road, through Bloomington and Columbus to the Indianapolis and Cincinnati Railroad, between Greensburg and Lawrenceburg.

☞ In the first quarter of the present year the 11 great Indian railway companies earned £1,633,071 upon a mileage of 4,090¾ miles, against £1,324,862 on 3,926¼ miles for the first quarter of 1868, showing an increase of £308,209 and 164½ miles.

☞ The Taunton branch of the Boston and Providence Railroad has never passed a dividend. When it was completed at a cost of $225,000, the Boston and Providence road declined to lease it for 99 years at $10,000 annually; it now receives from its business $120,000 a year.

☞ The Ranegunge coal field, whence the chief portion of the coal raised in India is derived, last year yielded 547,971 tons, against 479,233 in 1867, showing an increase of 68,738 tons. This coal is used as far as Umballa, and one-half of it is consumed by the East Indian Railway Company.

☞ The earnings of the Cincinnati, Sandusky and Cleveland Railroad for eleven months ending August 31, 1869, were $729,538 68; and the expenses, $376,250—leaving the net earnings, $353,288 68.

☞ An application will be made at the next session of Parliament for a charter for the Union Pacific Railway to be constructed from a point on Lake Superior *via* the Red River to a point on the eastern boundary of British Columbia, with power to improve the navigation leading to and from Rainy Lake and Lake of the Woods; also for a charter to run a railway from Pembina *via* Fort Garry to a point on Lake Winnepeg or Saskatchewan River, with power to improve the navigation to Saskatchewan.

☞ During the present season extensive repairs have been made on the New Brunswick and Canada Railway; 20,000 new sleepers have been laid, also 150 tons of new rails and $2000 worth of steel joints. Twelve new platform cars have been built and extensive repairs made on some of the engines.

☞ The income of the Hartford and New Haven Railroad for the year ending August 31, 1869, was $1,811,682, and expenses $1,263,468 leaving a net income of $548,219, which is $66,628 greater than that of the year before. The passengers carried numbered 1,088,655, and the tons of freight 463,316.

☞ A movement is in progress for a railroad up the Androscoggin Valley, from Lewiston to Rumford Falls, Me. The preliminary survey has been made, and as there will be no bridges of any account to be built, the road will not be expensive.

☞ Ground has been broken on the Portland and Ogdensburg Railroad, and men are at work on the section near the trotting park, at Portland. A heavy force will be put on the whole division to Sebago Lake as soon as shanties are built for the men.

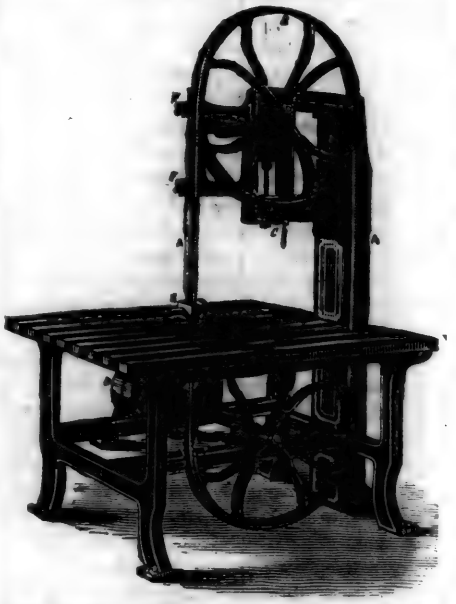
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FOR SALE BY THE CARGO.
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Interest on City Stocks.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.
The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
5t40 NEW YORK Sept. 24, 1869.

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43 Exchange Place, N. Y.
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Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.
The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.
At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.
We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.
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RAILROAD MAP,
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United States and Canada.
SIZE, 3½ BY 4½ FEET.
No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.
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Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

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A. G. SHIFFLER, Supt. and Treas., Pittsburgh.
WALTER KATTE, Engineer Western Department,
Office, 94 Dearborn St., Chicago.

OFFICE OF THE

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No. 165 BROADWAY, Room No. 17,
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THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:

Sesqui oxide of iron	72.57
Sand, etc., (insoluable)	15.67
Moisture and other constitutes	11.76
	100.00
Yielding metallic iron	50.80

Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

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Sheet Brass Kettles.
Sheathing Copper.
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Terne Plate for Roofing.
Sheet Iron, Nos. 12 to 18.
Galvanized Sheet Iron.
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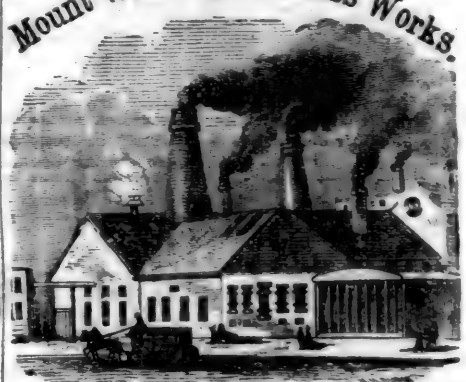
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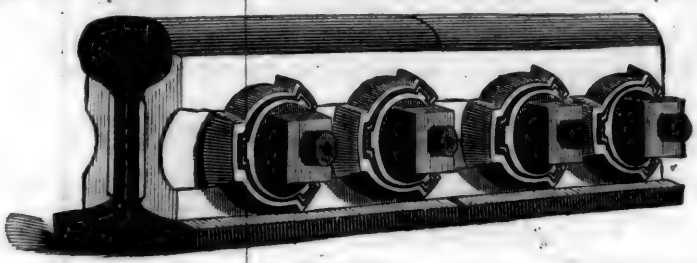
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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Money Advanced on Stocks, Bonds, and Real Estate.

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Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 16, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

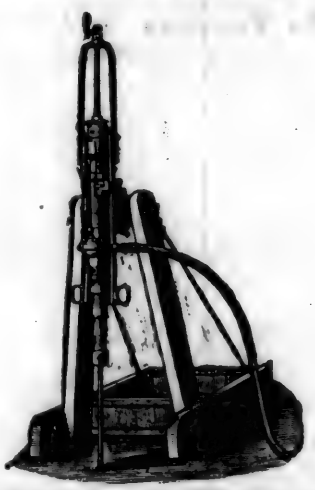
Steamer AMERICA, will leave San Francisco Nov. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, October 15. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast at slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

BURLEIGH'S PATENT
Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 42.] SATURDAY, OCTOBER 16, 1869. [WHOLE No. 1,748, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 16, 1869.

Erie Railway.

The Annual Meeting of the Stockholders of this Company for the election of Directors was held at the offices of the Company in this city, on the 12th inst. Previous to the election, the old Board assembled and adopted the following Resolution:

Whereas, the Legislature of this State, at its last session, passed an act authorizing the directors of this corporation to classify themselves so as to hold office for various terms.

Resolved, That the propriety of such classification be submitted to the annual meeting of the stockholders of this company, so that they may have an opportunity of determining its efficiency.

Immediately thereafter, and before the election of the new Board of Directors, the stockholders assembled and adopted the following resolutions:

Resolved, That this corporation hereby accepts the amendment to its charter made by an act of the Legislature of the State of New York entitled "An act to amend chapter 278 of the Laws of 1868 entitled an act in relation to the Erie, New York Central, Hudson River and Harlem Railway Companies," passed May 29, 1869, being chapter 916 of the Session Laws of 1869, whereby the directors of this corporation are authorized to classify themselves so that as nearly as may be one-fifth of their number shall go out of office at each annual election.

Resolved, That the board of directors this day elected be and are hereby required and directed to classify themselves in accordance with the act aforesaid.

The election for directors was then held, and resulted in the choice of the following gentlemen: Jay Gould, James Fisk, Jr., William M. Tweed, Frederick A. Lane, Alexander S. Diven, Justin D. White, John Ganson, Orlo W. Chapman, Horatio N. Otis, Charles G. Sisson, Abram Gould, Homer Ramsdell, Henry Thompson, John Hilton, Henry N. Smith, M. R. Simons, George C. Hall.

At a subsequent meeting of the new board of directors, JAY GOULD was elected President, and JAMES FISK, JR., Vice President. H. N. OTIS holds over as Secretary, and the appointment of MORTIMER SMITH as Assistant Secretary, was confirmed. JAY GOULD continues to act as Treasurer.

The new board then proceeded to classify themselves in accordance with the act passed at the last session of the Legislature. The following classification was agreed upon:

Homer Ramsdell, Charles G. Sisson and J. D. White, to go out of office October, 1870.

John Hilton, M. R. Simons and Geo. C. Hall, to go out in 1871.

John Ganson, O. W. Chapman and Henry Thompson, to go out in 1872.

Alex. S. Diven, H. N. Smith, Abram Gould and H. N. Otis, to go out in 1873.

Jay Gould, James Fisk, Jr., Wm. M. Tweed and Fred. A. Lane, to go out in 1874.

The new board also adopted the following resolution:

Resolved, That the President be instructed to carry out the policy which the Executive have inaugurated; that he be directed to proceed at once to carry into effect the contract with the Lake Shore and Michigan Southern Railroad for a narrow-gauge through-line for passengers and freight to Chicago and the West; and that he be authorized and directed, for the completion, finishing and operating the road, to issue and the Secretary be authorized to attach the corporate seal to $5,000,000 bonds, to be called the "Narrow-gauge sinking fund bonds," secured by the proceeds of the traffic of such narrow gauge as is provided for in such contract.

☞ Col. Nathan Adams, of Stanton Depot, Hayward Co., Tenn., has been elected President of the Memphis and Ohio Railroad Company.

Illinois Central Railroad.

The statement of this Company for the month ending Sept. 30, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,535.02 for	$42,214 12
Acres Int. Fund Lands sold	240.00 for	3,176 80
Acres Free Lands sold	1,346.06 for	21,842 11
Total sales during month of Sept, 1869	6,121.08 for	$67,233 03
To which add Town Lot Sales		430 00
Total of all	6,121.08 for	$67,663 03
Cash collected in Sept		$282,168 87

TRAFFIC DEPARTMENT.

Receipts from Freight		$510,881 00
do. Passengers		169,947 12
do. Mails		6,358 33
do. Rent of Road		4,000 00
do. Other Sources		70,000 00
Total Receipts in Sept., 1869		$761,186 45
Total Receipts in Sept., 1868		$740,433 11
Increase		$20,753 34
Estimated earnings in the month of Sept., on the D. & S. C. R. R., not included above		$153,834 65
Corresponding month of 1868		$133,066 49
Increase		$20,768 16

Central Pacific Railroad.

All doubts of the success of the Pacific Railroad as a business investment—apart from its national benefits—seems to be disappearing, under the returns of this summer's traffic, the first of its complete operation. The earnings of the Central Pacific Railroad (the portion west of Salt Lake) are close upon $600,000 in gold for the month of September; and have averaged since the opening of the line $7,000,000 a year, *equal to between nine and ten millions in currency*. It is remarkable, also, that fully 70 per cent. of this was from local business, and that not more than 55 per cent. is consumed in operating expenses. The net profit of this company alone may be set down at something over $3,000,000 gold, while their interest liabilities are barely $1,000,000. There are not half a dozen corporations in the country whose aggregate revenues or surplus earnings are so large as this

new enterprise, which only a few years ago was a thing of hope and conjecture.

Hartford and New Haven Railroad.

The earnings of this road for the years ending August 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	$891,091 20	$978,830 50
" freight.....	632,454 06	774,786 80
" expresses	114,709 50	56,309 41
" mails	55,627 28	23,754 48
" rents, etc.....	3,452 35	8,001 01
	$1,697,334 39	$1,811,682 20
Expenses, viz:		
Repairs of road and bridges	$326,427 99	$312,837 50
Wood, coal and oil .	96,318 14	111,102 02
Material and labor on engines and cars, and new cars and engines	224,888 38	248,646 91
Transp. account and general expenses.	325,867 95	347,886 94
Station repairs and improvements.....	48,009 83	55,227 82
Lost and damaged goods, gratuities, etc.....	3,472 79	7,677 36
	$1,024,935 08	$1,078,378 55
Net earnings	$672,399 31	$733,303 65
Interest and taxes ...	190,808 50	185,084 24
Balance	$481,590 81	$548,219 41

Compared with the previous year, the gross earnings of 1868-'69 show an increase of $114,347 81, with an increase in expenses of $53,443 47—making the increase in net earnings, $60,904 34. The balance remaining after the payment of interest and taxes is $66,628 60 more than that of the preceding year. The gross receipts from passengers exceed those of the previous year by $87,739 30. The receipts from transportation of freight exceed those of the previous year by $112,332 74. The receipts from express companies are $58,400 09 less than those of the previous year, for the reason that for the first seven months of that year, the company was running a daily express freight train for the sole accommodation of the express companies, while for the year just past it has been furnishing to those companies only the facilities afforded by its regular passenger trains. The receipts for mail service are $31,872 89 less than those reported from that source one year since, for the reason that the amount then reported included a sum of about $35,000, received in that year, for services previously performed. The Report says:

The common rails laid upon the road previous to the last year, have during the year just past continued to fail in an increasing ratio, consequent upon the increased service to which they have been subjected; and it is quite apparent that all the rails of the old quality and pattern will of necessity be replaced during the coming two years. For all rails laid during the present season, we have adopted a new pattern, weighing sixty-two pounds to the lineal yard, and of a form better adapted to the spliced joint, and of the best quality of iron rail we could buy. We have put on the road since the date of our last report, 2,600 tons of rails of improved quality and increased cost, and have 500 tons of similar character, received since the close of the fiscal year, now being laid. A still larger outlay per year on this account will be required during the next two years.

A large amount of work has been done during the past season in rebuilding culverts, cattle guards, and small bridges, with substantial and permanent stone masonry, in place of those originally constructed of brick or perishable stone, which has shown such evidence of decay as to make their renewal imperative.

We have added to the rolling stock, three new locomotives, and twenty-five new freight cars, and have rebuilt, with raised roofs, nearly all the remaining passenger cars of this company of the old pattern.

There have been made during the year large additions to the cars of the New York and Boston line, among which are four elegant drawing room cars, six first class passenger cars, baggage and postal cars, and the purchase of the remaining half of the sleeping car property, the whole of which now belongs to the line. Our proportion of these additions, 62-234, has been paid, and with the cost of additions to our own equipment, is included in the amount charged for repairs of cars and engines.

A material addition to our stock of passenger cars will be required during the coming year. Our present stock is barely sufficient for our daily business, leaving scarcely any provision for any extraordinary occasion. A large number of freight cars will also be indispensable.

A new wharf, one thousand feet in length, is in course of construction at New Haven, and now nearly completed. This structure, with four buildings upon it for receiving coal from vessels into bins, from which the coal can be drawn into cars, has been provided for the purpose of facilitating the discharging of coal, and relieving the pressure and consequent claims for demurrage which frequently occur at that place.

We have executed contracts with the General Post Office Department for the transportation of the mails on our main line and branches for the term of four years from the 1st of July last. The compensation allowed by the laws of Congress for the mail service is not, in our judgment, at all adequate to its value. Yet the convenience of the community on which we rely for the sources of our other business is so largely involved in the subject of frequent and prompt delivery of the mails, that we felt constrained to accept the offer made by the department, which under the present provisions of the law, is perhaps fairly in proportion to that paid to other roads.

The several contracts made between this company and the New York and New Haven Railroad Company some twenty years since, expired by their own limitation on the first of July last.

Our connections of trains, and other arrangements for facilitating the joint business, have continued, as heretofore, under agreements, without specific limitation as to the term of their duration.

No decision has yet been reached upon the suits now pending between the two companies. We are informed that the case in the Court of Appeals in the State of New York will probably be reached within the coming year.

The time now fixed by the by-laws for holding the annual meeting of this company is found, by experience, to be extremely inconvenient, the fiscal year terminating on the 31st of August, it is with extreme difficulty that all our accounts, and especially those with so many connecting roads, can be adjusted, and then submitted to the auditors, in time for the annual meeting in September.

We are obliged by law to make report to the Legislature of Massachusetts for the year ending 30th of November, and another report to the General Railroad Commissioners of Connecticut. All the details required by these reports would be obtained in making up our report for the annual meeting of our stockholders, if our fiscal year should terminate on the 30th of November in each year, and the annual meeting of the stockholders be holden in the month of January thereafter, thus giving an entire month for the proper preparation of these several reports, and the necessary examination by the auditors. We recommend the passage of a resolution, which will be submitted, to effect these changes.

The people of the town of Suffield, being desirous of securing more convenient railroad facilities, procured in 1868, a charter authorizing them to construct a railroad from some point on this company's road near Windsor Locks, to the village of Suffield, a distance of about 3¾ miles, with power to unite, lease, or merge their road with that of this company. Subsequently they proposed to this board that the people of Suffield would furnish the right of way and a bonus of twenty thousand dollars to this company, if the company would agree to build the road, and thereafter operate it in connection with this road. The board after a careful examination of the subject, were of opinion that the interests of this company would be promoted by the acceptance of this proposal, and therefore accepted it in behalf of the company. The people of Suffield have substantially complied with the terms of the proposition, and the work of building the branch has been let and commenced. This branch will, like those to Middletown and New Britain, be merged in this company at the proper time. The necessary resolutions for this purpose will be submitted for your action.

The Legislature of Connecticut, at its recent session, authorized an increase of the capital stock of this company to the extent of three millions of dollars, upon the representation that the bonds of the company, amounting to nearly one million dollars, were soon to mature, and the company would need to have power to dispose of stock to take them up; and further, that the business of the company was increasing so rapidly, that large outlays had become necessary in all its departments to fit the road properly, to meet from time to time this constantly increasing demand on the road and its equipment, and especially that it had become necessary to adopt a heavier pattern and higher cost of rails, to sustain so heavy a traffic as the track is now subjected to, and that this renewal of rails is now imminent, and can not be provided for at once out of current earnings. This act will be submitted to you for approval and acceptance, with such suggestions as the board may have to make as to the disposal of the stock in case of its acceptance by the stockholders.

A quarterly dividend of five dollars per share, free of Government tax, has been declared, payable on the 1st of October.

The number of miles run by passenger trains during the year was 327,423; by freight trains, 202,249; by other trains, 83,913—total miles run, 613,585, which exceeds the number for the previous year by 37,587. Number of passengers carried, 1,038,665. Tons of freight carried, 463,316. Increase in passengers, 104,844. Increase in freight, 83,193 tons.

The income of the company from all sources during the year was as follows:

Cash on hand September 1, 1868...	$170,573 87
Earnings of the road, as above.....	1,811,682 20
Sale of shares of stock.....	11,252 00
Real estate.....	425 00
Total.....	$1,993,933 07
Thus accounted for—	
Dividends.....	$395,689 00
Interest.....	55,850 63
Operating and repairing road, etc..	1,142,783 15
State and National taxes.....	129,233 61
Steamboat "Orient".....	2,989 11
New Wharf, New Haven	45,828 57
Fractional parts of shares purchased by the company	10,460 00
Windsor Locks and Suffield R.R. Co.	1,344 18
Real estate in Connecticut	1,220 00
Bond No. 481.....	1,000 00
Balance debt due Co. increased.....	49,207 45
Cash.....	158,327 37
Total, as above.....	$1,993,933 07

The following from the Ledger presents a general statement of the affairs of the company, September 1st, 1869:

Capital stock	$3,300,000 00
Bonds	927,000 00
Contingent fund	427,875 65
Reserved fund	150,000 00
Profit and loss	252,011 41
Dividends unpaid	7,097 00
Debts due by the company	62,805 64
	$5,126,789 70
Railway, building, grounds, &c	$3,407,284 76
Real estate, land, and dwellings	132,317 43
Bonds purchased	38,000 00
Tomlinson Bridge stock	8,888 67
Equipment engines and cars	254 000 00
Wood, stock, and tools, on hand	253,440 07
Debts due the company, including accounts due from the N. Y. & N. H. R. R. Co. unadjusted, and funds in hands of agents	454,697 48
Connecticut River Bridge	176,577 36
Steamboat "Orient"	196,083 81
New Wharf, New Haven	45,828 57
Windsor Locks and Suffield R.R. Co.	1,344 18
Cash	158,327 37
	$5,126,789 70

President.—W. P. BURRALL.

Directors.—W. P. Burrall, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Read, Eli Butler, Julius Catlin, C. M. Pond, H. C. Robinson, E. G. Howe.

Secretary.—S. P. CONNER.

Treasurer.—C. M. POND.

Superintendent.—E. M. REED.

Eastern (Mass.) Railroad.

The receipts of this company for the fiscal years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$957,833 54	$978,405 95
" freight	348,844 53	397,651 13
" parcel post & car.	32,496 39	34,613 73
" extra baggage	1,247 47	1,472 47
" U. S. mail	10,934 73	12,387 24
" miscellaneous	42,950 62	6,061 75
" property accou'ts	22,739 40	21,619 83
" P., S. & P. R. R. surplus	30,000 00	.....
	$1,447,046 68	$1,452,212 10
Expenditures, viz:		
Maintenance of way	$201,402 30	$171,258 00
Locomotive power	146,889 21	143,558 51
Fuel	118,282 71	113,826 54
Train expenses	242,871 44	251,015 27
Station expenses	119,959 89	117,029 79
Mail expenses	1,121 39	467 40
Office establishment	41,356 98	42,862 02
Insurance and taxes	26,317 29	25,271 00
U. S. tax	24,215 05	24,769 71
	$922,416 26	$890,058 24
Balance	$524,630 42	$562,153 86
Rent of B. & M. R. R.	$3,215 04	$3,215 04
Int. paid and accrued	124,563 70	133,608 90
Total rent and interest	$127,778 74	$136,823 94
Net income	$396,851 68	$425,329 82

In the foregoing statement of receipts for 1867 is included $30,000 from the Portland, Saco and Portsmouth surplus, and $27,875 07 from miscellaneous sources, which do not appear in that for 1868. The actual receipts from the business of the railroad, excluding the miscellaneous and property accounts, it will be seen, have been $1,424,530 52, against $1,351,356 66 for the preceding year; or an increase of $73,173 86; while the working expenses have been $32,358 02 less; making, together, $105,531 88; from which is to be deducted the profits of the Rockport Branch, included in this year's statement, but not in the preceding, estimated at $6,785 47, leaving $98,746 21 as the actual net increase from the working of the road.

During the year we have built in our own shops two new engines. We have entirely rebuilt two others, making them equal to new machines. We have made extensive repairs upon twenty-five others, putting on seven sets of steel tyres, and have also made such repairs as have been necessary upon the remainder. Our motive power consists now of forty-three engines.

In our car shops, during the same period, we have built two new first-class passenger cars, one baggage car, eighteen platform cars, twenty-five coal, six hand and three rail cars, and rebuilt four passenger, twenty-eight box and two platform cars; and have repaired and painted a great number of others, both passenger and freight cars. We have also purchased one new passenger car, and one half of three new postal cars. Our present number of passenger cars is seventy-three.

During the year we have laid down 2,700 tons of new rails, 300 tons of which are steel; and also upwards of 500 tons of welded rails, and 52,710 sleepers.

In the year 1867 we laid down 2,800 tons of new iron; so that within the last two years we have laid down 5,500 tons of new rails, or enough for a new single track railroad the entire distance from Boston to Portsmouth. The total cost of this 5,500 tons of new rails has been not less than $487,000; or, deducting the value of old rails taken out, $222,000. We said, in our report last year, and new repeat, that "this increased necessity for new iron has been caused partly indeed by the increased weight and number of trains, but also, we regret to say, in great measure by the bad quality of much of the iron recently manufactured." Our previous average yearly requirements were only about 1,000 tons which, after deducting old rails, would have cost about $40,000.

We have always purchased what we supposed to be the best rails the manufacturers could make, and at the prices fixed by them. For the last eighteen months, besides the steel rails, before referred to, we have been having rails made to specifications, and under inspection, paying an extra price, hoping thereby to secure a better quality of iron.

We have had twenty five tons of iron rails with steel heads in use, as an experiment, in our main track, for upwards of two years, and so far with the most satisfactory results.

We have constructed, during the year, 15,023 feet of side track. The total length of side tracks on our road and branches is now 26 miles.

We have, in previous reports, enumerated our principal extraordinary expenditures (a part of which belong to construction),

Amounting, in 1866, to	$490,847 96
And in 1867, to	552,180 72
In 1868 they were	603,590 17
Total	$1,646,718 85

Taxes paid during the three years, to wit:

1866	$119,238 18
1867	115,099 28
1868	117,236 50
	$351,573 96

Our taxes amount to about one quarter of our net earnings.

Add three years loss in operating South Reading Road	$31,083 76
Forced loan to do	10,656 94
	$41,740 70

These with the other expenditures referred to, will seem to the stockholders very large; but they have not been made in any case until we were clearly satisfied of the necessity of them for the accommodation of our increasing business, and the economical working of the road. These liberal outlays, however, within the last few years, will, we hope, diminish the necessity for so large similar expenditures for some years to come, the new works recently in progress being substantially completed; and especially ought the necessity for new iron to be greatly diminished.

Our new bridge, across the Merrimac at Newburyport, was opened for the passage of trains on the 19th of March, and has given unqualified satisfaction. By the concurrent testimony of those competent to judge, it is one of the most perfect structures of its kind in New England, and reflects great credit upon the Engineer under whose charge it has been built, T. Willis Pratt, Esq. Its cost has been great, but the outlay is fully justified by the increased security of travel, and the gratification of the numerous patrons of our road.

The total cost of the bridge proper has been	$252,089 01
New road connected with it	86,850 15
New draw in old bridge	7,027 15
	$345,966 31
Second track, from Salem to Beverly	$122,070 53
Rockport Railroad, purchased	91,007 28
Lands for extension into Lawrence	30,000 00

Under the authority given by the stockholders at their last annual meeting, we have issued $500,000 of six per cent. bonds, free of United States income tax, having twenty years to run, from March 1st last, selling them at 96 per cent., or at a discount of 4 per cent. This 4 per cent. discount, distributed through the twenty years is equivalent to an addition of one-fifth of one per cent. per annum to the interest; so that we pay in fact 6⅕ per cent. per annum on the loan; being fully 3 per cent. less than we have been paying in dividends and taxes on our stock. As large amounts of our indebtedness will have to be provided for within the next year or two, and in view of the unsettled aspect of financial affairs of the country it seems expedient that the stockholders should confer upon the directors the further power, to be used or not, as they may find necessary, of issuing bonds to the extent of $1,000,000.

A connecting track between our Railroad and the Fitchburg Railroad, near Prison Point, has been put in under authority of an Act of the Legislature of 1867, at the joint expense of the two corporations, and is now in constant use, and proves of great convenience and utility in the interchange of freight.

We have not received from the Portland, Saco and Portsmouth Railroad Company any part of their surplus earnings the past year, their available resources having been applied towards payment for new shops, machinery and other improvements. By their account, rendered to December 1, 1868, there is a balance due to us from accumulated surplus of $168,388 63, which sum is to be reckoned among our assets.

The number of miles run by locomotives has been 900,280. Number of passengers carried, 8,106,787. Tons of freight, 281,809.

TRIAL BALANCE, NOV. 30, 1868.

Cost of railroad	$5,865,639 90
" equipment	739,592 67
" property	797,942 49
New work unfinished	127,697 86
Balances due	269,140 62
	$7,300,013 04
Share capital	$3,883,300 00
Bond capital	2,192,400 00
Balances due	147,096 62
Temporary loan	856,200 00
Profit and loss	221,016 42
	$7,300,013 04

President.—GEORGE M. BROWNE.

Directors.—George M. Browne, Henry L. Williams, Samuel Hooper, Nathaniel Thayer, Wm. L. Dwight, Benj. C. Bates and Franklin Haven.

Treasurer.—JOHN B. PARKER.

Superintendent.—J. PRESCOTT.

Transcontinental Railroad Convention.

OSWEGO, N. Y, Oct. 6, 1869.

The great Railroad Convention, that was called to assemble in this city at 10 o'clock this morning, was called to order by Mayor Page, at 7 o'clock this evening, when prayer was offered by Rev. Dr. Condit. Mayor Page then welcomed the members of the Convention as follows:

In behalf of the citizens of Oswego I extend to you and each of you a cordial welcome to our city. Oswego feels a deep interest in this Convention, and hopes its fruits will redound to the honor of its participants. The discussion of the themes brought before the Convention must result in great good. Living in an age of commerce, the great missionary of the world, whatever conduces to facilitate and extend it, either domestic or foreign, contributes to the good of mankind. As complete as we may consider our railway system, it is but in its incipient stages. The transcontinental system is the one we are most immediately interested in, and but very little is now needed to make it complete. And who can contemplate the immensity of the commerce that will flow through its channels! Mayor Page concluded by nominating Gerrit Smith as temporary chairman, which was agreed to.

Mr. Smith, on taking the chair, addressed the Convention at some length in favor of the projected extension of the Pacific Railroad connections to Portland, Me. He spoke of commercial enterprises, ancient and modern, and then referred in general terms to the great benefit to be derived from the enterprise which was to be brought before this Convention.

Mr. Eugene Prindle, of Jackson, Mich., was called upon and responded. He said he was here more as a looker on than as a speaker. He was representing an interest which was centred in a road from St. Clair to Chicago, of which sixty miles were already built; but that was not a road from San Francisco to Portland. He was therefore here to see what was going to be done at this Convention. All our railroads had their inception and secured the means for their construction from home local interest. He referred to the vast amount of money lost by issuing bonds to raise money and disposing of them at a sacrifice. It was stated that our railroads has cost $2,000,000,000. He did not believe they cost so much, but he was willing to admit they had cost altogether too much through the bond system. He believed a railroad could be built from Chicago to Portland for twenty million or thirty million dollars, whereas, under the bond system, it would cost sixty million or seventy million dollars. His plan would be to make the railroads along the line of the road stockholders in it. This would secure an interest from those who were to patronize the road. He spoke severely of the dishonesty of officials under the bond issuing system. As to the enterprise, he strongly advocated its being made a road from Chicago to Portland, and not from point to point. He was opposed to the enterprise being placed at the mercy of the local boards. He would have a board of proper men selected to take supervisory charge of the whole line.

John T. Griggs, of Saginaw, Mich., said the Common Council of his city had sent him there to say they were deeply interested in this matter and were anxious to be connected with it. He then proceeded to describe the location of Saginaw and the advantages to be derived from running the proposed connection through that place. But the connection would be with the Northern Pacific road at Superior, thence across to the Straits of Mackinaw down to Saginaw, thence down to Port Huron, and then on, as proposed to Portland. In the Lake Superior country there was a population of 65,000, and its mineral resources were well known. He had no doubt all the necessary aid could be produced.

On motion of Mr. J. C. Churchill a Committee on credentials was appointed.

On motion of Mr. Culvert Comstock a committee on permanent organization was appointed. These committees are to report to-morrow forenoon.

The Convention then adjourned till ten o'clock to-morrow morning.

OSWEGO, Oct. 7, 1869.

The Convention met at half-past ten o'clock, with prayer by the Rev. Mr. Boute.

Mr. Calvert Comstock from the Committee on Permanent Organization, reported for President J. F. Driggs, of Saginaw, Mich. A number of vice-presidents and secretaries were also reported. The report of the committee was adopted, and notwithstanding Mr. Driggs requested to be excused, he was conducted to the chair. On taking the chair Mr. Driggs briefly addressed the Convention.

The following are the vice-presidents:—John A. Poor, of Portland, Me.; O. F. Fowler, of Bristol, N. H.; John B. Purge, of Rutland, Vt.; Edwin F. Johnson, of Middletown, Ct.; R. T. Hough, of Lewis County, N. Y.; William A. Thomson, of Queenstown, Canada; A. S. Paget, of Oswego; Colonel William Phelps, of Detroit, Mich. and Murray Nelson, of Chicago.

The following are the secretaries:—Henry L. Davis, of Oswego; Eugene Pringle, of Jackson, Mich.; Henry P. Dean, of Portland, Me.; Charles Shelden, of Rutland, Vt.

On motion of Mr. Ames a committee of seven was appointed to arrange business for the Convention to act upon.

A very long communication on the general subject of opening communications, received from Joseph L. Wilson, Commissioner of the Land Office, was read. Speaking of the Central and Union Pacific road he said that was a compromise line, sacrificing general to the local interests, while the proposed Northern Pacific line was a more direct one, easier of construction and 500 miles shorter. He also pointed out other advantages in favor of the Northern Pacific, and regarded that as the line for a great transcontinental railway.

A communication on the subject of the Mississippi valleys, by J. S. Scott, was read, in which were depicted the great natural advantages of those localities. Referring to the proposed route he advocated that the line take in Toledo. He believed that it would prove more advantageous than to run it by way of Detroit.

Mr. Littlejohn, from the Business Committee, reported in favor of a committee of thirteen on resolutions, that the convention adjourn until two o'clock, and that the following resolution be referred to the Committee on Resolutions:

Resolved, That a direct railroad communication on the shortest line across the continent, with the Eastern terminus at Portland, on the Atlantic, and a Western terminus at the mouth of the Columbia or at Puget Sound, on the Pacific, is demanded as a great commercial highway, not alone by the entire intermediate territory directly involved, but by both the continents of Asia and Europe. The report was adopted and the Convention took a recess until two o'clock P. M.

AFTERNOON SESSION.

The Convention reassembled at a quarter past two o'clock, and prayer was made by Rev. Mr. Boute.

The Chair announced the Committee on Resotions as follows:—John A. Poor, of Portland, Me.; H. G. Libby, of Portland, Me.; Charles Sheldon, of Rutland, Vt.; O. F. Fowler, of Bristol N. H.; H. J. Banks, of Ossippee, N. H.; E. S. Ridlow, of Parsonsfield, Me.; Edwin F. Johnson, of Middletown, Conn.; Marcellus Massey, of New York; Robert F. Sage, of Oswego; George J. Past, of Fairhaven, N. Y.; William A. Thompson, of Queenstown, Canada; J. B. Eaton, of St. Clair, Mich.; Gilbert Hathaway, of New Baltimore, Mich.; Gerritt Smith, of Peterboro.

Mr. Poor, of the Portland delegation, stated that there was great interest in Maine to make Portland the twin sister of Oswego in this great route. Some forty men signified their intention of attending this Convention, but the storm, the most fearful on record, had scattered them. He briefly detailed their experiences, and said nothing else would have prevented a prompt and full attendance of the delegation; for their hearts were fully in the enterprise. The committee will be allowed time to-morrow morning to make their report.

Edwin F. Johnson, Engineer-in-Chief of the Northern Pacific Railroad, read an essay on our railway system. In describing the three routes to the Pacific he showed that the Northern one was the most advantageous as regards altitude, climate and settlement. It was not as cold as the central was; less liable to obstructions by snows, and was some five hundred miles nearer to China, Japan and the Russian possessions. He spoke very favorably of the Southern route, and said that it would give to San Francisco what it has not yet got, and will not get without it, and that was a reliable connection with the southern valley of the Mississippi. Speaking of all these routes, he said their construction will save to the government at least $5,000,000 annually in transportation expenses. Referring to the abundant production of gold in Montana, he made the point that the construction of those roads would have the certain effect of hastening the resumption of specie payments, as the roads would afford the transportation facilities the miners now greatly need. He concluded with urging Congress to aid the two proposed Pacific railroads.

Mr. Marcellus Massey, Vice President of the Rome, Watertown and Ogdensburg Railroad, read an essay upon the advantages of and demand for railways, and transcontinental railways in particular.

Mr. Sage, President of the Board of Trade of Oswego, read an essay written by Alvin Bronson, who had been sixty years engaged in the trade of the lakes, on the subject of the lakes. Mr. Bronson, who is over eighty years of age, was present and stated that though his paper was mostly devoted to the subject of lake commerce yet he had referred to the great basins and valleys of the West, which were drained by the lakes and the products of which seek the cheapest and most expeditious transit to market. The essay, after referring to the routes to the Pacific and speaking in approval of the Northern one, calls attention to the value of internal improvements, which pay for themselves over and over again, and contrasts the wisdom of investments in them with those devoted to expensive buildings, &c.

A paper written by Mr. R. D. Hough, of Lewis county, was read on the subject of the route between Whitehall and Oswego, the typography of which he minutely described.

Letters were read from General W. T. Sherman, who urged a concentration of effort to complete to perfection the Central Pacific with a double track, with branches spreading out on both sides; from Governor Baldwin, of Michigan, speaking in approval of the object of the Convention; from F. E. Spinner, United States Treasurer, advocating the most northern route to the Pacific; from Comptroller Allen, Edward Crane, of Boston; Senator Sumner, J. G. Blaine, of Maine; the Governors of Ohio, Wisconsin and Iowa, and J. W. Foster of Chicago.

John Neal, of Portland made a brief address to show the value of time, which was regarded as money, and called attention to steam ocean navigation and the shortening of land communication, in time and space, by the construction of railways. Men now with $5,000 capital were able to do the business of those a few years ago who were obliged to have double that amount. As to the proposed route, there was not the least objection to it. It was entirely practicable and ought to be built, and would be built.

The Convention then adjourned till to-morrow morning at ten o'clock.

OSWEGO, Oct. 8, 1869.

The Convention reassembled at half past ten o'clock this morning. After prayer by the Rev. Mr. Greeley, Mr. Poor, from the Committee on Resolutions, submitted the following report:

Whereas, it is the duty of every General Government to promote by every proper means the safety and welfare of those under its protection, therefore,

Resolved, That in the opinion of this Convention greater railway facilities between the Mississippi and the Pacific States than are now available are demanded by the increase in population of the country and the necessity of commerce.

Resolved, That it is the duty of the Government as well as its truest policy to give such reasonable and necessary aid as will promote the building, at the earliest day, of two additional lines of railway to connect the States abovenamed by the Northern Pacific Railroad and a Southern Pacific Railroad.

Resolved, That greater railroad facilities than now exist are needed for the accommodation of the growing traffic and travel between the Atlantic seaboard and the Mississippi and the upper lake region, demanding the immediate construction of the projected lines, which are designed to form a connection with the lines now in operation —a continuous line which shall reach from the Upper Mississippi to the northeastern extremity of the Union.

Resolved, That the line projected above, when extended, as it ultimately will be, in connection with the Northern Pacific Railroad, along the Pacific coast, northerly into Alaska, and on the east to the Gulf of St. Lawrence, would constitute by its great reduction of the extent of ocean transit the most convenient means of communication between the densely peopled portion of Europe and Eastern Asia, and that our new nation would derive from such a line of communication great commercial advantages, which would contribute largely to the prosperity of our people, while at the same time it would constitute a powerful and most efficient means toward the general civilization of the globe.

Resolved, That in pursuance of the call of this Convention, and the particular object to be promoted by it, we view with especial interest and favor the efforts now making to secure a continuous and independent line of railway from Chicago to the seaboard by the route of the Lake Ontario Shore Railroad, and thence eastward by the best and most feasible route into New England, and to the harbor of Portland and the Ossipee Valley, affording at the same time the increased facilities required for Western trade seeking access to New York, Boston and the other eastern Atlantic ports.

Resolved, That the Secretary of this Convention furnish to the chairmen of the Congressional Committees on the Pacific Railroad, on Finance and on Ways and Means, when Congress again assembles; to the President of the United States and the members of his Cabinet, certified copies of these resolutions, and also printed copies of the proceedings of this Convention.

Resolved, That we recommend the appointment of a committee which shall be charged with the duty of taking the required measures to organize a railroad company from the most feasible point or points in the eastern part of the State of New York, between Albany and Whitehall, to run in a westerly direction on the most feasible line in the general direction of the southeast basin of Lake Ontario, to be called the New England and New York Railway Company.

The report being accepted, Mr. Poor proceeded at length to support the adoption of the resolutions. He referred to the advantages of shorter and more direct lines, as regards time and cost in transportation, the increasing population of the country and the demand for additional facilities. He then considered the material question as to routes, and showed by statistics and facts that the route from Portland was the one now immediately demanded for short, speedy and cheap transportation from the Pacific to the Atlantic, and from San Francisco to Europe.

D. G. Worcester, of Rochester, followed with a similar argument, closing with the declaration that Rochester must subscribe as much as Oswego to this enterprise and secure the running of the road to that city.

Mr. Nelson, of Chicago, in comparing the transportation facilities of railroads with those of the canals, said that he was now called upon to look after six boat loads of corn detained near Syracuse by breaks in the canal; while the corn shipped at the same time from Chicago had reached New York, been sold and the proceeds received.

Mr. Thompson, of Queenstown, Canada, approved the resolution reported by the committee, yet thought something further was needed, and offered the following additional resolution:

Whereas under the most favorable circumstances the construction of a railway is a most onerous undertaking and requires aid from every quarter and also co-operative talent to be rapidly successful, therefore it is expedient that so soon as the various companies forming a continuous line from Portland to Chicago are properly organized, with a view to construction, that the representatives of the various lines are authorized by this Convention to call a meeting of the officials of said lines and appoint therefrom a standing committee, whose duty it shall be to bring about a unity of sentiment and interests between the different projected lines intended to form the whole through line; said committee to arrange a general traffic arrangement between all the companies and to discover how far a general financial system could be adopted to make the general credits for bonds and shares acceptable to the capitalists of America and Europe on the credit of the individual companies composing the through line; and while certain lines may thus enter into a permanent alliance between Portland and Chicago, nevertheless it shall not prevent the lines west of the Niagara River from forming a New York city connection through the State of New York, with the understanding that said Western lines entering into the Portland combination shall concede just the same traffic and advantages to the New York line as may be agreed upon in the Portland and Chicago alliance, no more and no less.

Mr. Thompson sustained his resolution with an argument going to show that the least had to do with the existing road in constructing a new one the better. All the old companies stand antagonistic to the new ones, and will prevent their organization if possible. In this great enterprise, therefore, he believed the true policy would be to form no alliance with any old company, but to strike out a new and independent line. He referred to the claim made by the old companies of a vested right. What, he asked, was this vested right? If a road had been mislocated, had been been built where it was of no use, must the people be deprived of having a road on a more convenient line? He warned the Convention against seeking affiliations with existing companies. If they did they would certainly be cheated. He regarded it perfectly feasible to carry on this enterprise alone; that it could be done cheaper, and when done would be found vastly more profitable. Mr. Thompson at great length enforced his idea.

The Convention then took a recess till seven o'clock P. M.

AFTERNOON SESSION.

The Convention reassembled at seven P. M., with prayer by Rev. Mr. Greeley.

Mr. Thompson said, on consultation with other members, he had determined to modify his resolution by striking out all after and including the words "Said committee to arrange a general traffic," &c.

Mr. Poor said that he took pleasure in saying with this modification Mr. Thompson's proposition met with the hearty concurrence of every member of the committee. (Applause.)

Mr. Littlejohn suggested that the name be "New England and Oswego Railroad," instead of "New England and New York Railroad." Agreed to, and the resolution was so amended.

Mr. Littlejohn was then loudly called for to speak on the main question and responded. He spoke of the necessity of multiplying railroads leading from the Atlantic to the Western States. He spoke strongly in favor of the proposed route to Portland, setting forth the advantages to the East and West. In the course of his remarks he said he had in his possession a communication from Baring Brothers stating that at a certain price Europe would take 500,000,000 bushels of grain annually from America. Then what must we do? Simply increase and cheapen our lines of communication with the great prairies of the West. He referred to rival routes, the Mississippi and New Orleans, and Norfolk and Richmond, and urged activity, zeal and persistence in the effort to secure three routes from Oswego—one to Portland, Me., one to Boston and one to New York.

The Chairman (Mr. Driggs) submitted the following:

Resolved, That in forming railroad connections between the Atlantic and the Northern Pacific Railroad, at the head of Lake Superior, the shortest, most direct and practical route should be adopted.

Resolved, That while in the opinion of this Convention such connections ought to and will be made by the way of Chicago, the continuation of the Northern Pacific Railroad to the Straits of Mackinaw, so as to connect with the contemplated road from Portland to the Detroit or St. Clair River, ought also to be secured.

Mr. John Neal, of Portland, spoke in favor of the project.

Mr. Esterly, of Wisconsin, pointed out various proposed roads in Wisconsin and claimed that the West was a manufacturing country as well as the East, and said it was the wish of the West that the Mississippi should be continued as a route so that better prices could be secured for its products.

Mr. Littlejohn responded, saying he advocated keeping the manufactories at the East so that they could consume the products of the West; and as to the Mississippi, what the gentlemen had said should act as an incentive to greater exertion on the part of the railroad men.

The Chair (Mr. Driggs, of Saginaw,) detailed the resources of the Lake Superior region, the troubles and difficulties of travel at some points, and then showed the necessity for doing what he proposes in his resolutions above. He closed by saying that from what he had witnessed of the spirit at this Convention he was satisfied that the needed railroads would be built.

Mr. Pringle, from Michigan City, was the next speaker. After speaking of the importance of railroad communications he urged the importance of the proposition of Mr. Thompson with great earnestness, as also the resolutions reported by the committee.

Mr. Poor followed, sustaining the object of the Convention, and closed with moving the adoption of the resolutions. Carried unanimously.

The question was then on Mr. Thompson's resolution. The word "authorized" was changed to "requested," and then the resolution was adopted unanimously.

Mr. Driggs' resolutions were then adopted unanimously.

Messrs. G. Mollison, of Oswego; G. Ames, of Oswego; George J. Post, of Fairhaven; R. T. Hough, of Lewis County, and Charles H. Cross, of Pulaski, were appointed the committee on the road from Oswego to Whitehall.

The Convention then, after adopting the usual vote of thanks, adjourned *sine die*.

☞ The directors of the Port Chester and Ridgefield Railroad have agreed upon the line of their road, which is to be 23 miles long. By extending it nine miles beyond Ridgefield, it can be made to connect with the Boston, Hartford and Erie road near Danbury.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,282,300	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'69 2½
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	998,250	.....	.....
Berkshire*.....100	600,000	J. A. J&O	Oct. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....100	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J. A. J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City.....10	1,000,000	F.M.A.N	Aug.'69 3
Brooklyn City & Newt'n..100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millville....100	447,000	J. & D.	Jun.'69 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,300	J. & J.	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 1
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,145,800	M. & S.	Sep. '69 5
" " pref....100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	April.	Apl.'69 5
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68$2
" Street	.....	J. & J.	Jan.'68$2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,958,775	J. A. J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 100	1,500,000	M. & N.	May '69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'p. Rivers 100	139,000	.....	.....
Do. do. pref 100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jul. '69 2
Del., Lackaw & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'69
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly'69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	664,600	.....	.....
East Tenn. and Georgia....100	1,290,087	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	M'y'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Jan. '68 7
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N	M'y '67 5
Forty-Sec. St. & G. 2d Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J&O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,950	M. & N.	May'69 5
Housatonic.....100	820,000	.....	.....
" pref.....100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,350	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J. A. J&O	Apl.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J&O	Oct.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	400,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun '69 2
Mahanoy & B'd. Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S	Mar. '68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehi l*. 50	323,376	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,800	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 5
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,798,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'69 5s
Norwich & Worcester 100	2,368,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July '69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J&O	Oct.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A.J&O.	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	5,996,700	.....	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 1
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	July'69 4
Philadelphia City 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A. J&O	Oct. '69 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	2,400,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potts'v.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 2
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	.....	.....
South Shore.....100	259,685	.....	Jul. '68 3
South Western, Georgia....100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	.....	.....
" " (W. D. pref.100	1,800,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May 69 5½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee....100	3,506,300	.....	.....
Western Union 100	2,707,698	.....	.....
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	July '69 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jul. '69 3
Warren..... 100	1,547,650	.....	..... 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....	.....	J & J	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	A. & O.	.....
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	.....	.....
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp....100	19,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465.102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,664	355,255	359,184	348,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153.294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335.510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170.937	139,142	160.306	210,729	216,030	196.435	201,134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375.860	324,865	336.617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234.612	321,818	244,121	306.231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297.625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296.169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,409	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122.140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410.336	372,593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407.992	343,929	511.305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641.589	643.887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98.043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121.519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,588	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448.934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429.546	352.218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,309	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,153	343,737	365,190	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522.682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,241	525,363	724,514	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,126
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346.243	275.950	3,311,079
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,582
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	276,220	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282.695	277,009	261,210	249,419	277,380	397,525	401.299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463.509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675.360	701,352	691.556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712.495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654.926	757,441	679,935	555,222	7,467,217
1867	642,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669.037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	196.884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219.160	230,340	205,095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304.917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333.480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68.189	59,862	75,677	92,715	61,770	37.830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,696	84,462	100,312	75.248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,967
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1869.					
Loan of June 14, 1858 .....registered	20,000,000	5	Jan. & July.	1874	118¼
.. ..coupon		5	" "	1874	114½
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	124
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 .....registered	282,732,600	6	" "	1881	119¾
.. ..coupon		6	" "	1881	119¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon		6	" "	1882	120½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	115½
.. .. .. (5-20s).....coupon		6	" "	1884	119¾
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	115½
.. .. .. (5-20s).....coupon		6	" "	1884	119¾
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	115½
.. .. .. (5-20s).....coupon		6	" "	1885	119½
.. .. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	118
.. .. .. (5-20s).....coupon		6	" "	1886	118
.. .. .. 3d series (5-20s)...registered	379,588,950	6	" "	1887	117¾
.. .. .. (5-20s).....coupon		6	" "	1887	117¾
.. .. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	117¾
.. .. .. (5-20s).....coupon		6	" "	1888	118½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s) ....coupon		5	" "	1904	108
Union Pacific R. R. Bonds .....(currency)	61,180,320	6	Jan. & July.	'95-'99	107¾
Certificates of Mar. 2, 1867, and July 2, 1868...	50,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	75,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	211,452	var	.....	Due.	....
Treasury Notes (7-30s).....	951,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	12.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,640,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,010	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114 643	*nil.*	.....	Dem.	....
Fractional Currency	33,001,298	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	92½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	128
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	98½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. — .. (" ")....		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1870	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	69
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	65
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	83½
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	....
.. —War Loan of 1861.....	800,000	6	"	1871	99
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1886	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101½
.. —Penn. Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	104½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	119½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	87
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	89
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	98½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	107½
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69-'91	48½
.. — .. (new).....	3,059,045	6	" "	'92-'98	44
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	99
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	108½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,252,971	6	" "	'70-'90	65
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2,919,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	56
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	6	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	55
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	431,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	87½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	60½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	....
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	74½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	6*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	83½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	85½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	95½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Cape May and Millville:						
1st Mortgage	$200,000	7	April & Oct.	New York.	1879	....
Catawissa:						
1st Mortgage	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	86½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	96
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	97
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	96½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	78½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	93
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,600	6	Jan. & July.	Boston.	'75-'90	80½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	96
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	106
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	92
Funded Coupons	735,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	89
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	89½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1868	87
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1896	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1870	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	64

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	77½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	74
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1906	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,608,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	97
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	680,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,060,000	7	Jan. & July.	Philadelphia.	1890	89
Income Bonds	570,000	5	April & Oct.	"	1872	60
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	84
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	....
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	96
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,683	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	85
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	101,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	" "	"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	119
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1873	....
2d Mortgage (do.)	794,000	7	—— & ——	" "	1883	....
3d Mortgage (do.)	237,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1867	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	90
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hanter's Point Extension	176,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,518,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	226,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3,000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	86½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	60½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	487,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	130
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98
2d Mortgage	2,693,000	7	" "	" "	1877	92½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85
Mineral Point:						
1st Mortgage	320	10	—— & ——	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	4,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,600	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38½
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	99½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	90½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'80–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	88
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	98
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1860	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,800,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	—— & ——	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	86½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1895	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	101½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	92
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	....
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	93¾ 100¾
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73¾
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83¾
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	....
St. Louis Loan	700,000	6	" "	" "	'71–'73	90
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. }	2,283,840	6	" "	London.	1875	94½
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90¾
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						....
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	90½
2d Mortgage	4,000,000	7	" "	"	1901	82½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						....
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	101
Philadelphia and Trenton:						....
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	88½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'60–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'60–'70	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'60–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	80
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98¾
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	83½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	85
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	82⅞
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	80
2d Mortgage	1,500,000	7	" "	Boston.	1891	36½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	82
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	91
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,899,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95½
Convertible Loan	1,201,850	6	" "	"	1877	82
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	10
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Locomotives.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶....New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	96
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	15.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.0	.....	.....	.....	1,026,488	96,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,982	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	128½
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	—	—	100	24
Dec. 31, 1868	40.0	—	5.0	196.0	9	2	1	541	*Bay de Noquei and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	145
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	16	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Boa., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	17
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,780	957,144	285,139	8	100	135
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	140½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,668	1,171,449	328,882	8	100	136
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,506	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	120
Dec. 31, 1868	60.2	—	4.1	—	9	26	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.8	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,966	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	200,000	—	—	—	(Leased	to West J	ersey.)	—	—	6	100	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	100½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	.....	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	25
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,088	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	80,000	80,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,568,643	1,987,896	10	100	142
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	165
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,166.0	.....	.....	.....	13,941,343	4,881,189	10	100	71½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	108½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Missouri.	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1867		Lease	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.8	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Centra	l)	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	—	—	3,003,450	2,250,000	370,634	—	113.0	—	—	—	—	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago..Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30. 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	75
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)			.....	8	100	.....
Nov 30 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	101
Dec.31 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Lake Shore.)					7	100	92
Feb.2 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Le	ased to Pittsburg Cincinnati and St. Louis.)					—	100	24½
Nov.30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by Little Miami.)					8	50	.....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	.....	.....	1,500,000	—	—	101,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	76
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	.....
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	350,000	*	.....	.....	350,000	—	—	—	—	(Leased to Concord,)					7	100	108½
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	127½
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	50	.....
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	.....
Mar. 31, 1868	14.6	—	1.1	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	.....	—	34.0	248,299	67,635	1,246,516	523,329	163,178	—	50	.....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	—	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	23.8	69,630	.....	.....	170,672	51,024	10	100	.....
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	—	(Under construction.)					—	100	.....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,262,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	.....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	699,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	148,420	17,479	—	100	.....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	—	42.0	.....	.....	.....	139,355	loss.	—	100	.....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	—	112.5	.....	.....	.....	354,270	61,942	6	100	.....
Oct. 31, 1868	113.0	—	.....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	109
Dec. 31 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	.....	—	168.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	.....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	.....	.....	480,000	.....	.....	—	—	(Leased to Boston & Maine.)			29,000	29,000	3	100	.....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to Illinois Central.)			973,186	.....	4s	100	110
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	.....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	.....	.....	.....	280,000	.....	.....	.....	—	(In progress.)					—	100	.....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	500,000	1,000,000	.....	—	—	.....	.....	.....	(In progress.)		—	100	.....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased to Pennsylvania.)			.....	.....	—	50	.....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	114½
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased to Phila., Wil. & Balt.)			.....	.....	—	100	.....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased to Phila. & Reading.)			.....	.....	6	50	.....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	.....	.....	.....	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	74
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	.....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, Henderson & Nashv.)			82,923	8,095	—	100	.....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	—	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)				25,000	5	100	.....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)				165,000	5	50	64
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	33½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	.....
Dec. 31, 1868	35.0	—	2.2	75.0	.....	.....	.....	.....	European and North American ¶	Maine.	—	—	—	—	—	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	.....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	.....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	—	64.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	—	—	—	—	—	—	—	—	5.9	10,815	76,770	.....	31,320	5,770	—	100	.....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759	—	—	150,000	200,000	38,450	—	—	(Leased to Pittsburg and Connellsville.)					7.6	50	.....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	132
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	.....	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	.....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)			.....	.....	—	100	.....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	—	—	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	.....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	—	12.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	60.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	.....	—	—	(In progress.)			.....	.....	—	100	.....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*	.....	.....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	.....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	.....	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	.....	—	61.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	.....	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	.....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	.....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	.....	320,138	128,055	—	100	.....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	.....	—	271.0	.....	.....	.....	2,184,167	.....	—	100	107½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	.....	.....	1,182,550	700,000	—	22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	110
Oct. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Aug. 31, 1868	122.4	—	16.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	—	122.4	373,153	851,826	182,894	766,351	122,688	—	100	.....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	283	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,923	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	.....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	—	135 0	.....	.....	.....	897,017	528,297	—	100	.....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas	—	—	—	—	—	—	—	—	50.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 332	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	159
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,201,675	*	—	—	689,380	1,810,045	.....	—	58.7	152,874	27,812	296,895	219,211	80,051	—	50	.....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,464,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	132
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	(Is now operating		Terre Haute,	Alton &	St. Lo	us R.	R.)	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	—	302.5	.....	.....	.....	.....	.....	—	100	20½
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,260	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	.....	.....	.....	.....	.....	—	100	.....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	.....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	129,013	37,322	2,107	—	50	.....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	.....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,900,000	3,120,000	732,200	1,432,044	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	(Leased to Chicago and Alton.)				152,927	7	100	96
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	(Leased to Michigan Central.)					8	100	.....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	.....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	.....	—	99.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	.....	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	.....
Dec. 31, 1868	18.0	—	—	83.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	.....	.....	.....	.....	.....	—	100	.....
Dec 31, 1868	31.0	—	113	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	.....	.....	.....	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	109	88½	
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325.468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,876	4,270,650	1,769,356	10	50	107
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts	258,708	*	.....	.....	241,200	—	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,593	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	—	—	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	—
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	—	—	—	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	88
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55.463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,000	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	—	—	—	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	46,599	—	28.0	.....	.....	.....	142,796	102,550	10	100	128
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	—	—	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	—	—	—	—	2,275,356	310,329	—	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	361,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	122½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	—	—	108,502	212,300	38,886	—	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	—	—	—	95,750	—	14,168	—	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	67
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	105
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	28	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	—	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,264	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,755	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	325,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	88	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	117½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	28	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,097	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,308	5,143,140	8	100	176
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	923	New York and Harlem.....New York.	11,395,196	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	182.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	130½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	133
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1869	223.0	8.0	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,960,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

eb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701 (In pro	1,053,950 gress.)	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.																			—	100	....
Dec. 31, 1868	283.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839		—	67.3	421,267				1,015,394	388,240	5s	50	72
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,738,284	13,598,080		561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,161,352	897,857	8	50	97
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,302	3,068,400	125,908	146,259	311,904	—	82.0	371,630	5,588,452	15,270,340	625,318	219,285	8	100	107½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		—	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143	—	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			—	145.0	279,621		3,345,141	253,994		—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		—	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	67
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			—	340.0		30,256,584		2,964,041	663,427	—	100	27½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	—	101.5	248,880			1,197,090	653,185	—	50	76½
May 31, 1868	72.5	68 5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,018	227,855	—	141.0	869,867	40,214,034	11,028,842	1,404,295	581,078	6	100	97
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		—	9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387		—					111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	—	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	706	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	—	285.0	1,594,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000			—	47.6						24	100	235
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000				—		(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000			—		(Leased	to Erie)				—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000			—		(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000			—			(Leased t	o Camden	and Amb	oy.)	—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	—	929.7	8,993,328	133,174,706	70,830,225	17,283,497	5,372,513	6	50	113
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000		—	47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000			—		(Leased	to Chic. R. I. and Pac	ific.)		125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			—							—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		—	82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500		—	39.0	87,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633		—	287.5				2,804,250		—	50	58
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			—	24.3	342,775			642,639	295,901	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	—	806.7	4,500,135			8,791,937	3,150,837	10	50	95½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				—	26.5				995,196	290,585	10	100	115
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	—	103.8	897,200			2,393,897	905,891	8	50	104
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000		—	222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	—	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	—	488.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782	—		50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)				—	23.0	34,971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		—	109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680	—	51.3	258,977			518,592	130,420	6	100	115
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000				—		(Leased	to Concor	d.)		24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000			—		(Leased	to Eastern	.)	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			—	14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	—	54.4	351,060	10,423,316	10,439,958	723,388	168,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.									—							—	100	....
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800	1,226,390		—	92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000			—		159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			—	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,329,576	580,776	38,034	490,409	—	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	—	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000			—			(Not in o	peration.)			—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				—	22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			—	12.0		(Under c	onstructio	n.)		—	100	....
Dec. 31, 1868	141.7	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	—	218.2				1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	*							—	166.3	694,409	4 069,421	11,712,202	993,239		—	100	30
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050.000			—			(About $5	0,000 a mo	nth.)			—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			—	132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100	30
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	*			10,000,000	4,000,000			—	120.0				612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000			—		(Leased	to Chi. &	Alton.)	240,000		—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030			—			(Under co	nstruction	.)			—	100	....
Dec. 31, 1868	68.5	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.									—			(Under co	nstruction	.)			—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			—	80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	—	86.0	142,341	1,791,700		232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000			—		(Leased	to West J	ersey.)		16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487		—		(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		—	116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,848	*			1,269,150	97,000	143,578		—	64.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,950				—		(Leased	to Phila. a	nd Reading	g.)		5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000			—							—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			—	119.3				312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			—	160.9				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—			869,450	700,000			—	28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		—	25.0		265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—			109,000	37,800			—	20.0	(Operat	ed by Jeff.	Mad. and	Louisville	c.)	—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			—	50.0	167,376			289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.6	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,099			—	75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		—	109.0	373,510	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—			438,300				—		(Leased	to Central	of New J	ersey.)		6	100	....
Dec. 31, 1868	187.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000				—			(In progre	ss.)			—	100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*			259,685	150,000	17,614	15,039	22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000		—			(Not in fu	ll operatio	n.)			—	100	....
Sept. 30, 1868	128.0	9.5	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	67,876	1,365,800	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				—	(Und	er const	ruction.)				—	100	....
Dec 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*							—					250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	..	..	..	....	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	180,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.									68.0						—	100	104
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)	31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	.....	67,705	25,942	5	100	....
Sept. 30, 1868	51.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	*	—	—	60.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	—	(Will form a part of the Rondout and Oswego Line.)														
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	664,000	2,620,000	.....	.....	—	—	—	—	—	—	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	286,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	61½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	—	—	—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	—	—	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	1,000,000	*	.....	.....	510,000	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	.....	—	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	1,154,089	*	.....	.....	1,351,594	—	—	—	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	43.0	28,660	1,413,955	283,560	90,396	35,784	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermo	nt Central	l.)	—	—	8	100	101
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	63
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	—	(Leased	to Rutlan	d.)	—	—	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	.....	.....	.....	488,407	122,367	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	—	(In hands of receiver.)		.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	.....	959,600	175,911	7.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	....	—	—	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	579,474	.....	1,209,170	1,221,500	.....	.....	63.7	(Leased	to Pennsy	lvania.)	42,834	6,820	—	50	80
Dec. 31, 1868	32.0	—	121.0	—	—	—	—	—	West Wisconsin.....West Wisconsin.	.....	—	(Under construction.)		.....	.....	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	—	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	265,643	164,032	—	100	62½
Dec. 31, 1868	20.8	—	6 5	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—	—	(Not	in operati	on.)	—	—	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	—	(Not	in operati	on.)	—	—	—	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	—	—	—	—	596,169	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,846	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	395,535	—	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,623,468	479,788	128,901	8	100	124
														317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c.																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	—	—	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	1,983,563	2,089,400	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	8,229,594	—	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	96
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	1,633,350	800,000	—	—	108.0	—	—	—	.....	.....	14	100	124
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	14,997,300	2,031,000	—	—	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	—	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	18,570,597	.....	64,000	813,511	—	—	108.0	—	—	—	603,067	397,785	—	50	69
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	8,739,800	14,004,387	—	—	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,200,000	1,049,260	120,553	61,090	178.0	—	—	—	258,300	30,107	—	50	20
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	2,760,000	701,000	—	—	108.3	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	4,797,155	7,762,722	536,411	—	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,002,746	2,628,310	149,296	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	2,907,850	3,000,000	—	—	123.0	—	—	—	267,884	29,513	—	50	....
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	—	1,100,000	749,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60
														800,000	600,000	.....	.....									

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,052	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss,	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	98
Sept. 30,'68	1.76	—	39	Central City (Syracuse)....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.	—	—	—	—	—	—	—	100	100	....
Oct. 31, '68	7.25	200	57	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	372	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3¼	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60.246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg..Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,285	250,557	45,270	20.	50	15	46
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	27
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.35	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160.300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.09	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,982	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	45½
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.).Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	057	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,898	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	5½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N.Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62.152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J	187-	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1878	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1882	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J	1875	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	188(	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	187-	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref....	600,000	7	...	44
Catawissa,* pref. and guar....	2,200,000	7	7	75½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	83½
Chicago and Alton, pref....	2,425,400	7	10	140½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	84½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,600,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	57½
Hannibal and St. Joseph, pref....	5,253,836	...	...	110
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	...	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20
" " 2d pref....	4,051,744	6	...	9½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	103
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	80½
Mine Hill and Schuylkill Haven,* guarnteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref....	3,500,000	7	7	70
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	8	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred....	.....	7	7	50
St. Louis, Alton and T. H., pref....	2,040,000	7	7	58
Sandusky and Cincinnati, pref....	445,596	6	6	34
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	78½
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	61½
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, preferred....	.....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	27
Mariposa Mining, pref....	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton.	38 — @ 42 —
Pig, American, No. 1 (good to best).....	40 — @ 41 —
Pig, American, No. 2.....	38 — @ 39 —
Pig, American, Forge.....	36 — @ — —
Bar, Refined, English and American.....	85 — @ 87 50
Bar, Swedes, assorted sizes.....(gold).	82 50 @ 87 50
	Store Prices.
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined.....	95 — @ 1 —
Bar, English and American, Common....	87 50 @ 90 —
Scroll.....	120 — @180 —
Ovals and Half-round.....	120 — @145 —
Band.....	120 — @ — —
Horse Shoe.....	120 — @ — —
Rods, ⅜@3-16 inch.....	100 — @155 —
Hoop.....	125 — @180 —
Nail Rod .....per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s.....(gold)	— 11 @ — 12
Sheet, Single D. and T. Common	— 6½@ — 7
Rails, English.....(gold).....per ton.	— — @ 56 50
Rails, American.....	74 — @ 76 —
Anvils, Eagle.....per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18 @ — 22
English Spring (2d and 1st quality).....	— 9 @ — 11½
English Blister (2d and 1st quality).....	— 11½@ — 19
English Machinery.....	— 12½@ — 15
English German (2d and 1st quality).....	— 14 @ — 16
American Blister "Black Diamond".....	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New .....per lb.	— — @ — 32
Bolts.....	— — @ — 33
Braziers'.....	— 33 @ — 35
Nails.....	— 38 @ — 40
Sheathing, &c., Old.....	— 20 @ — 21
Sheathing, Yellow Metal.....	— — @ — 27
Bolts, Yellow Metal.....	— — @ — 27
American Ingot.....	— 22 @ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold). per lb.	— 38½@ — —
Straits.....(gold).	— 32½@ — 32½
English .....(gold).	— 31½@ — 31½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 25 @ 8 50	11 75 @ 12 —
I. C. Coke.....	6 75 @ 7 37½	9 75 @ 10 75
Coke Terne.....	— — @ 6 —	— — @ 8 50
Charcoal Terne.....	7 75 @ 8 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— — @ — 17½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 31
Refined, Standard White (in ship'g order).	— — @ — 33
Refined, prime White (in shipping order).	— 33 @ — —
Refined, S. W. (in merchantable order)....	— 32½@ — 32½
Naptha, Refined, (60 @ 63 gravity).....	— 10½@ — 10½
Residuum.....per bbl.	5 50 @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9.....per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.).....	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.).....	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.).....	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.).....	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Canton Co.....	....	....	....	....	....	50
Central of N. Jersey...100	101½	....	102	101½	100½	
Chicago & Alton.....158	138	138	....	....	140	
" pref.....	136½	140	140½	....	....	
" 1 M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	....	....	165	....	....	
" 8s, 1883	....	....	....	....	108	
Chi. & Gt. Eastern 1st m.....	....	....	....	....	....	
Chic. & Northwestern . 71½	71½	73	72½	70½	69½	
" pref..... 84½	84½	85	....	85½	83½	
" 1st M.....	....	....	....	....	89	
" Interest.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	....	....	92	....	
Chic., Rock Isl. & Pac..106	107½	109½	105½	105½	105½	
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896 '93	....	....	94	....	94½	
Clev., Col., C. and Ind.....	75	75	....	75	....	
Clev. and Pittsburg..... 94½	96	101	104	99½	100	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	73	....	....	....	....	
" Con.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	....	....	....	....	
Col., Chi., & Ind. C.....	26	....	25½	....	25	
" 1 M..... 77½	77½	78	78	77½	....	
" 2 M.....	....	....	74	....	....	
Cumberland Coal pref.. 27	27½	....	27	....	27	
Del. & Hudson Canal.....	....	124	....	....	....	
Del., Lack. & Western.....	....	....	110	....	....	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M. 7s.....	....	....	....	....	....	
Erie Railway..... 32½	33	33½	32½	32½	32½	
" pref.....	....	59½	59½	56	....	
" 1 M. 7s, 1897.....	....	....	....	....	....	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883.....	....	....	....	84	....	
" 4 M. 7s, 1880.....	....	....	....	....	....	
" 5 M. 7s, 1888 77	....	....	....	....	79	
Great Western 2d mort.....	....	81	81½	83	82½	
Hannibal & St. Joseph.107	107	....	109	107½	....	
" pref.....	....	....	110	....	....	
Hudson River.....158	158½	159½	....	157	159	
" 1 M. 7s, 1869.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M. 7s, 1875.....	....	....	....	....	....	
Illinois Central 132	....	132½	132½	132½	132	
" bonds	....	....	119	....	....	
Lake Shore & Mich. S'th. 84½	84½	85½	85	86½	86½	
" Div. bonds.....	86	....	....	....	....	83
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....121	121	121	121	121	....	
" S. F. 8s, 1882	....	....	....	....	....	
" conv. 8s, '69.....	....	....	....	....	....	
M. S. and N. I.....	....	....	....	....	....	
" 1 M. S. F.....	97½	97½	....	98	....	
" 2 M.....	....	....	....	....	....	
Mariposa Mining Co.....	....	....	....	....	8	
" pref.....	16½	17	17	16	....	
" Tr. 10s ctfs.....	45	45	....	....	....	
Milw. and St. Paul..... 68½	68½	69½	68½	67	65½	
" pref..... 81½	82	82½	81½	80½	79½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....100	....	....	....	....	....	
" 7 3-10s con.. 89	....	....	....	....	....	
Missouri 6s 86	86½	86½	86½	86½	86½	
" H. & St. J. 8s.....	....	....	....	....	....	
Morris and Essex..... 88	87½	....	88½	88	88½	
" 1st mort.... 99	....	....	....	99½	....	
" 2d mort.....	....	....	....	....	....	
New York Central.....174½	174½	177	176½	176	175½	
" 7s, S.F. 1876.....	....	....	....	....	....	
" 7s, conv. '76.....	....	....	....	....	....	
" 6s, S.F. 1883.....	....	....	....	....	....	
" 6s, S.F. 1887.....	....	....	....	91	....	
N. York and Harlem...130	129½	131	130	130	130½	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. Carolina 6s 48½	....	49½	49½	....	48½	
" new 42	43	43	43½	42½	45	
" special tax.. 44½	45½	48	47½	46	45½	
Ohio and Miss..... 27½	28½	....	28½	27½	27½	
" pref.....	....	....	....	....	....	
" 1st M.....	....	....	....	....	....	
Pacific Mail S. S. Co.... 68½	68½	68½	66½	64	64½	
Panama	235	....	....	....	....	
Phila. and Reading..... 95½	96½	96½	96½	95½	95½	
Pitts., Ft. W. & Chi. gtd. 86½	85	85½	85½	85½	85½	
" 1 M.....	....	....	....	100	....	
" 2 M.....	....	....	96	....	....	
" 3 M.....	....	....	....	....	....	
" Equip. 8s.....	....	....	....	....	....	
Quicksilver Mining Co.. 13½	13½	13½	....	13	13½	
St. L., Alton & T. H.....	....	30	30	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	92½	....	....	....	....	
" 2 M. pref.....	....	....	....	80	....	
" Income bds.....	....	....	....	....	....	
Tennessee 6s..... 62½	61	....	61½	60½	60½	
" new..... 53½	56	56½	56	53½	55	
Tol., Wab. & Western.. 55	58	58½	58½	58½	58½	
" pref.....	....	....	....	....	....	
" 1 M. ex.....	....	....	....	....	....	
" 2 M.....	....	....	....	....	83½	
" Equipment.....	....	....	....	....	....	
Virginia 6s, ex-coupon.. 51½	51	....	51½	....	....	
" new..... 52½	53	....	....	54	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup...109	109¼	108⅝	108⅞	....	108¾	
U. S. 5s, 10-40s, reg	108¼	....	108¼	108⅜	108⅜	
U. S. 6s, 1881, reg	....	....	119¾	....	....	
U. S. 6s, 1881, coup...119¼	120¼	....	119¼	119¼	119¼	
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	115½	115	115¼	
U. S. 6s, 5-20s, c. 1862. 119¾	120¼	120⅜	120¼	120¼	120¼	
U. S. 6s, 5-20s, reg. '64. 115½	....	115	115½	....	....	
U. S. 6s, 5-20s, c. 1864. 119⅜	....	119¾	....	119	119⅜	
U. S. 6s, 5-20s, reg. '65	....	....	115½	....	....	
U. S. 6s, 5-20s, c. 1865. 119⅛	120	120	....	120	119⅜	
U. S. 6s, 5-20s, r. n. '65	....	....	118	....	....	
U. S. 6s, 5-20s, c. n. '65. 117⅜	118¼	118	118	117⅜	118	
U. S. 6s, 5-20s, reg. '67. 117¼	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1867. 118⅛	118⅜	118¼	118⅛	118	118⅛	
U. S. 6s, 5-20s, reg. '68. 117⅜	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	117⅜	....	118	118¼	....	
U. S. 6s, Pac.R.R.issue 108½	108¼	108½	....	107⅜	107⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa	....	....	....	....	....	....
.. preferred .. 37¼	....	....	38	....	37¼	
Camden and Amboy...120¼	120¼	120¼	120¼	120	120	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	83½	....	83¼	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89 95¼	....	....	95½	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	89
Lehigh Navigation	33¼	34¼	35	....	....	35
.. 6s, 1884 81	....	....	....	....	81	....
.. Gold L.... 96	95⅝	96	95¼	....	95⅜	
.. R. R. L	....	....	87½	....	....	....
Lehigh Valley R. R..... 54	54	54	54	54	53⅜	
.. 6s new coup 94	....	94	....	....	....	
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	41¼	41¼	....	
.. 7s	....	....	....	....	....	....
Minehill	....	52¼	52¼	....	....	
Morris Canal	....	....	....	....	....	....
.. pref	....	62	....	....	61¼	
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	87½	88	....	....	
.. 10s, 1887	....	....	....	....	....	....
Northern Central	48	....	48	47⅞	48¼	
Pennsylvania R. R..... 56¼	56¼	56¼	56¼	56⅜	56	
.. 1st M	....	....	98	....	97¾	
.. 2d M	....	94¼	94¼	....	....	
Penn. State, 6s, 1st series....	102	....	103	....	....	
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	108¼	....	
.. 6s, W. L	....	100⅜	....	....	100¼	
Philadelphia City, 6s	....	....	....	....	....	97
.. new 100⅛	100⅛	100⅛	100⅛	100⅛	100⅛	
Philad., Germ. & Nor	....	....	....	70	....	
Phila. & Reading 48	48⅛	48	48¼	48	47¾	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie.. 28¾	29¼	29	....	29	....	
.. 6s	....	....	....	....	....	....
.. 7s..... 83	83	....	82¾	....	82¾	
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	16¼	....	17	....	
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	....	95½	....	95½	....	....
.. 1886 95	....	94	....	....	93½	
.. 1890 ..... 94½	95	94½	94½	94½	94	
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	128½	....	....	....	....
.. bonds, 1875	93	93	....	....	....	....
.. .. 1880	....	93	....	....	....	....
.. .. 1885. 91¼	....	....	....	92	....	
Marietta & Cin. 1st M.. 86½	....	....	....	....	86½	
.. 2d M	....	69½	69½	69½	....	
Northern Central	....	....	48	....	47½	
.. bonds, 1885	87½	....	....	....	87½	
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany 144	144	144	144½	144½	145	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine..... 140	....	140	....	140	140½	
Boston and Providence. 136	....	....	....	....	....	....
Boston, Hartford & Erie 17⅛	17⅛	17⅛	17⅛	17⅛	17	
.. 7s, new..... 61¾	....	61	....	....	60½	
Cheshire, pref..... 83¼	....	84½	....	....	83¾	
Concord	....	76	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern 114½	....	115	114¼	115	114¾	
Fitchburg	131½	131	....	131	....	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central..... 124	122	121½	122½	122½	122⅝	
Northern, N. H..... 107⅛	....	107	107⅛	....	107¼	
Ogdens. & Lake Champ....	67	67	....	....	....	....
.. pref..... 106	105⅞	....	....	....	101½	
Old Colony & Newport. 97	97	96¾	97	96¾	97	
Ph., Wil. & Baltimore.. 52	....	51¾	52	....	52	
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada.... 101	....	101	101	....	....	
Vermont & Mass..... 63¾	66½	63	....	....	63	
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	98	
Metropolitan 65	....	65	....	....	66¾	
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin	....	....	....	....	12	
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Sept. 17.	Sept. 24.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	62 — 68	62 — 68
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	62 — 68	62 — 68
Do. do., 2d mort., 1882	55 — 60	55 — 60
Do. Consol. 7 per cent. mort. 1890	27 — 29	27 — 28
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c.	62 — 64	62 — 64
Erie shares 100 dol. all paid	27 — 27½	25 — 25½
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	55 — 60	55 — 60
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	94 — 95	92½— 93½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	72 — 75
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	87 — 89	88 — 90
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, October 16, 1869.

Stock Exchange and Money Market.

Money has been in much more liberal supply, especially in a temporary form, and rates have been further reduced, the closing quotations having been 4@7, chiefly 5@6 per cent. on call, and from 8 @12 per cent. per annum on strictly prime to good business paper. There has been a considerable influx of currency reported from several sources, and the balances in private hands, seeking prompt, secure and profitable employment, in a controllable form, have been largely augmented. Lenders have been free of accommodation to the prominent street houses, and more willing to make advances to mercantile borrowers; while they have shown much reluctance to extend the usual aid to the more purely speculative interests. The city banks, while reporting a loss of over 3⅞ millions of deposits, and 2⅛ millions of legal tender notes, show a gain of 9⅜ millions of specie. They have reduced their loan and discount averages, about 4½ millions; and have added slightly to their circulation. They now hold 20⅛ millions more of gold and legal tender notes than the 25 per cent. of their liabilities for deposits and circulation, called for by the National Banking Act. The U. S. Sub-Treasury now holds a coin balance of 85½ millions, and a currency balance of over 5½ millions.

The specie reserve of the city banks according to the latest return is $21,513,526, against $9,346,097 same time last year. The city bank deposits are now $179,214,675, against $189,033,997 week ending Oct. 10, 1868. The legal tender reserve amounts to $52,017,588, against $60,005,086 same time last year. The circulation now stands at $34,178,925, against $24,188,103 same time last year. The loans are now $250,749,974, against $265,595,582 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $104,730,142 a day, against a daily average of $132,148,962 the preceding week, and $164,879,069 the week ending with Sept. 25, 1869. The current week's exchanges average about $93,194,000 a day. The city banks, last week, reported an increase of $5,610,677 of specie, with a los $3,909,883 of deposits, and of $2,191,500 of legal tender notes. They reduced their loans, $4,489,675; and increased their circulation, $9,516.

The city bank exchanges on Wednesday were $86,088,438.

National Bank notes to the amount of $107,230 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $318,323,191, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $18,687,306, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260.) an actual circulation at this date, of $299,635,785. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,500,000; and for the public deposits, $19,518,000—making a total of $362,018,000. The Treasury Department last week redeemed and destroyed $180,800 of worn and mutilated fractional currency, and issued $878,500 of new. The outstanding amount of fractional currency on the 1st of Oct., was $33,001,298 50, against $30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 9, were $6,595,496 in coin, including $2,772,900 from customs duties, and $5,607,732 in currency; payments, $4,777,947 in coin, including $277,774 of coin interest, and $5,660,468 in currency; balance at the close of the week, $91,305,547, including $84 049,424 of coin, and $5,821,548 of currency, against $91,989,034 at the close of the preceding week, showing a decrease of $683,487. The business of the Office on the first business day of the current week, was as follows: On Tuesday, receipts, $1,505,919 in coin, including $802,000 from customs, and $669,300 in currency; and payments $117,967 in coin, including $105,649 of coin interest and $904,960 in currency. The balance at the close of business on Tuesday stood at $91,240,175, (including $5,585,889 of currency, and $85,496,676 of coin,) against $89,729,337 a week previous; and $89,110,833 on Sept. 28, 1869. The aggregate receipts of the office in Sept. were $63,725,058, including $12,504,326 from customs; aggregate payments, $57,424,305, including $4,858,389 of coin interest. On Monday, the Office was closed, as were all the other Government

offices throughout the country, in honor of the memory of President Pierce.

The outstanding amount of coin certificates on the 1st of Oct. was $24,412,720, against $23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired $2,487,924 of coin certificates through the receipts for customs.

Government revenues have been yielding moderately since our last. The excises yielded about 3¼ millions; customs at the port of New York, $2,772,900, and at the outports about $900,000 (in coin) more, making the grand total income for the week equal to about $8,024,770 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 53 millions.

Gold has been quite sparingly dealt in, most of the week, and the fluctuations in the price have have been less violent, the extremes having been from 129¾@132, and the closing quotation on Wednesday 130⅛. The speculative demand has been on a very limited scale. The customs inquiry has been less urgent. There has been but little call for specie for export, in view of the heavy produce shipments. The specie exports, last week, were only $460,248, against specie imports to the amount of $3,362,987. On Tuesday of the current week, the *Hammonia* took out $247,000 in specie. On that day, the Government marketed through the U. S. Sub-Treasury here a million of gold at from 130.01&130.15. The bids reached an aggregate of $3,953,000, and ranged from 128 98@130.15. On Wednesday, the *Russia* delivered here equal to $35,165 in specie; and the *China* took out equal to $200,000 in specie.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 85½ millions.

The customs of the port on Wednesday yielded $481,000. The U. S. Sub-Treasury disbursed $18,537 of coin interest, on that day.

The customs demand for Gold last week, averaged $462,150 a day; thus far, this week, it has averaged $401,500 a day, or equal to a weekly aggregate of $2,409,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $3,362,987, and since Jan. 1, $14,565,429, against $6,002,744 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $105,872,038, against $95,613,217 same time in 1868. At San Francisco, from Jan. 1, to Oct. 5, 1869, $6,435,400, against $6,560,730 same time last year.

The exports of specie, from this port, last week, were $460,248, against $43,600 same week last year; total, since Jan. 1, 1869, $27,383,284, against $66,430,157 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $227,774, and since Jan. 1, 1869, $69,543,017, against $63,707,487 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 5, 1869, were $30,825,974, against $30,150,981 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 9, were about 54 millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $5,056,537.

Foreign Exchange has been very quiet, as a rule, and rates have favored buyers. Bankers' prime sixty day bills on London closed on Wednesday at 108⅞@109¼, and on Paris to 5.22½@5.16¼; sight bills on London to 109⅜@109¾, and on Paris to 5.16¼c.@5.14⅜. The offering of produce bills has been again quite extensive this week. The week's exports of domestic produce have been to the currency value of $5,284,857, making the total since Jan. 1, 1869, $151,976,583, against $128,807,937 same time last year.

Government securities have been moderately dealt in, most of the week, and prices have been somewhat variable, though showing a substantial improvement of about ⅛ of 1 per cent. The offerings of bonds have not been extensive. On Wednesday, Government bought in two millions of 5-20s at from 115.87@116 net, out of an aggregate offering of $7,249,450. Subsequently the market became heavy and weak, yielding ¼@½ per cent.

U. S. sixes of 1881 closed here on Wednesday at 119@119⅜; U. S. Five-twenties of 1862, ex-coupon, 120@120¼; U. S. Five-twenties of 1864 at 119@119⅛; U. S. Five-twenties of 1865 at 119⅜@119⅝; U. S. Five-twenties of 1865, consolidated, 117¾@117⅞; U. S. Five-twenties of 1867, 117⅝@117¾; U. S. Five-twenties of 1868, 117⅝@118; U. S. Ten-forties at 108@108⅛, ex-interest; U. S. Six per cent. currency bonds, 107½@107¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 29.	Oct. 6.	Oct. 13.
Consols	93	93⅛	93½
U. S. 5-20's of 1862	84	84¼	84½
U. S. 5-20s, 1865	83⅛	84	84⅛
" 1867	82¼	82⅞	82⅞
" 10-40s	75½	76⅛	76¼
Erie	22¾	....	23¾
Ill. Central	....	....	....
At. and Gt. West	....	....	....

Railway and miscellaneous share property has been without notable activity, and values have been, in the main, further depressed, the market showing a remarkable absence of speculative strength or buoyancy.

There has been more inquiry for State bonds, also for prime railway mortgages.

There has been more animation in General Business, but at variable prices. Breadstuffs and Petroleum closed more firmly. Provisions, irregularly. Middling upland cotton closed quite heavily on Wednesday at 26@26¼ cts. per lb. The stock of cotton now here is given at about 13,500 bales. The receipts at the port this week, have averaged about 5,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 205,000 bales, against 145,000 bales in 1868–'9; exports, same time 45,000 bales, against 37,500 bales same time in 1868–'9; stock on hand at latest dates, 103,000 bales, against 85,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 17,934 pkgs., against 16,398 pkgs., same time last year. From Boston, 6,404 pkgs., against 7,405 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, and firmer at from 8½@16¼c., per lb.; week's receipts, 7,165. Milch cows very dull, at $40@$110 each, receipts, 55. Veal calves in good request at from 5@13c. per lb.; receipts, 1,957. Sheep and lambs in better demand at from 4@7c., and 7¼@9c. per lb.; receipts, 25,777. Swine in less request at 10¼@11c. per lb., all live weight; receipts, 13,760.

The week's dry goods imports were valued at $1,490,685, and of general merchandise, $2,413,316, making an aggregate for the week of $3,904,031 specie value, against $4,057,449 same week last year. A livelier market has been noted for the leading articles, particularly dry goods and groceries, which close more firmly.

The ocean freight market has been moderately active, since our last, but rates have been quoted easier and irregular. For Liverpool we quote flour at 2s. 3d.@2s. 4½d. by sail, and 2s. 9d.@2s. 10½d. by steamer, per bbl.; grain at 8d.@8½d. by sail, and 8¾d.@9d. by steamer, per bushel; cotton at ¼@$\frac{5}{16}$d. by sail, and ⅜@$\frac{7}{16}$d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 367.

The New York exports, exclusive of specie, for the week ending Oct. 12, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,753,889	$5,284,857
Prev. reported	126,054,048	146,691,726
Since January 1	$128,807,937	$151,976,583

The imports for the week ending October 9, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,591,972	$1,490,685
Gen. merchandise	2,465,477	2,413,346
Total for the week	$4,057,449	$3,904,031
Previously reported	193,627,757	236,412,729
Since January 1	$197,685,206	$240,316,760

The balance in the Sub-Treasury on Wednesday was $92,318,084 93.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 69; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 83½; Alabama 8s, 92½; N. Y. State 7s Bounty Loan reg., 107¼; do., coupon, 107¼; Brooklyn 6s, Water Loan, 93; Long Dock bonds, 87; N. Y. and New Haven, 133; do., scrip., 130½; Dubuque and Sioux City R. R., 110; Third Avenue R. R., 197½; Pacific 7s, guar. by Missouri, 90; Central Pacific 6s, gold, 93; Mil. and St. Paul 1st mort., Iowa div., 85; Buffalo, N. Y. and Erie 1st mort., 88; Chicago and Milwaukee 1st mort., 87; New Jersey Central new bonds, 96½; Pennsylvania Coal, 230; Adams Exp. Co., 55¼; Wells-Fargo Exp., 23; Am. Mer. Union Exp., 35; U. S. Exp., 56½; Western Union Telegraph, 37.

Philadelphia.—City 5s, 1872, 92; Penna. State 5s, 1870, 99; do., coupon, 92½; Allegheny County 5s, 76; Pittsburg 5s, 71½; West Jersey 1st mort., 7s, 95¼; do., 6s, 91; Penna. and N. Y. Central 7s, 90¾; Junction R. R. 2d mort., 90; Phila. and Reading 6s, 1843–'80, 89; Delaware R. R. bonds, 89¼; Camden and Amboy scrip, 65; North Penna. 7 per cent. scrip, 83; Oil Creek and Allegheny River R. R., 38½; East Penna. R. R., 37; West Phila. R. R., 60½; Ph., Wil. and Balt. R. R., 52; Chesapeake and Delaware Canal, 42; Morris Canal scrip, 64½; Ocean oil, ½. The latest

quotations are: do., City 6s, 97@97½; do., free of tax, 100¾@100⅞; State 5s, coupon, 92¾@92¾; do., reg., 99@—; do., 6s, W. L., 100⅛@100½; do., 1st series, 103@103½; do., 2d series, 106@107; do., 3d series, 108@110; Reading, 47⅝@47⅝; do., 7s, 1893, 100@103; do., 6s, 1880, 88@89; Camden and Amboy, 120@120; do., mort. 6s, 1889, 95@96; do., 1883, 83@83½; Penn. R. R., 56⅜@56½; do., 1st mort., 97@97½; do., 2d mort., 94¾@95; Little Schuylkill R.R., 40¾@42½; Morris Canal, 33@33; do., pref., 60@61½; do., bonds, 80@85; Susquehanna Canal, 10@13; do., 6s, 53@55; Sch. Nav., 8@11; do., pref., 16@18; do., 6s, 1882, —@61; Delaware Div. Canal, 48@49; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38@40; do., 7s, 1873, 89@90¼; do., 5s, 56@60; Lehigh Coal and Navigation, 34@34; do., 6s, 1884, 81@81⅛; do., R. R., Loan, 87½@88; do., Gold Loan, 95¼@95¾; North Pennsylvania, 36@37; do., 6s, 88@88½; do., Chattle 10s, 106@—; Philadelphia and Erie, 28¾@28⅞; do., 6s, 85@88; Minehill, 52½@54; Catawissa, 14@17; do., pref., 37⅜@37¾; Lehigh Valley, 53⅜@53⅝; do., 6s, new, 95@95½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 40@45; West Philadelphia, 60@60⅛; Spruce and Pine, 26@26; Green and Coates, 37@37½; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19¼; Girard College, 27½@29; Tenth and Eleventh, 68@71; Union, 44@45; Hestonville, 12@12¼.

Boston.—Vermont Central 1st mort., 80; Union Pacific 6s, 82⅞; Eastern R. R. 6s, 1874, 95¼; do., 1889, 96; Vermont Central and Vermont and Canada 8s, 101¾; Cedar Rapids and Missouri 7s, 86¾; Ogdensburg and Lake Champlain 8s, 101⅛; Stanstead, Shefford and Chambly 7s, 75¼; N. Y. and Oswego 7s, gold, 100; Old Colony and Newport 7s, 100⅛; Cheshire 6s, 89½; Rutland and Burlington 1st mort., 140⅛; Connecticut and Passumpsic Rivers pref., 87⅝; Cincinnati, Sandusky and Cleveland, 22; do., 7s, 1890, 72⅞; Worcester and Nashua, 124; Boston Water Power Co., 14; Cary Imp., 6⅞; Ophir (N. S.) gold, 16c.; Maine 6s, 1889, 98¾; Massachusetts 5s, 1893, gold, 107; New Hampshire 6s, 1878, 96; Cambridge 6s, 1875, 98¾; Chicago 7s, 96; St. Louis 6s, 1888, 101½; Albany 6s, 1896, 90½; Cincinnati 7 3-10s, 1899, 102; Portland 6s, 1871, 97; Charlestown 6s, 97; Salem 6s, 1883, 99; Nashua 6s, 1883, 98; Allouez Mining Co., 2¾.

Baltimore.—Virginia 6s, old, reg., 45½; Maryland 6s, 1883, Defense Loan, 101¾; City Hall 6s, 1884, 93; City Park 6s, 94½; Central Ohio 1st mort., 78½; Orange, Alexandria and Manassas 7s, 73; Atlantic Coal, 2.50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@129; do., 6s, 1875, 93@94; do., 1880, 92⅛@94; do., 1885, 91@92; Northern Central, 47¾@48½; do., 6s, 1885, 87@88; do., 1900, 84½@—; do., 6s, 1900, gold, 100@102; Parkersburg Branch, 23@23½; N. W. Va. 1st mort., 93@95; do., 2d mort., 90@92; do., 3d mort., 1885, —@84; Marietta and Cincinnati 7s, 1892, 86@87; do., 2d mort., 69¾@70; Central Ohio, 25@28; do., 1st mort., 78@78½; Western Md. 6s, 1890, 65@75; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@—; do., 6s, pref., 45@46; do., 6s, guar., by Washington Co., 77@—; Richmond and Danville bonds, 71¾@72½; Baltimore 6s, 1875, —@92; do., 1886, —@92½; do., 1890, 94¼@94½; do., 1893, —@92; do., 5s, 1838-'70, 70@74½; Memphis City 6s, 44@48; Maryland Defense Loan, 101½@102; City Passenger R. R., 19@19¼; Baltimore and Catonsville, 4@5¼; George's Creek Coal, 71½@73; Santa Clara, 0.50@—; Atlantic Coal, 2.00@2.50.

Chicago, Danville and Vincennes Railroad.

Messrs. W. Bailey Lang & Co., Merchants, No. 54 Cliff st., this city, have for sale $2,500,000 Seven per cent. First Mortgage Sinking Fund Bonds of this company, having forty years to run, principal and interest payable in New York in gold coin. These bonds are secured by a first mortgage upon 140 miles of road, and its appurtenances now or hereafter to be acquired, extending from Chicago to the Indiana State Line, in the direction of Terre Haute, 55 miles of which, from Chicago to Momence, are now completed and open for business, and every effort will be made to finish the entire road in time for next season's crops. Sufficient stock has been subscribed on the line of the road to prepare it for the iron. The rails are already provided for, and a large amount of equipment is under contract and in progress of delivery. To meet a portion of the expenditures for iron and equipment these bonds are now offered for sale at 95, and accrued interest in currency. The advantages of investing in this security, at the present reduced price, in preference to those of the United States, at 20 per cent. premium, as well as the value of the road as a portion of the shortest through line between Chicago and New Orleans, Mobile and Pensacola, is fully and plainly stated in an advertisement which we publish elsewhere, to which the attention of capitalists, both at home and abroad, is respectfully invited.

☞ The work on the Medford Railroad, which is to run from Medford, in Burlington Co., N.J., to Camden, will be put under contract in a short time. It is the intention of the company to make its Camden terminus at Kaighn's Point. The road from Manchester, which it has been decided upon to build, will also connect with this track at Medford.

☞ The grading of the Fox River Valley Railroad is completed three miles north of Ottawa, men are at work on the line ten miles further, and the contract for grading the road still further north, from Yorkville, Kendall County, to Montgomery in Kane County, two miles south of Aurora, has been let to L. B. Judson, of Oswego, who is to commence immediately.

☞ Extine Norton, Esq., has been elected President of the Paducah and Gulf Railroad; L. S. Trimble, Vice President, and H. L. Jones, Secretary.

☞ Gen. J. W. Sprague, long Managing Director of the Winona and St. Peter Railroad, has resigned. He is succeeded by J. H. Stewart, Superintendent of the road.

☞ O. Chanute, Esq., has been appointed Chief Engineer of the Leavenworth, Lawrence and Galveston Railroad.

☞ The Pana and Springfield Railroad is completed from Springfield to Taylorsville, about 25 miles.

☞ THE CENTRAL PACIFIC RAILROAD is rapidly becoming one of the great successful enterprises of the time. It was built with unparalleled energy, equipped with rapidity, and its operation, from the beginning, has been remarkably profitable. The net earnings, after the payment of operating expenses before its completion, EXCEEDED FOUR MILLIONS IN COIN; while its interest liabilities during the same period were only $1,800,000. Since its connection with the Eastern roads, and the consequent addition of the vast through traffic, the gross earnings have been at the rate of seven millions per annum in gold—EQUAL TO MORE THAN NINE MILLIONS IN CURRENCY—and the business is steadily increasing. The proportion of the net earnings is over $3,000,000 gold, while the annual interest payments are only about $1,000,000. The financial strength of the Company is therefore well assured.

The Six per Cent. Gold FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, having thirty years to run, are entitled to the fullest confidence, and afford a valuable and attractive investment. We are prepared to fill orders at current market rates.

FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau-st.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 32 Pine street.

☞ At a recent meeting of the Directors of the South Eastern Counties Junction Railway Company (Canada,) the Hon. Mr. Dunkin was elected President, J. O'Halloran, Esq., Vice President, and E. L. Chandler, Esq., Secretary-Treasurer.

☞ The contract for the construction of the first 20 miles of the Little Rock and Fort Smith Railroad has been sub-let to Messrs. Budd & Decker, who will have over 1,000 hands at work by the 15th of the present month.

☞ The Portland and Rochester Railroad Company have adopted the route through Springvale village, and directed the engineer to proceed and locate the same at once.

☞ The Mansfield and Framingham Railroad, from South Framingham to Sherborn, has been completed. The line will soon be finished and running to Mansfield.

☞ Hon. John Lynch has been elected President of the Portland and Rochester Railroad Company; Thomas Quimby, Superintendent and Treasurer; and Frederick Robie, Clerk.

☞ Mr. Field of Greenfield has been engaged as Chief Engineer of the construction of the Boston, Barre and Gardner Railroad.

☞ Capt. W. W. Wellman has been appointed Chief Engineer of the St. Croix and Bayfield Railroad.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th ult., inclusive, during the years 1868 and 1869, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	185,300	6,621,700	13,256,400	771,400
1869..	349,300	11,614,000	4,596,800	30,900
Inc	164,000	4,992,300	*8,659,600	*740,500

* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 1,162,460 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September in the years indicated:

	1867.	1868.	1869.
Canal opened—	May 6.	April 23.	May 6.
Flour, bbls.	125,000	185,300	349,300
Wheat, bushels..	1,720,800	6,621,700	11,614,000
Corn, bushels...	11,304,300	13,256,400	4,596,800
Barley, bushels.	153,300	771,400	30,900
Oats, bushels...	3,586,700	6,581,300	2,220,200
Rye, bushels....	255,900	364,900	231,200
Malt, bushels....	239,200	340,900	175,300
Feed, lbs.....	.....	.....	7,776,800

The figures for 1868 cover 45,200 bbls. flour 2,811,500 bush. wheat, 694,500 bush of corn, 321,700 bush. barley, 104,100 bush. rye, 941,900 bush. bush. oats, 54,300 bush. malt, estimated to have been detained on the canal by ice during the winter of 1867 and 1868.

Cotton Supply in India.

On the 29th of July last, under the auspices of the Cotton Supply Association, a conference was held at the Westminster Palace Hotel, London, "for the consideration of measures having an important relation to the agricultural and commercial interests of India."

The chair was taken by Mr. E. Ashworth, who stated that the conference would have been called at an earlier period of the session but for the promise that the supply of cotton from America would be sufficient this year to meet the requirements of this country. That promise was not likely to be fulfilled, reliable information having been received that not more than 3,000,000 bales would be produced for home consumption as well as for export, whereas in 1860 the number of bales imported into this country was 4,500,000. Lancashire was in a strait. Her mills were now working only five days out of the six, because of the short supplies of the raw material. There was a constant struggle amongst mill owners for the possession of the cotton sent to the market. They preferred to pay an enhanced price for it rather than stop their mills and throw thousands of operatives out of employment. America failing, it was necessary for Lancashire to look elsewhere for a supply. It was no use going to Brazil, whence tolerably large quantities had hitherto been obtained, for that country was plunged in civil warfare. And disappointment would only be experienced by going to Egypt or Turkey. India was the only quarter whence supplies adequate to the requirements could be expected. But the difficulties of communication were so great, that unless something was done the produce would diminish rather than increase, for whereas the maximum growth had been 1,800,000 bales, only 1,500,000 bales were produced last year.

After an interesting discussion several resolutions were unanimously agreed to, of which the following was the most important:

"That this meeting, viewing with satisfaction the statement made by the Duke of Argyll in the House of Lords, of the intention of the Government of India to undertake the extension of the railway system, as well as other public works of a remunerative character in the country, is of opinion that the outlay proposed is too small to obtain as early a completion of the works of the greatest urgency as is desirable, and that £10,000,000 a year at least will be needed adequately to meet the requirements necessary for the agricultural development of the country, and further recommends that those short lines of railway should have precedence which would facilitate the export of cotton and other fibres so much required by the manufacturers of this country."

Journal of Railroad Law.

RAILROAD COMPANIES—RIGHT OF SUBSCRIPTIONS TO CAPITAL STOCK.

The facts of the late case of The Leavenworth and Des Moines Railroad Company *vs.* The County Court of Platte County (42 Mo. 171) are fully and clearly stated in the following opinion by

HOLMES, J.—This is an application for a mandamus upon the County Court of Platte County, to require the court to issue the bonds of the county in pursuance of analleged subscription to the stock of the Leavenworth and Des Moines Railroad Company under "An act to incorporate the Platte City and Des Moines Railroad Company" approved January 4, 1860, and certain other amendatory acts. (Adj. Sess. Acts 1859-'60, p. 443, § 6 id. p. 88 § § 1, 2; R. C. 1855, p. 427 § § 30–38.)

The case depends upon the construction which is to be given to the first named act, by which the company was chartered. The sixth section gives the County Court a general power to subscribe stock. By the eighth section this power is expressly limited, and made subject to the provisions of the general railroad law (R. C. 1855, p. 427, § 30.), which provides that the County Court "may, for information, cause an election to be held to ascertain the sense of the tax-payers" as to such subscription. No such election was directed. This was a necessary condition of the power to subscribe. That all the sections of the act are to be construed together is a well settled rule of construction. The word "may" in this clause, must be interpreted to mean "shall." It is a power given to public officers, and concerns the public interest and the rights of third persons who have a claim *de jure*, that the power shall be exercised in this manner for the sake of justice and the public good (Newburg Turnpike Co. *vs.* Miller 5 Johns Ch. 113). This construction is confirmed by the act passed at the same session amendatory to this thirteenth section, and making the act read "shall" instead of "may." This amendment may be taken as declaratory of the true meaning of the former act. It follows that the subscription as made, was without the authority of law and void. If the subscription had been lawfully made it might have become the imperative duty of the County Court to issue these bonds, and the performance of that duty might have been enforced by the writ of mandamus. In the positive requirement that the sense of the tax-payers should first be taken it is necessarily to be implied that the power was not to be exercised without their consent and authority. In this view of the matter it is apparent that the case of the Missouri and Mississippi Railroad Company *vs.* The County Court of Macon County, decided by this Court at the October term 1867, and other cases relied upon by the petitioner, relating to the question of a repeal of a special act by a subsequent general law, have no application to this case.

This conclusion being decisive of this application, it becomes unnecessary to consider further the other points which have been presented in the argument.

Peremptory mandamus refused.

The other Judges concur.

Steering by Steam.

A NEW APPLICATION OF MACHINERY.

A correspondent who was present at the occasion of a recent trial of the steam steering apparatus with which the small steamer *North Star*, of Muskegon, has been supplied, writes as follows:

The experiment was such a complete and marked success mechanically, and seems in its principle to foreshadow such immense benefits to steam navigation, that it deserves the earnest and instant attention of the public. While the arrangement of the machinery connected therewith is simplicity itself, the result on the motions of a vessel are instantaneous, and as powerful as can be desired. Instead of a cumbrous wheel in the pilot house, a lever like the starter of a locomotive stood up from the floor, which worked either way from side to side by no heavier pressure than could be given by the thumb and finger, but which made the North Star, a long, narrow river boat, almost turn on her centre, and then as instantly reverse with the same promptitude of action on a different application. A doubt having been expressed as to whether, by the same machinery, she could be 'held' on the same steady course for a length of time, the steersman fixed on a mill chimney two miles distant, and made for it. After getting her from the previous violent swayings into true line, he dropped the bar and let her run for it, until all on board were satisfied of the truth of her course. Where the steam rudder is left there it stays, and no power less than that able to overcome all the steam force of the boilers can shift it till again manipulated by the lever.

Numerous experiments were made in turning, backing, twisting, and all with astonishing results. The steering power was instantaneous in its action. When standing still the rudder could be put down with such force as to swing the vessel a point or two. I really believe that, had such an apparatus been on the Milwaukee and Lac La Belle, when they met on the St. Clair flats, even at the late moment when the dire warning note was sounded, collision could have been easily avoided. The whole steam power of the vessel thrown instantaneously (as is possible) upon the taut wire rope rudder lines, it would have swung them so as to merely rub sides, if they touched at all. I have watched with admiration, on the rapids of the St. Lawrence, the old Indian pilot with his half dozen brawny assistants, grouped around the mammoth wheel, as with lightning speed he shot the long sault or plunged the cascades. I have watched his quick, nervous action, and word of command so quickly sounded by his assistants, and wondered what our fate would be should these men mistake, even for an instant, larboard for starboard. But with a machine like this the doughty old redskin could stand in all his native dignity alone, and with one hand, unaided, as lightly as a feather, make the steam power, as prompt as telegraph, work his wayward and oft-changing will, and swing his steamer as quick as changing a top.

Another beautiful contrivance connected with this, and one as much to be appreciated by the traveling public as the steam rudder by the regu-

lar marine, is what the patentees technically term the "life lines." If you will call back to memory almost any marine disaster from burning, either at sea or on our inland waters, you will readily recollect that generally the most painful and terrible portion of the calamity began when the ship lost steerage way and going adrift—going any and every way before the wind. From the Henry Clay on the Hudson, to the Sea Bird on Lake Michigan, it has almost ever been the same story; a pilot-house deserted; a vessel unmanageable; refuge within almost easy reach, but impossible of attainment by lack of steering power. This apparatus provides continuous communication from stem to stern, by which the vessel can be managed from any part of the deck. When the pilot-house gets "too hot to hold him," the wheelsman can take hold at the next cool spot. If the stern is in flames he can steer from the bow, and *vice versa*. As long as there is a bit of deck left the iron life-line is there, and until it melts the communication is as complete.—*St. Louis Dispatch.*

A European Railway to India.

ALL EUROPE AT ONE END OF THE LINE, AND ALL ASIA AT THE OTHER.

Some fifteen years ago an Anglo Saxon prophecy was published for the edification of the world. The prophet was an eminent English engineer, and the subject of his prediction was the route between England and the East. The future was presented to us pictorially, or, at least, in a series of half a dozen maps, dated successively 1830, 1840, 1850, 1855, 1860, 1865, and comprising the territories between the British Isles and Hindostan. The first two of these maps illustrated the past, the next the present, the last three the future. If the reader will open a chart of the world on Mercator's projection he will see that a line may be drawn in a straight direction from Ostend to Bombay across one tract of land after another. He will see, also, on a little further examination, that there are three water ways between these two points—one representing the long circuit of the African Continent; a second passing by the Mediterranean and the Red Sea, and a third, involving rather more land traveling, by the Mediterranean and the Persian Gulf. Now, in the routes taken of late days by the commerce between England and the East the successive improvements have consisted in the substitution of land for water—in other words, of railways for ships. For example, in 1830, the outward bound Indiaman simply left a channel port, sailed all round the Cape, and then up the Indian Ocean to Bombay or Calcutta, as the case might be. The time consumed in the voyage was about 100 days. In 1840 came those improvements which gave the new passage the distinctive name of the "overland" route, though the land journey as yet bore but a small proportion to the sea voyage. The steamer again left a channel port, but turned eastward through the Straits of Gibraltar to Alexandria, from which place a land journey across the Desert to Suez brought the passenger to the shores of the Red Sea, where the sea voyage was again resumed. The time was reduced to fifty-six days. Meanwhile the European Continent had been so far traversed by railways that first Marseilles and then Trieste might be reached, and thus a broad angle was saved, since the traveler proceeded in nearly a direct line from Ostend to Alexandria, and thence onwards as before. This brought the time to thirty-nine days, as it stood when the prophecy was uttered. The future was then prefigured by three maps to represent the periods of 1855, 1860 and 1865. In 1855 a railway along the Euphrates Valley was to open a communication by land with the head of the Persian Gulf, thus saving the circuit of the Arabian Peninsula, besides which a railway across India was to connect Calcutta with Bombay. By this the time was to be reduced to nineteen days. In 1860 our prophet carried the European line straight across the Continent to Constantinople, and then again round the seaboard of Asia Minor to join the Euphrates Valley line. This would dispense with all the sea passage, except between Bussora and Bombay, and bring the time down to twelve days. In 1865 the Persian Gulf route was to be itself superseded by a railway along the southern shores of Persia and Beloochistan to Hyderabad, in Scinde, where the Indian lines, then to be complete, would meet it. Thus the whole journey became a railway journey from beginning to end, and would be easily performed in ten days, or, without stoppages, in a week.

We have now only to look at Professor Chenery's pamphlet to see how these sanguine, though natural, prophecies have remained without fulfilment. Not only has 1865 passed away, but 1870 is close upon us, and yet we have not reached the stage marked out for 1855. There is no Euphrates Valley Railway, no railway in Asia Minor, no railway in Beloochistan, no railway even from Constantinople to Belgrade. Except for the Indian lines, we stand substantially where we stood in 1850; and even in India the line from Bombay to Calcutta is not entirely complete. Professor Chenery therefore does well to offer his practical suggestions for carrying out Sir Macdonald Stephenson's unfulfilled visions. He draws encouragement from accomplished facts which his precursor could hardly dream of. The great Atlantic and Pacific Railway, now actually opened, might well have appeared in 1855 a far more chimerical enterprise than the chain of lines from Constantinople to Kurrachee. In those days, too, it might have naturally been doubted what the Ottoman Government might say to such projects, whereas, as Professor Chenery now explains, the Porte is anxious to see railway communication introduced into its dominions, and is at this moment intent on connecting the capital with the European system of lines. Nor do our advantages end here. From the pioneering of the United States we have learned not only how to construct cheap railways, but how to endure railway traveling. A seven days' journey would be intolerable on the English system of locomotion; it would be no trial at all in carriages equivalent to moving hotels. As to distances, the sections, no doubt are of considerable length—1,700 miles from Calais to the Bosphoros, 1,500 more from the Bosphorus to Bussorah, and then the run from Bussorah to the Indian terminus. But the Americans have 40,000 miles of railway open, and Sir John Lawrence reckons that 30,000 will sooner or later be wanted for India alone, so that we need not think much of the work required to bring, as Professor Chenery expresses it, the 280,000,000 of Europe into communication with the 500,000,000 of Asia. We have, in fact, now learned how to make railways both cheaply and expeditiously; we have learned how to adapt the arrangement of the carriages to long journeys; we are keenly alive to the value of rapid communication with India, and we know that some, and can believe that others, of the Powers whose territories are to be traversed by the proposed line will cordially co-operate in the work. The Turkish Government desires nothing more than to see the necessary lines intersecting its territories, and, though nobody can exactly answer for Persia and Beloochistan, we do, at least, know from experience that such populations as we should meet with in those parts are well acquainted practically with their own interests, and rarely unwilling to strike a profitable bargain. In all probability we could easily make it worth the while of both chiefs and people to furnish the police of the line for us, though we could hardly expect to encounter foes so troublesome as the Red Indians have proved to the Americans.

Such is the prospect placed by Professor Chenery before us, and nobody can pretend to doubt either the importance or the value of a line which will have "*all Europe at one end and all Asia at the other.*" But what is to be the cost, and how is the money to be found? We are told that the Turkish Government would actually make the line itself as far as the Persian Gulf if it could but command the means, and that it would cheerfully and liberally enter into engagements for the purpose with richer and more powerful States. Would it, then, be unreasonable or impolitic for the British and Indian Governments, in conjunction, perhaps, with others, to find the necessary capital on security given by the Porte for current interest and ultimate repayment? That is the practical question to which the pamphlet brings us. If any of its "suggestions" should appear extravagant, let it be remembered that the whole project was deemed not only feasible, but probable, in a professional estimate, nearly twenty years ago. If the notion of a railway 5,000 miles long should seem a little wild, let the reader remind himself that its object is nothing less than to bring Calcutta as near to London as Edinburg was a century ago.—*London Times.*

The Allentown Railroad.

The Allentown *News* says that about 400 men are employed on this road. The excavation of the tunnel, through the mountains at Windsor Castle, is about being commenced under the supervision of Mr. Paul King, Engineer. It will be 1,100 feet in length. Mr. McFadden, the contractor, expects to have the road in running order within a year from this time. The road intersects with the East Penn. at Topton Station, and with the Philadelphia and Reading at Port Clinton.

☞ G. H. Meade, Chief Engineer of the Little Rock and Ft. Smith Railroad, will receive proposals at his office in Little Rock, Ark., until the 20th of October, for clearing, grubbing, grading, furnishing cross-ties and bridging a part or the whole of the road, commencing on the line 20 miles from Little Rock. Proposals will also be received at the same time and place, for building a bridge across the Arkansas River, at Little Rock.

☞ Benj. H. Latrobe, Esq., Chief Engineer of the Pittsburg and Connellsville Railroad Company will receive proposals at Pittsburg or Cumberland, until the 1st of November, for supplying the Cross Ties for the entire length of about 85 miles of the road, from near Connellsville to near Cumberland. The number per mile will be 2,112, and the whole number about 210,000.

☞ The following gentlemen have been elected directors of the Louisville and Nashville Railroad for the ensuing year: H. D. Newcomb, W. S. Caldwell, R. H. Robinson, G. W. Norton, J. G. Baxter, W. H. Smith, James Whitworth. The directors were authorized to construct another track from Louisville to Lebanon, Ky., as soon as the finances of the company will justify the expenditure.

☞ The directors of the Connecticut Valley Railroad have elected the following officers: President, James C. Walkley, of Haddam; Vice President, Luther Boardman, of East Haddam; Treasurer, Nelson Hollister; Chief Engineer, Seth E. Marsh, and Secretary, Levi Woodhouse, all of Hartford. The survey of the road will proceed immediately.

☞ J. B. Walton, Chief Engineer of the Detroit, Hillsdale and Indiana Railroad, will receive proposals at his office in Hillsdale, Mich., till 4 p. m., October 20th, for the grading, culverts and bridging this road from Ypsilanti to Hillsdale.

☞ The earnings of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad for September, 1869, were $320,025, against $287,451 in September, 1868, a gain of $32,574.

☞ The grading of the Portland and Ogdensburg Railroad has been commenced on the first section of 16 miles from Portland to Sebago.

7 PER CENT. GOLD BONDS,

RETURNING $223 75 IN GOLD MORE PER ANNUM, BY AN INVESTMENT OF $10,000 IN THESE, THAN IF $10,000 WERE INVESTED IN GOVERNMENT SIXES.

$2,500,000

CHICAGO, DANVILLE & VINCENNES RAILROAD COMPANY

SEVEN PER CENT.

FIRST MORTGAGE SINKING FUND BONDS,

FORTY YEARS TO RUN,

PRINCIPAL AND INTEREST PAYABLE IN NEW YORK IN

UNITED STATES GOLD COIN,

AT PAR

SECURED BY FIRST MORTGAGE UPON 140 MILES OF ROAD, THE FRANCHISES, EQUIPMENT, AND ALL FUTURE ACQUIRED PROPERTY BEING AT THE RATE OF

LESS THAN $18,000 PER MILE.

The road extends from Chicago by way of Danville to a point on the boundary line of Indiana, in the direction of Terre Haute and forms part of the

Shortest Through Line from Chicago, via Terre Haute, Vincennes, Evansville and Nashville to New Orleans, Mobile and Pensacola.

It passes through the eastern tier of Counties of Illinois, adjoining Indiana, the whole country being well settled and highly cultivated, and not surpassed in richness of soil by any portion of the Prairie States. Its products must always find their best market to the Atlantic seaboard by way of Chicago and the lakes, which is fully demonstrated by the fact that the value of farming land in Illinois chiefly depends upon the facility of communication between it and Chicago.

Assuming that ONLY ONE-HALF OF THE PRESENT FARM PRODUCTS (as shown by the assessment rolls) of the townships depending upon this line for an outlet will be transported over this road, and basing the passenger business at forty per cent. of the freight earnings, (which is the result obtained upon other roads in the State,) the gross earnings of the road,

Exclusively from local business, will be about $2,200,000, and estimating the operating expenses upon a new road at 66 2-3 per cent., the net revenue will be about $733,000,

being nearly three times the sum required to provide for the interest and sinking fund upon the entire issue of bonds.

THE COAL FIELDS

upon this line, and tributary to it, furnish an important element to insure the future very great success of the road.

In addition to the inexhaustible beds of coal and iron ore in the vicinity of Danville, Vermillion County, Illinois, it connects also with the

CELEBRATED BRAZIL COAL MINES,

the coal from which is of unequaled quality for the manufacture of iron, being ENTIRELY FREE FROM SULPHUR, AND NEARER PURE CHARCOAL THAN ANY KNOWN COAL DEPOSIT IN THIS COUNTRY.

The distance from these coal fields to Chicago by this road is

90 MILES LESS THAN BY ANY OTHER ROUTE.

Chicago alone consumes at present 600,000 tons a year, which is increasing about 100,000 tons per annum.

The estimated cost of the construction and equipment of the road is about $4,500,000. Stock subscriptions have been made to the extent of $2,100,000, a large portion by the people on the line, which is sufficient to pay for the right of way, grading, bridges, culverts, and all work of a similar character for the entire road.

The Line is Completed to Momence, 55 Miles from Chicago.

and open for business, and every effort will be made to finish the entire road in time for next season's crops.

The iron is already provided for, and a large amount of equipment is under contract, and in progress of delivery. To meet a portion of these expenditures, a part of the $2,500,000 of the above Bonds are offered, at present at 95 per cent. and accrued interest in currency.

The advantage of an investment of this character over an investment in Government sixes is thus shown:

$10,000 invested in Governmrnt 6s at 20 per cent. premium gives	$8,333 33
$10,000 invested in Chicago, Danville and Vincennes gold 7s gives	10,500 00
Interest on $8,333 33 Government 6s, less 5 per cent. tax, gives	475 00
Interest on $10,500 C., D. and V. 7s, less 5 per cent. tax, gives	698 25
A gain in favor of C., D. and V. 7s of gold...	$223 75

Holders of Government bonds can exchange them for these bonds with a handsome profit in hand, varying from $276 to $282 if it be 6s or 5-20s, to which will be added the above large yearly gain of interest by such exchange.

To adhere to our positive rule never to offer anything for sale which we do not of ourselves believe to be good, we add that we have personally examined this entire line of road, finished and projected, as well as the country through which it runs, its full character and capacity for verifying the foregoing statements, and the result is we offer these Bonds with entire confidence in their value and soundness.

Pamphlets in more complete detail, with maps, can be had of us.

W. Bailey Lang & Co.,
Merchants,
No. 54 Cliff st., New York,
Agents for the sale of these Bonds.

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JOHN M. ODELL,

NO. 4 WALL ST., N. Y.

STAINED GLASS.

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GLASS STAINER, EMBOSSER AND ENAMELER FOR

Car Builders and Railroad Companies,

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THE MACHINERY IN MOTION

is a Grand Display. The Exhibition is Enlivened WEDNESDAY and SATURDAY AFTERNOONS, and EVERY EVENING, by A FINE ORCHESTRA. Refreshments of the Best Kind at Moderate Prices in the building. Season tickets for Gentlemen, $3; for Ladies, $2; Single Admission, 50 cents; Children under 12 years, 25 cents. Packages of 25 tickets for Shops at 30 cents each. Entrances on Second and Third-aves. HOW TO GET TO THE FAIR—The Second and Third-ave. and Belt Line Railroads, with Extra Cars Running, Intersecting all the other Avenue Railroads and Ferries, Afford Ample, Cheap, and Direct Means of Access. Also in Carriages from Central Park by Sixty-second-st.

Novel Rail Fasteners and Safety Car Stove.

These fasteners have a jaw and collar to swivel on the fasteners and when revolved half round the rail is released. The Stove is a cylinder cast having a tube or or inverted cone on the bottom with a large flange holding the stove above the iron floor, and projecting under to receive the chamber attached, which receives the waste; also self feeder, the valves are perforated to give draft. These are highly recommended by railroad men as superior to any now in use. Both on hand and for sale by the inventor.

A. BEEBE,
78 Cedar st., N. Y.

FOR SALE.

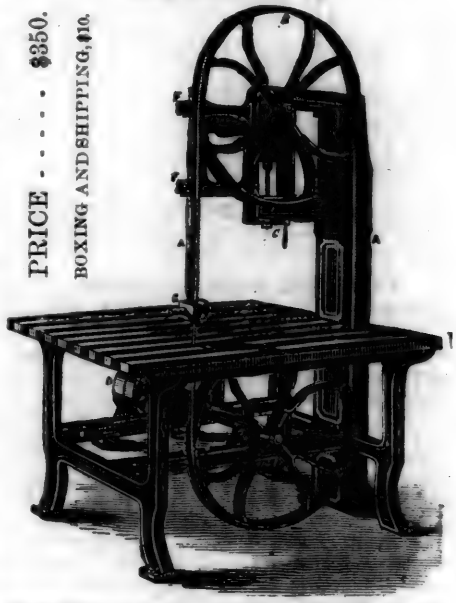
SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

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North Point Foundry and Machine Works, Jersey City, N. J.

FIRST & PRYIBIL'S
PATENT IMPROVED
BAND SAW MACHINE,

452, 454 & 456 Tenth Avenue,
NEW YORK CITY.

PRICE - - - - - $350.
BOXING AND SHIPPING, $10.



This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

W. Churchill Oastler,

43 Exchange Place, N. Y.

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AGENTS IN BALTIMORE,
MORTON, REED & CO.,
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Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.

SOLE AGENT FOR

AVELING & PORTER, Rochester, England.
STEAM ROAD ROLLERS, Traction Engines, &c.

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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

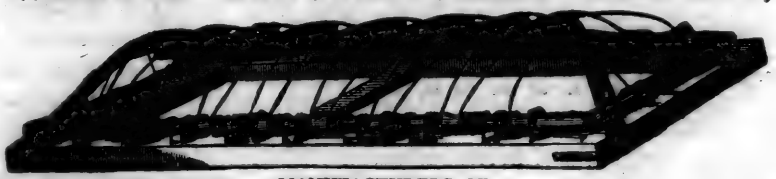
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TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.

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WALTER KATTE, Engineer Western Department,
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Orders received at the office of the Company,
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WM. M. RICHARDS, President.

Interest on City Stocks.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.

RICHARD B. CONNOLLY, Comptroller.

DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
6t40 NEW YORK Sept. 24, 1869.

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A RAILWAY PATENT which has realized forty thousand dollars in three years and a half, and has still 13½ years to run, will be disposed of cheap for cash, for all Southern States, and all states and territories West of the Mississippi River. Enquire at this office.

STEAM COAL,

From the Clover Hill Virginia Coal Mines,

A SUPERIOR ARTICLE FOR STATIONARY ENGINES.

FOR SALE LOW BY THE CARGO. Apply to

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3m33. *AGENTS, 130 PEARL-ST.*

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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IMPORTERS OF

Railway Car and Carriage Linings,

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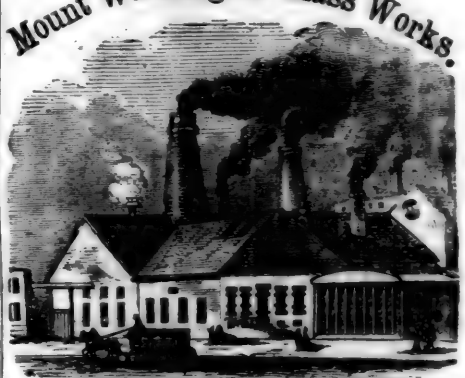
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MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the ***Lantern Globes and Chimnies*** produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

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10,000 KEGS, BEST MAKE, 7-16th by 5½ inches. For sale by

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OFFER FOR SALE:

Tin Plates of every description.	Terne Plate for Roofing.
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Sheet Brass Kettles.	Regulus Antimony.
Sheathing Copper.	Copper Bottoms.
Extra-sized sheets Copper, rolled to order.	Braziers' and Bolt Copper. Rivets, Kettle Ears, etc.

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PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Robert Merrill & Sons,

MANUFACTURERS OF

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BINNACLES, LOGS, &c.:

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GRINDSTONES.

New Castle, Wickersley, Nova Scotia and Ohio Grindstones

OF ALL SIZES.

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—AND—

Machine Works,

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Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

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MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

PACIFIC MAIL

Steamship Company's

THROUGH LINE TO

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Through rates, New York to San Francisco:

First Class.	Steerage.
$150 to $200.	**$75.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 16, ALASKA, CAPT. GRAY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

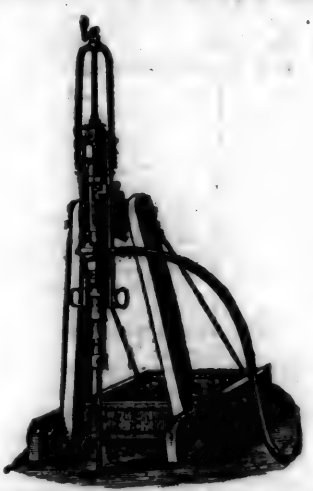
Steamer AMERICA, will leave San Francisco Nov. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, October 15. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast at slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. R. R. BABY, Agent.

BURLEIGH'S PATENT

Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,

43 New street, New York.

General Agents for the United States and Europe.

WEST POINT FOUNDRY.

Paulding, Kemble & Co.

Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 43.] SATURDAY, OCTOBER 23, 1869. [WHOLE No. 1,749, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 23, 1869.

Utica Head Light Works.

We take pleasure in calling the attention of Purchasing Agents and Master Mechanics to the advertisement of Mr. J. A. Williams, which appears in our columns elsewhere. Mr. Williams is a practical Head Light Manufacturer, and pioneer in this branch of business, having been engaged therein uninterruptedly for over 18 years, and is the original inventor of the Coal Oil Burner for Head Lights. During this time the constantly increasing demands for his lights has obliged him to increase his facilities for their manufacture, and to-day he has the largest establishment of this kind in the world. His lamps are covered by four Patents, the latest of which is alluded to in his advertisement, viz: a Coal Oil Head Light, with a Brazed Safety Burner. The peculiarities of this burner are: simplicity of arrangement, great force and steadiness of flame at all speeds, and entire freedom from explosion or heating. The different parts of the burner are *brazed* instead of being put together by soft solder or screws, and the arrangement is such that a large amount of cold air is kept constantly passing around the inside and outside of the entire length of the wick tube, so that it is kept cool at all times. The preference is given these head lights by the great Pacific Railway Co., and nearly all the other principal railroads of the United States, and are spoken of in the most favorable terms by all. Mr. Williams supplies these lights either in square or round cases. A cut of the latter form, showing the general appearance of the most recent design, is seen in his business card. He also furnishes all other styles of head lights, and different parts of each, such as burners, wicks, chimneys, &c. Mr. W. is an energetic business man, and to him Railroad Companies are indebted for the many valuable improvements added to head lights within the last 18 years, and is so acknowledged by all railroad men who are familiar with his inventions.

The American Institute National Exhibition.

For forty years past, with but two annual intermissions, the American Institute has held Annual Fairs, first at Masonic Temple, corner of Broadway and Pearl street, then at Niblo's Garden, later at Castle Garden, then again at Niblo's Garden, at the Crystal Palace on Resorvoir Square, at the Academy of Music, at the Armory on Fourteenth street, and this year at the Empire Skating Rink, at the corner of Third Avenue and Sixty-third street, three blocks from the Fifth Avenue entrance to Central Park, and directly approachable by all the Avenue City railroads and ferries intersecting the Belt Road, and with entrances on Second and Third Avenues. The arrangement of the Exhibition has been based upon the system adopted at the Paris Exposition, and consists of seven departments, named as follows: Of the Fine Arts and Education, of the Dwelling, of Dress and Handicraft, of Chemistry and Mineralogy, of Engines and Machinery, of Intercommunication, of Agriculture and Horticulture. Under each of these depratments there are seven groups, into which are arranged similar and congruous articles. Each of the departments is under the charge of a committee of the Managers of the Institute, with intelligent floor clerks. The present Exhibition consists of more than a thousand entries, containing over five thousand separate articles. The display of woolen manufactures, consisting of the various kinds of fine cloths, ladies dress goods, hosiery of all kinds, blankets, braids, carpets, and bunting, all of American Manufacture, is one of the most remarkable and interesting ever made in this country, and proves conclusively that we can clothe ourselves. In the department of Machinery, there are five horizontal, and several upright steam engines, driving some of the most ingenious and novel machinery to be found in the world. The Bullock Printing Press, printing newspapers from rolls of white paper, on both sides at the same time, and automatically cutting them off, and delivering them to the folding machine by its side, attracts a constant throng of curious and wondering visitors. Lyall's Positive Motion Looms, weaving cloth six yards wide, and silk dress goods, also justly attract great attention. A pump, an Organ, a Sewing Machine, and a clock, are driven by Electricity. Niard's Steam Boiler Attachment, for equalizing the temperature of steam, water, and heating surfaces of locomotive and other boilers, for the prevention of unequal expansion, ruptures, leaks, and explosions, is exhibited for the first time. A locomotive turntable, as nearly anti-friction and perfect as can well be conceived, is exhibited, and is worthy the attention of all railroad engineers. Also a car wheel, constructed to prevent concussion, and the destruction of rails, and some new plans for constructing railroad cars. In the Agricultural department, there are many greatly improved farming tools, including a sheep shearing machine, and some of the finest specimens of fruits, potatoes, and other vegetables, ever exhibited in the country. Rockwood, the Photographer, exhibits a completely perfected apparatus for taking Ferrotype pictures by artificial light, thus enabling the artist to do copying work, and to make pictures in cloudy days or at night, with certainty and satisfaction. Kurtz shows the finest plain Photographs to be found in the world. The management of the present Exhibition, is energetic, painstaking and satisfactory. The general effect of the Exhibition, as seen from the gallery, is magnificent and imposing in the extreme, as the Rink is a grand arch, seventy feet high, three hundred and fifty feet long, and a hundred and seventy feet wide at the floor without a visible support. The Machinery and Boiler department, is in an extension at the eastern end, one hundred

by a hundred and seventy feet. Merchants and others from the country should not fail to visit this noble and instructive Exhibition.

Portland, Saco and Portsmouth Railroad.

The earnings of this road for the years ending May 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$296,441 37	$307,786 01
" freight	195,092 88	237,238 58
" express	14,177 40	13,877 40
" extra baggage	162 80	250 67
" mails	7,837 50	7,837 44
" rents, etc	4,879 63	8,096 00
	$518,591 58	$575,036 10
Expenses, viz:		
Maintenance of way	$100,120 02	$142,847 80
Locomotive power	111,826 68	134,598 92
Train expenses	38,916 16	46,406 36
Station expenses	30,365 48	27,846 12
Office establishment	18,624 59	23,030 66
Taxes and insurance	11,882 85	13,533 75
Damages and law exp.	5,750 86	4,962 91
Machine shop	1,049 36	6,722 76
Renewal fund	10,000 00	10,000 00
	$328,535 50	$409,449 28
Net earnings	$190,056 08	$165,586 82
From which deduct—		
Interest	$7,590 13	
Freight and baggage cars	3,850 00	
Postal cars	5,905 25	
Two engines	25,400 00	
Tax on profits	4,415 33	
Dividends and tax, including dividend payable in June, 1869	94,736 84	
	141,807 55	
Surplus this year	$23,779 27	
Add surplus May 31, 1868	330,155 01	
Under estimate of receipts May, 1868	10,322 10	
	$364,256 38	
Charged for deficiency in freight accounts erroneously made up from April 1, 1865, to April 30, 1869:		
Eastern Railroad	$5,379 61	
Boston and Maine Railroad	89,643 69	
	95,023 30	
Apparent surplus May 31, 1869	$269,233 08	
Represented by the following—		
Property accounts	$48,722 41	
Improvement of road	87,529 95	
Balances due from connecting roads, etc	14,486 26	
Cash and cash items	5,086 71	
Station agents	7,462 84	
New shops and lands adjoining	199 810 24	
Iron, fuel and stock on hand	48,228 17	
	$411,325 58	
Less notes payable	$78,762 46	
Dividends	47,288 47	
April bills	10,769 58	
	136,815 51	
	$274,510 07	
Deduct am't to credit Renewal fund	7,688 49	
	$266,821 58	
Estimated increase of surplus in May.	2,411 50	
Total, as above	$269,233 08	

The extensive improvements near the westerly end of Portland bridge are completed. The site consist of some seven acres of upland and flats. The latter enclosed by a sea wall, nearly 1,100 feet in length, and about 16 feet in height, substantially backed with ballast.

The large area thus enclosed has been nearly all filled with gravel brought from the company's land in Scarboro'; and on this new-made land in part, a machine shop 150 by 60, and a wood shop of same dimensions, has been erected; and in the rear, near these buildings a blacksmith shop 65 by 40 feet. A large dry house 130 by 30 feet is also conveniently located on the premises for the storage of lumber.

The turn table, 50 feet in diameter; engine house, measuring 430 feet on the back, and 240 feet on the front, covering sixteen pits, are built wholly on the new-made land. The foundation of these last, as well as that of the sea wall, rests upon piles driven from 16 to 30 feet in the mud, and cut off at low water mark, and of these more than 2,000 were used under the foundation of engine house and turn table. About 2,000,000 of brick were used in the construction of the buildings; and a large quantity of rough granite for covering the piles.

The tools from the old shops have all been set up in the new ones, and a small addition, not exceeding in value $6,000 has been made. The whole is now in successful occupancy and operation.

These long needed improvements add greatly to the facilities of the company in carrying on its increasing business.

Two substantial granite abutments have been erected at crossing of Great Works River, about two miles east of North Berwick. Several other important pieces of masonry have been entirely rebuilt or thoroughly repaired.

880 tons of re-rolled iron rails were procured from the Portland Rolling Mill, during the past summer; 300 tons of which, were laid in the track, prior to the date of our last report; and 372 tons have already been laid down the present season, making a total of 952 tons from June, 1868, to June, 1869.

17,500 new sleepers, all of cedar, were also put into the track the past summer.

Extensive and thorough repairs have been made on Portland bridge and draw.

The requirements of the present year will be fully as great as those of the past; and contracts for iron, sleepers, and other material, have been made and partially filled already.

The motive power has been increased by the addition of two new engines—Both are first-class engines, and seem in all respects adapted to our wants.

The work in the machine and repair shops, now executed in the new premises, has been carried on promptly and advantageously, and engines and cars, kept in good and efficient condition. Five new freight cars have been purchased, and several others have been rebuilt and turned out good as new.

The general operations of the Road the past year have been satisfactory. The business upon it having been done with great regularity and promptness.

Number of miles run, 303,266. Expenses per mile, $1.32. Av. receipts per mile, $1.89½. Per cent. of receipts used in expenses, 69.5. Number of passengers carried, 361,960.

TRIAL BALANCE, MAY 1, 1869.

Kennebec and Portland Railroad	$100,000 00
Property	3,311 80
Portsmouth bridge	32,000 00
Railway	1,359,836 50
Improvements	87,529 95
United States	599 85
Payments on account	2,000 00
Grand Trunk Railway	3,332 50
W. H. Williams, freight department	7,462 84
Postmaster General	1,420 76
Wharf at Portland	33,574 11
New works at Cape Elizabeth	199,810 24
Stock of materials	48,228 17
Portland, Bangor & Machias Steamboat Co.	20,000 00
Cash	3,085 71
Portsmouth, G. F. & Con. R. R	172 16
Income due	8,861 00
	$1,911,325 58
Capital	$1,500,000 00
Renewal fund	7,688 49
Eastern Railroad	165,542 82
Boston and Maine Railroad	101,278 76
Notes payable	78,762 46
Dividends due	7,809 77
Dividends, June, 1869	39,473 70
Bills payable	10,769 58
	$1,911,325 58

President.—ICHABOD GOODWIN.
Treasurer.—E. NOTT.
Superintendent.—FRANCIS CHASE.

West Amesbury Branch Railroad.

At a meeting of the citizens of West Newbury, Mass., on the 18th inst.; it was voted by a large majority to take stock to the amount of $50,000 in the West Amesbury Branch Railroad, a road chartered last June to run from the Boston and Maine Railroad in Groveland through the villages of West Newbury, West and South Amesbury to Amesbury Mills. Amesbury is expected to subscribe a still larger amount, which, with private subscriptions, will secure its building, thus giving to two of the only three towns in Essex county without a railroad those facilities so necessary to their growth and prosperity.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$173,647 82	$173,323 12
" freight	299,018 61	326,795 85
" mails	7,714 60	18,900 01
" express	5,315 50	5,000 01
" miscellaneous	981 21	545 31
	$486,674 74	$524,564 30
Expenditures, viz:		
Maintenance of way	$131,296 55	$151,102 85
" motive power	71,901 16	103,184 67
Cost of working road	98,676 47	103,733 49
" management	10,166 56	10,404 87
Miscellaneous	28,685 11	20,874 98
	$335,725 85	$389,300 86
Net balance	$150,948 89	$135,263 44
Balance March 31, 1868		222,357 22
Interest received during the year		8,122 46
Engineer department, less than last year		1,075 08
In hands of superintendent, less than last year		1,072 21
Total		$367,890 41
Appropriated as follows:		
Paid coupons, back coupons, expenses of paying the same, interest on overdue bonds, discounts on sale of sinking fund bonds, during the year, etc		$59,679 07
Paid preferred stock dividends		44,895 00
Wood, oil and stock on hand over last year		6,356 53
Paid Trustees of sinking fund		12,500 00
Paid sundry expenses		3,333 78
Bonds and cash on hand		241,126 03
Total, as above		$367,890 41

Compared with the previous year, the gross earnings show an increase of $37,889 56, with an increase in expenses of $53,575 01—making the decrease in net earnings, $15,685 45. The report says:

Our gross receipts have been more for the past year than for the year previous, a portion of which is from the payment of the back balances due from the post office department for carrying the mails, and which makes the receipts from that source more than the usual yearly payment.

Our expenses have increased in repairs, etc., so that our net earnings are less than the last year, and are accounted for in part as follows:

We have laid 998 tons of new and re-rolled iron, against 731 tons last year. We have purchased 2 new monitor top cars; have built 76 freight cars, against 26 last year, and have made full and complete repairs in all the different departments, so that the road way, superstructure, motive power and equipment, are in as good average, if not better condition, than at any previous time, and will compare favorably with any road in the country.

Our business arrangements with connecting roads remain the same as at our last report.

The usual payment of $12,500, to the sinking fund has been made, which, with the accumulations, now amounts to $228,000.

We have paid and charged in the accounts, the two dividends on the preferred stock for the year, and see no reason why they will not continue to be regularly paid.

The bonds known as convertible mortgage bonds, amounting to $350,000, viz., $200,000 7 per cent., and $150,000 6 per cent., become due July 1st, 1870. Arrangements for payment or extension of them will have to be made.

In accordance with the agreement made between the corporation and the White Mountains, N. H. Railroad, for the extension of the road beyond Littleton, which was confirmed by the stockholders of both corporations at special meetings held at Concord, the 29th day of August last, the directors made a contract with Messrs. Kenrick, Chamberlain and Bishop, to build the road from Littleton to Wing road and Whitefield, and work was commenced late last autumn, and continued through the winter with fair success; but owing to the inclement weather in March and April, there has not been so much progress made as could have been wished. The contractors hope to have it done so that the track can be laid to the Wing road early in June.

There has been paid towards the contract, for labor and iron, about $87,000 which is not included in the accounts, but has been paid by money advanced outside, and will have to be repaid hereafter.

The President, by authority of a vote of the directors, has given notice that this company or the White Mountains, N. H. Railroad, will apply to the Legislature for authority to build a road from some point on the extension in Bethelem or Whitefield, to the Fabyan place and the base of Mount Washington, and will make such application to the Legislature.

This will be a branch road, and, as the freight will be all down, can be built with high grades and at a moderate expense, a large proportion of which will be contributed by those who will be benefitted, and if it can be done in this way, will be a benefit to this road.

In accordance with the vote at the last annual meeting, a committee was appointed to consider the subject of consolidation of the stock, and it is expected that they will report at the annual meeting.

The total number of passengers carried during the year was 125,169; equal to 7,610,140 carried one mile. Total number of tons of freight, 69,791, equal to 4,187,460 tons carried one mile.

TRIAL BALANCE, MARCH 31, 1869.

Construction	$2,850 000 00
Wood and oil on hand	18,012 74
Stock, etc., on hand for repairs	24,384 38
1870 bonds on hand (C. M.)	800 00
Trustees of sinking fund	151,500 00
Pemigewasset House	16,000 00
Joseph A. Dodge, Supt.	27,024 91
Sinking fund and mortgage bonds on hand	156,400 00
Cash on hand for coupons unpaid	1,689 00
Cash on hand for dividends unpaid	12,486 00
Cash	90,551 03
	$3,348,848 06

Stock (old dividends, etc.)	$459,600 00
" preferred	800,000 00
" new	540,400 00
Bonds due in 1865 $204,000	
" " 1870 350,000	
" " 1889 496,000	
	1,050,000 00
Coupons due and unpaid	1,689 00
Dividends due and unpaid	1,448 89
Dividends not yet payable	28,125 00
Dividends due since May 20, 1867, and unpaid	12,486 00
Profit and loss	455,099 17
	$3,348,848 06

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Rix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD HARLOW.

Superintendent.—J. A. DODGE.

☞ The following gentlemen have been elected directors of the Louisville, Cincinnati and Lexington Railroad Company: Josiah Speed, C. N. Warren, J. Guthrie Coke, J. W. Kalfus, R. C. Hewitt, Marvin Green, Henry Belle, M. C. Johnson, and T. K. Hunt. A resolution was unanimously adopted rejecting the river line for the connecting line between the Louisville and Nashville and the Louisville, Cincinnati and Lexington roads. The directors were instructed to secure a connection with the least possible delay.

☞ At a recent meeting of the directors of the Portchester and Ridgefield Railroad at Long Ridge, Conn., the report of the engineer, together with his profiles and maps of the proposed road were accepted and approved. According to the surveys, the road will be twenty-three miles long, and its greatest variation from a direct line will not exceed half a mile. The present estimates are less by $40,000 than the sum indicated by the preliminary surveyors.

☞ The Waynesburg *Republican* says that the Monongahela Valley Railroad Company has proposals from three different parties, each of which is anxious to go to work at once upon the road. About the first of January next a new set of officers of the company will be elected, when the building of the road will be at once undertaken.

☞ The Chicago *Railroad Gazette* says that the Davenport and St. Paul Railroad is to be commenced immediately. The President and Executive Committee now advertise for proposals to grade and bridge from Davenport to De Witt, the crossing of the Northwestern, a distance of 22 miles.

☞ The White Mountain Railroad, which is now extending towards Northumberland, has been completed to the line of Whitefield, is now open to the Wing Road, six miles beyond Littleton, and is run regularly in connection with the Boston, Concord and Montreal road.

☞ The route of the Port Royal and Augusta Railroad has been surveyed from Port Royal to within ten miles of Augusta. Rails have been shipped from New York, and it is thought that the road will be completed by next May.

☞ The western extension of the European and North American road, from St. John to the State line, will be open to traffic about the middle of November.

From the Iron Age.

Northern Pacific Railroad.

LETTER FROM AN ILLINOIS FARMER.

ROCKFORD, ILLINOIS, October 2, 1869.

Dear Sir: I saw by your paper of the 23d ult., that you expressed a desire to see the report of my friend, the Railroad Commissioner, I referred to in my letter of the 18th. I have obtained his permission for you to publish such parts of it as I might select. Accordingly, I have copied such portions as I think will interest your readers, and herewith inclose it. If, on looking it over, you should think it not worth while to print it, you can return it to me without any fear of giving offense to my good friend, who, I can assure you, cares as little about notoriety as any one I know.

Your obedient servant,

AN ILLINOIS FARMER.

NORTHERN PACIFIC RAILROAD.

September 25, 1865.

The importance of a railroad across the American Continent, within the territory of the United States, by the shortest route, to connect China and Japan with the Atlantic cities, is the great question of the day.

The steamers' route from San Francisco to Japan will be up the west coast of America, as far as the north end of Vancouver Island; and thence westward across the North Pacific Ocean, to avail of the short degrees of longitude, the same as is now done in running from New York to Liverpool. The "northing" thus made will be near nine hundred miles. The distance from San Francisco to the straits of San Juan de Fuca is about eight hundred miles. It is thus seen, if direct communication can be had between New York city and that point, the distance between New York and Japan will be several hundred miles less than that by San Francisco.

Two very important considerations are to be taken into account in building a line of railroad—character of the country through which the road is to run, and materials with which to construct it.

The country between the Missouri River, at Omaha, and the city of Sacramento, has been so often described, and is so well known that it is not necessary to refer to it in this paper; suffice it to say, however, that at least 1800 miles of continuous rail will be required to connect those two points. It is equally true, on the other hand, that, using the navigable waters of the Upper Missouri and Columbia Rivers, a communication can be had between the Mississippi River, near St. Paul's, and Puget's Sound at Olympia, with less than nine hundred miles of railroad. Thus:

	Miles.
The distance by rail from the Mississippi River to where the Northern Pacific road will cross the Missouri River, is	450
The distance by rail around the Great Falls of the Missouri is	20
By rail from head of navigation on the Missouri to that on the "Jocko," is	150
By rail around "Thompson's Rapids" on Clark's Fork of the Columbia is	4½
By rail around the Rapids at "Cabinett Landing," on the Columbia, is	7½
By rail from "Pend d'Orielle Lake" to the Columbia below Lewiston, is	125
Around the Rapids at "Dalles" and Cascades of the Columbia, is	20
From the mouth of the Cowlitz to Olympia	80
Total	857

It is a question to be solved, whether a railroad will pay the great cost of constructing it from Seattle, on Puget's Sound, up the Dwanish River, though "Yakima Pass," down the Yakima River to the crossing of the Columbia near Wallula, or not—for it is almost taken for granted that no attempt will ever be made to run the road due east from the "Cascade Mountains," to the "Spohane," and thence to Pend d'Orielle Lake. The report of Captain Maclellan, who examined the

most of that line, certainly, is not very encouraging.

As the law of Congress authorizes building what is known as the "Columbia River Branch" of the Northern Pacific road, from near Wallula to the mouth of that river, or "at or near Portland," it is suggested whether or not it would be good policy, for the present at least, to build a short road of 80 miles from Olympia on Puget's Sound to the mouth of the Cowlitz, a point only about 60 miles from the sea, and then unite with the Oregon Steam Navigation Company's Steamers on the Columbia, and use them as a means of communication as far up that stream and its tributaries as they can navigate.

From the mouth of the Cowlitz to the Cascades, about 100 miles, the Columbia is a broad, deep river, not unlike the Mississippi at New Orleans. A railroad is in operation five miles around the falls at the Cascades. From the Cascades to the Dalles the navigation is good. At the Dalles a railroad fifteen miles long, in good order, is in operation to the head of the rapids.

From the Dalles to Wallula, 125 miles, the navigation is always good. From this point to Lewiston the navigation is sometimes interrupted, when the water is low, but the shoal places could easily be removed, and thus make the communication to that point permanent and reliable.

From Lewiston to Pend d'Orielle Lake, the distance overland is one hundred and twenty-five miles, which break would have to be united by a railroad. At Pend d'Orielle Lake the Oregon Steam Navigation Company have boats which run up the lake and Clark's fork of the Columbia fifty miles to "Cabinett Landing," the first rapids on the fork. The portage around the rapids here is 7½ miles, which would require a short railroad. Above these rapids the company are building a boat to run farther up Clark's Fork (with only one portage at Thomson's Rapids,) and its tributary, the "Jocko," to a point not more than 150 miles from the head of navigation on the Missouri, above the great falls of that river, near Fort Benton.

The Oregon Steam Navigation Company is a strong, wealthy concern, with a paid up capital of over two million dollars, invested in their twenty and odd boats, railroads around the "Cascades" and Dalles, with the necessary wharves and warehouses to accommodate their present extensive business.

They are prepared to meet the Northern Pacific Railroad Company at almost the very summit of the Rocky Mountains, long before that company can reach that point from the East; so that the great cost for steamers to navigate the Columbia River (as stated by Gen. Simpson in a report he made some time since to the Hon. United States Secretary at War on this subject) is erroneous. The writer has been repeatedly told by the officers of the Oregon Steam Navigation Company, that they will not only furnish the boats required to do all the business the railroad can bring to them, and take their "chances" for compensation, but would aid in improving the shallow parts of the streams where necessary.

Any one at all acquainted with steamboating on our Western Rivers, knows full well that railroad companies always find boatmen quite ready and willing to make freighting and passenger arrangements and connections with them, without cost to the such railroad companies.

Well informed parties who have been engaged in steamboating on the upper Missouri, state that the navigation of that stream, from where the Northern Pacific Railroad will cross it, say near Fort Clarke, to Fort Benton; and, also, from the Great Falls above Benton for about one hundred miles, is practicable and perfectly reliable, at least seven months in the year. How far the Yellow Stone can be navigated has not yet been ascertained.

As regards building the Olympia Branch from the Columbia River immediately, it may be remarked, that it is not absolutely necessary, for the entrance to the mouth of the Columbia for the largest steamships is entirely feasible. It is quite true that the "bar" at the mouth of the river is bad and rough; yet there are thirteen fathoms of water on it, and the steamers from San Francisco to Portland, Oregon, make their weekly trips with perfect regularity. It is therefore suggested that this Olympia connection be deferred for the present, and that the line be first built from Lewiston to Pend d'Orielle Lake, one hundred and twenty-five miles; for which the rails and rolling stock can be taken *via* the Columbia River. In the same way such material could be taken for the road around the Rapids of Clarke's Fork, above that lake. For the road around the Great Falls—above Fort Benton—of the Missouri, and from the head of navigation above Benton to that on the "Jocko" River, such material could be taken by the Missouri River from Omaha. For that part of the line east of the Missouri they could be taken over the "Transit Road," or a part might go up the river, also, if it should be desirable to work from both ends of the line east of the Missouri River at the same time.

It is thus seen that the Northern Pacific line, unlike the "Union Pacific," which has to be built over 1800 miles before a communication can be had from one ocean to the other, and that a continuous line, which can only be built from the two ends, is susceptible of being made at several points at the same time; and that the length of road to make the transit of the continent is less than one half as great as that of the "Central" or "Union" Company's line. When the so much less amount of road to build, and abundance of timber on nearly the whole line of the Northern Pacific road, are contrasted with the great distance from the Missouri River to the Sierra Nevada Mountains, and the almost entire absence of timber for superstructures and bridges over that distance—some 1800 miles—on the Union Pacific line, it would seem as though there could be no comparison between the feasibility and value of the two enterprises.

There is another important feature respecting this Northing Pacific line well worthy to be mentioned. The isothermal lines from latitude 36° to 40° north, on the Atlantic coast of the American continent, run far to the north, as we go westward north of that parallel of latitude. The temperature in latitude 47° north, at the east base of the Rocky Mountains, is about that of St. Louis, in latitude 39°, on the Mississippi River, while still farther to the west, in British Columbia, the Hudson Bay Fur Company raise barley in 65° north.

Colonel Alexander Majors, the celebrated Government freighter over the plains for so many years past, states that his oxen subsist better during the winter months on the Yellow Stone, and come out in the spring in finer condition than they formerly did on the head waters of the Arkansas, notwithstanding there is over ten degrees difference of latitude in the two places. The writer traveled from Salt Lake City *via* Fort Hall, on the Upper Columbia, Boise City, Idaho Territory, Grand Ronde Valley and the Blue Mountains of Eastern Oregon, thence to Portland by the Columbia River, in the months of January and February, 1865. The climate of Boise and Grand Ronde Valleys (lat. 46 and 47,) was at that time like April in New York city. Descending from the Blue Mountains (lat. 47) to the Valley of the Columbia, at Umatilla, the temperature was so mild that an overcoat was uncomfortable. Cattle and horses were grazing everywhere on the plains as they would be with us in early May. Going down the Columbia, in February as it was, ladies and gentlemen promenaded the deck of the boat with as much pleasure as they would a North River steamer early in June. It was difficult to realize, but such was the case. "Isothermal" theories may be taught and studied, but nothing so convinces one of their truth as to experience their influence in that latitude in mid-winter.

As regards the particular "Pass" through the Rocky Mountains that will be adopted, of course only practical engineering can decide that point. But there will be no difficulty on that score, for there are "Lewis and Clark's," "Codottes," "Hell Gate," and two or three others already known, where the grades will be very light as compared with many other mountain roads in this country and in Europe, while it is not at all improbable that other and better passes may be discovered when a thorough, practical examination shall have been made.

CHARACTER OF THE COUNTYY.

When the character of the unoccupied lands of the United States is considered, it will be seen that the Northern Pacific Railroad, running as it does through the choicest of them, is destined not only to sell its own lands rapidly, but will be the means of locating upon the Government lands, in the great Northwest, a large population of agriculturists and miners.

That "the area of good agricultural lands in the Territory of the United States is almost without limit," is an erroneous opinion. A large part—if not the greatest portion—of the country in the United States south of the 43d parallel of north latitude; west of the 98th meridian of west longitude, and east of the Sierra Nevada Mountains in California, can only be cultivated by irrigation, and the irrigating can only be done in the valleys of streams. This is caused by the almost total absence of rain in the area here described. North of the 43d parallel there is an abundance of rain as far west as the Blue Mountains of Oregon. West of the "Cascade" Mountains in that State, and Washington Territory, there is, if any thing, too much rain. The lands north of this line, and west of the Mississippi River, are very fertile and produce crops equal, if not superior, to those raised in the old "Western" and "Middle States." Minnesota is claimed to be the most reliable wheat growing State in the Union, and it is believed the broad and fertile prairies and timber lands of Dakota will be found to be equally productive.

Montana will, at no distant day, be as famous a sheep and cattle growing country as it is now for its almost fabulous yield of the precious metals.

Idaho is coursed through its entire length and breadth with the richest of valleys skirting it, thousands of mountain streams, brooks, and rivers. "Deer Lodge" valley, in this Territory, is said to have yielded large crops of wheat this past season. This country will soon produce more food for man and beast than its extensive mining districts will require. What an inducement is here presented to the farmer and stock grower? A home consumption at his very door for the greatest portion of his products, and a railroad to carry his surplus to market. The valley of the Yakima River, from the junction of that stream with the Columbia near Wallula, for a distance of seventy-five miles toward the "Cascade" Mountains in Washington Territory, is said to average from five to eight miles wide, with a rich, alluvial soil, producing the finest of grass for its entire length. There is no better farming country on the continent than that found on Puget's Sound.

The whole country from Lake Superior to the Pacific Ocean is well watered; abounding in small lakes, streams and rivers of pure, fresh water; it is one continuous alternation of forest, open-timber land and prairie.

In Minnesota and Dakota the winters are not severe. The fall of snow west of the Mississippi is comparatively light, while the climate from one end of the road to the other is as conducive to health and long life as any part of the world. Such being the general character of the country, it is safe to conclude that the tide of emigration, turning northwest around the "great central rainless" waste above described, will soon cover the vast arable plateau of Dakota, Montana and British Columbia; and will eventually follow the route of the road across the continent to the shores of the Pacific Ocean.

INDUCEMENTS FOR SETTLERS.

To the people of our populous States and crowded Europe, the country that will be opened to immigration by the building of the Northern Pacific Railroad will afford a splendid opportunity to better their condition in life.

It is well known that the American farmer, with

his ever profitable farm and comfortable home, is the most independent of men. Under a system of government where every one is free to make the most of his fortune in life, all branches of industry thrive; and where the highest places of honor and trust are within the reach of the humblest, individual effort, virtue and merit are rewarded to an extent entirely unknown in the countries of the Old World.

In the manner in which the hundreds of thousands who have settled in the Mississippi Valley within the past thirty years have succeeded, is found full proof of these statements.

The peoples of Northern Europe, the English, Scotch, Irish, Swedes, Germans, Prussians, Danes and Norwegians, are peculiarly adapted to our "great Northwest." Among its forests, on its prairies, in its mountain valleys, by the borders of its lakes, along the banks of its rivers and mill streams, in its mines, or down by its rugged sea coasts, each nationality may find some locality suited to its taste, and where its people may prosper as never before by following their accustomed pursuits.

The first settlers on the route will have the choice of locations, and will buy their lands at the lowest price. While the road is building they will find a ready sale for the products of their labor to the employes of the company. They will also be afforded an opportunity to work for the company in various capacities, thus enabling them to earn money to pay for and stock their farms, and thus make themselves comfortable homes.

SUCCESS OF LAND GRANT RAILROADS.

The Illinois Central Railroad Company was chartered in 1851, and received from the United States a fraction over 3675 acres of land per mile (amounting in the aggregate to 2,595,000 acres for its 706 miles of road), on similar conditions to those contained in the charter of the Northern Pacific Company.

The Illinois Central Company commenced the sale of its lands in 1853. They were sold to actual settlers in small tracts at low prices, and on liberal terms of payment. In this way there was secured on the line of the road, as fast as it was completed (and often in advance of such completion), a sprinkling of energetic pioneers, who soon demonstrated what could be done at clearing and cultivating the lands thus acquired.

The success of the first settlers, and the liberal policy of the company, in time attracted a large immigration to the company's lands, as is shown by the following statement.

The company received from sales of land in the years 1853, '4 and '5, only $476,811 71; while in 1864 alone the sales amounted (including interest on previous sales) to $2,898,980 19. In the eleven years ending Dec. 31, 1864, there had been sold 1,484,416·49 acres, for $17,670,267 34, leaving unsold at that time, 1,111,583 51 acres.

Notwithstanding the low price at which the first sales were made, the advance has been so great that the average price per acre for what have been sold is nearly twelve dollars.

The following extracts from the company's report for the year ending December 31, 1864, give some idea of their land operations. The President says:

"I am pleased to report the promising condition of the land department. There has been an active demand for land. Three thousand five hundred and one purchasers have bought 264,432·05 acres at an average of $10.96 per acre, amounting to $2,898,980 19.

"These sales are widely distributed and in small tracts. In the majority of cases one-fourth of the purchase money has been paid in cash, and the balance is payable annually in advance. The arrears of interest have generally been paid. The policy has been liberal to the party actually settled upon and working the land. Great care has been taken not to dispossess any man making an honest effort to work his farm, and this course has established confidence in the company.

"The property of the company now consists of 706 miles of railway, 105 miles of sidings and double track, 183 engines, and 3,500 cars. The machine shops are well furnished, and the facilities for building locomotives and cars are ample. A very large outlay has been made at Chicago and Cairo for depot and station accommodations. I do not know that the company will require any more land at any of its stations for many years. Two-thirds of the structures on the road are of masonry. The cost of the property stands on the books of the company at fifty thousand dollars per mile; and beside the income from the railway, you will have for many years a large revenue from the land.

"The local traffic on the line for 1864 was much disturbed by the requirements of the government. The forage and other supplies for the armies in the Southwest were taken, to a large extent, from Illinois, and the preference, which the government had a right to demand, prevented the company from doing the private business of the line with regularity, and great dissatisfaction has existed in consequence thereof.

"Although the rolling stock has been largely increased within the past two years, we have not kept pace with the increasing volume of business, and require more motive power. Our expenses are much larger than in previous years.

"From a careful consideration of the possible condition of the traffic—if peace should be restored—I am disposed to believe that there would by a larger amount of business than we have yet had, and with diminished expenses."

The large local traffic of this road is due in no small degree to the wise policy which induced the settlers to locate along the line of its route. The following statement is, in this connection, worthy of consideration:

Cost of the 706 miles of the road and the other property, as stated in the report, is $50,000 per mile, making the whole cost		$35,300,000 00
Ded't 1,484,466 acres sold at $12, is	$17,670,267 34	
1,110,583 acres unsold at $12	13,326,982 12	
		30,997,249 46
Leaving the actual cost of the entire railway and property		$4,002,750 54

As the Illinois company's lands are daily appreciating in value, it may with safety be assumed that that company will eventually realize from its comparatively small land grant (3,675 acres per mile) the entire cost of its present valuable property.

If such has been the result thus far with the Illinois Central, what may not be estimated with regard to the munificent grant to the Northern Pacific, which, in the "States" through which the road is to run, is nearly four times, and in the "Territories" almost seven times as many acres per mile as that granted to the Illinois road?

CONCLUSION.

Nearly all that portion of Illinois through which the Illinois Central Railroad now runs, was as sparsely settled at the time that company was chartered, as that part of Minnesota now is through which the Northern Pacific Road will run. There is vastly less desirable, unoccupied agricultural land in the United States now than there was fifteen years ago. Immigration from Europe is increasing so rapidly that it is even now pushing itself far beyond rail communication in its westward course.

The great rainless plain south of latitude 43° is already reached, and it requires no prophet to foretell where this increasing tide of humanity will next find a resting-place. Minnesota and Dakotah, with British Columbia and its Red River country, and the Great Saskatchawan Valley, can no longer be held by the "red man" and the monopolizing "Hudson Bay Fur Company." The fertile plains of Montana, and the rich mines of iron, coal, copper, lead, silver and gold in the mountains beyond them, cannot lie dormant as they have (for aught we know) since the creation of the world. They must be opened up. They must and will be occupied. The age of progress in which we live demands it; and it will be done. That man is not fifty years old who, in his childhood days, sailed from Buffalo in the first steamboat that navigated our great lakes; neither is that man fifty-five years old who built the first framed house where the city of Chicago now stands. Thirty years ago St. Louis and Chicago were the western limits of civilization on the North American continent. A journey at that time from either of those places to "Fort Snelling," on the Mississippi, or "Council Bluffs," on the Missouri, was considered by far a greater undertaking than to cross the continent to the Pacific Ocean is considered now.

Less than forty years ago there were not twenty miles of railroad in the whole United States. Now we have forty thousand miles in full operation. But little less than twenty years ago Lieutenant Fremont was regarded as one of the greatest explorers of modern times for having found a pathway over the mountains to the Pacific Ocean. Now a daily line of "Concord coaches" makes the trip with as much regularity as was formerly done between Albany and Buffalo. Who shall then say that we do not live in an age of progress? It is, indeed, true, that this our western "world does more!" Let the word but be spoken, that "the Northern Pacific Railroad shall be built," and it will be done.

MAY, 1867.

Since the foregoing was written, the writer has conversed with an intelligent gentleman of Olympia, on Puget's Sound, who made a reconnoissance of the country from Walla-Walla to Helena, in Montana, *via* Pend d'Orielle Lake—Clark's fork of the Columbia River—to a branch of that stream called the "Jocko," and thence up that stream as far as boats can navigate, and so on to Helena overland in an almost due easterly direction. He says: "The country from Walla Walla to Pend d'Orielle Lake is one of the most fertile I have ever traveled over. The distance from the 'Snake' river (Columbia), near Lewiston, to the lake, is about 125 miles. An abundance of timber for building the road, and all other purposes necessary for its operation, can be procured near the line of the railroad for about sixty miles from the river. From that point to the lake there is no lack of timber of the best kind on the immediate line of the road, and such I found to be the case up the river, and from the 'Jocko landing,' the whole distance, some 150 miles, to the 'divide' of the mountains near Helena. The pass at this point in themountains is so gradually approached, and the 'divide' is so low, that it is difficult to know which way the water runs without close examination. In this respect it is not unlike the 'south pass' west of Fort Larimie. The country between the 'Jocko' and the 'pass' in the mountains is not hilly, but is gently rolling. The timber for the whole distance is good; trees, varying from twelve inches to four feet in diameter, with little, if any, undergrowth, are abundant. The United States mail is now carried by this route to the Jocko, the old 'Mullen wagon road' having been abandoned. The soil is good, and produces the very best of grasses in great abundance."

The above notes are added, for it is deemed important to get all the information possible respecting that country.

☞ The Winona and St. Peter Railroad, in Minnesota, which has been running this season as far as Waseca, 106 miles west of Winona, has been completed to Janesville, six miles further West. Twelve miles more will complete it to the St. Peter's river, and this extension will probably be made next spring.

☞ The directors of the Portland and Ogdensburg Railroad have made a location of three more divisions extending from the foot of Sebago Lake to Fryeburg. The directors are now ready to receive proposals for the grading and masonry.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	------	------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,332,200	J. & J.	July'69 4
Atlantic & N. Carolina ...100	5,545,225	------	------
Atlantic & Gt. Western ... 50	25,879,923	------	------
" " " pref. 50	1,919,000	------	------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,800,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	------	------
Berkshire* 100	600,000	J.A J&O	Oct. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,600	------	------
Do., do. pref.100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,380,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J A J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A N	Aug.'69 3
Brooklyn City & Newt'n.100	399,800	------	------
Buffalo, Bradford & Pitts.100	1,100,000	------	------
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 1½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	------	------
Camden & Burlington Co.100	331,000	------	July '69 3
Cape Cod 60	721,926	J. & J.	July '69 5
Cape May and Millvi le* .. 50	447,000	J. & D.	Jun.'69 3
Catawissa. 50	1,150,000	------	------
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio..... 100	2,800,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000	------	------
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin , Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger....	------	J. & J.	Jan.'68½2
" Street	------	J. & J.	Jan.'68½2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	------	------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	May '69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000	------	------
Conn. & Passump. Rivers.100	139,000	------	------
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River..... ...100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	------	------
Dayton and Michigan*.....100	2,390,646	------	------
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July'69 5
Des Moines Valley.....100	1,820,200	------	------
Detroit & Milwaukee.....100	1,047,350	------	------
" " pref.100	1,500,000	------	------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Nov.'69—
Dubuque and Sioux City..100	1,673,641	Annual	J'ly'69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly'69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600	------	------
East Tenn. and Georgia....100	1,290,067	------	------
East Tenn. and Virginia...100	1,902,000	------	------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	600,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	M'y'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,536,910	Annual	Jan. '68 7
Erie & Pittsburg 50	962,990	------	------
Evansville & Crawfordav.100	1,143,445	------	------
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	------	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	------	------
Do. do pref.100	5,253,830	------	------
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic..... 100	820,000	------	------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,380	------	------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. 69 4
" " guar. 100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 335,000	------	------
Leeds and Farmington*....	------	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,168,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Oct.'69 1½
Lehigh Luzerne..... ... 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,090	------	------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	------	------
Lowell and Lawrence 100	200 000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	------	------
Maine Central.....100	1,611,500	------	------
Manchester & Lawrence..100	1,000,000	M. & N.	May '69 5
Marietta & Cincinnati.... 50	3,029,778	------	------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '68 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	------	------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	823,375	J. & J.	Jan '69 4
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien,100	------	------	------
" " " 1st pref 100	------	------	------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	------	------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	------	Jul.'69 1½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	------	------
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,588	------	------
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sep'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue..... 100	797,400	------	------
North Carolina.....100	4,000,000	------	------
Northern Central 50	4,793,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000	------	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	------	Jan.'69 5s
Norwich & Worcester ...100	2,863,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July '69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	------	------
" " pref.100	3,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'69 2½
Old Colony & Newport ...100	4,844,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	------	------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	------	------
Panama.....100	7,000,000	J.A.J&O.	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	5,996,700	------	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 1½
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*..... 1 0	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Dar'by... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	Oct. '69 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec...100	879,500	F. & A.	Aug '68 5

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	------	------	Jul. '69 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	------	------
Richmond and Petersb g..100	847,100	------	------
Rich., Fred. and Potomac.100	1,041,800	------	------
Rockport	88,460	------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred..... 100	------	F. & A.	Feb'69 2½
St. L., Alt. and T. Haute..100	2,300 000	------	------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	------	------
Sandusky and Cincinnati.100	2,089,000	------	------
" " pref.100	445,596	M. & N.	May'69 3
Sand. Manuf. and Newark.100	901,341	------	------
Savannah and Charleston.100	1,000,000	------	------
Schuylkill and Susqueh'a. 50	1,269,150	------	------
Second and Third St.(Ph.) 50	203,767	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	868,200	------	------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	638,200	J. & J.	Jan.'69 2
Sixth Avenue (N. Y.) 100	750,000	------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	------	------
South Shore 100	259,685	------	Jul. 68 3
South Western, Georgia....100	3,939,900	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	------	------
Stockbridge & Pittsfield*100	448,700	------	------ 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	------	------
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922	------	------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	------	------
Thirteenth and Fif. (Ph.).. 50	------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000	------	------
" " (E. D.) pref.100	1,700,000	------	------
" " (W. D. pref.100	1,300,000	------	------
Tol., Wabash and West....100	5,700,000	------	------
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	------	------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Boa.)..100	200,000	------	------
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	------	------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,408	------	------
Virginia Central 100	2,353,675	------	------
Virginia and Tennessee...100	3,506,300	------	------
Western Union 100	2,707,693	------	------
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	------	------
Winchester and Potomac....	------	J. & J.	Jul. '69 3
Warren..... 100	1,547,650	------	------ 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 3½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	3,228,595	------	------
Delaware Division..... ... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	------	------
Lehigh Coal and Navigat.. 50	8,139,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	------	------
Union..... 50	2,907,850	------	------
" preferred 50	------	------	------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... ... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	600,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	------	J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal..... ...	200,000	------	Dec'68 2½
Short Mt. Coal..... 50	800,000	------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'39 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'63
Merchants Union Express.100	20,000,000	------	------
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	------	------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1866	475,641	433,279	385,991	412,521	464,507	493,242	466,898	568,559	553,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	388,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1863	100,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,455	201,134	1,959,287
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	163,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,455	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,420
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,268,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	350,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,365	655,047	740,949	661,794	790,322	915,021	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	128,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,276,713
1868	92,436	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,964	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,084	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,173
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,954	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,008
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	480,287	630,844	678,800	586,341	525,363	724,514	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1 117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	352,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,093	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,526	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,962	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,163	956,658	837,351	586,779	9,256,294
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	681,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	585,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198.884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204.597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123.987	127,010	156,338	139,626	244.114	248,840	221,570	220.209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	188,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280.529	293.344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32.378	33,972	63.862	82.147	68,189	59,862	75,677	92,715	61.770	37,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85.276	60,698	84,462	100,312	75.248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126.495	120,208	79.431	54.719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84.607	97,338	97,600	57,145	45 470	764,971
1869	41,991	42,202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	124
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	119½
.. .. coupon		6	" "	1881	119½
Oregon War Bonds of March 2, 1861	945,000	6	July.	1881	....
.. ..		6	"	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon		6	" "	1882	120½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	115½
.. .. .. (5-20s).....coupon		6	" "	1884	119½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	115½
.. .. .. (5-20s).....coupon		6	" "	1884	119½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	115½
.. .. .. (5-20s).....coupon		6	" "	1885	119½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	118½
.. .. .. (5-20s).....coupon		6	" "	1886	117½
.. .. 3d series (5-20s)...registered	379,588,950	6	" "	1887	117½
.. .. .. (5-20s).....coupon		6	" "	1887	117½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	117½
.. .. .. (5-20s).....coupon		6	" "	1888	117½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	61,180,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	50,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,350	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	211,452	var	.....	Due.	....
Treasury Notes (7-30s).....	951,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,640,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,010	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114,613	nil.	.....	Dem.	....
Fractional Currency	33,001,298	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	92½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	123
.. — .. 1860.....	177,500	7	" "	1880	....
.. — .. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'88-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	98
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92
.. — .. .. (" ")	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1868	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'75	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	69
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	63½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	84
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	98½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	6	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	90
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1864-'68	2,040,100	6	" "	1883	101½
.. —Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	104½
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	121½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	107½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1880	101½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	98½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,099	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	3,511,000	6	J. & J. or A. & O.	'69-'91	47
.. — .. (new).....	3,059,045	6	" "	'92-'98	30½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	100
.. — .. (")....	4,095,300	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	....	....
.. —Coupon Loans.....	1,642,128	5	Jan. & July.	1870	100
.. —	4,724,000	5	Various.	'72-'82	92½
.. —Inclined Plane Loan.....	112,000	4½	Jan. & July.	1882	....
.. —Redemption Loan of 1867.....	400,000	6	April & Oct.	1879	....
.. —	4,907,150	6	Feb. & Aug.	1872	104
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	108½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	68
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	280,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	54½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	55
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1880	92
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	87½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,820	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	....	7	Jan. & July.	"	1899	60½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	82
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	97½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	83½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	82
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	96
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	67
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	97
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	78½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	93
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	89½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	107½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	J'u'y.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee (45 m'le):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	92½
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,584,500	7	Feb. & Aug.	" "	1885	88½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	88½
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	91
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	77½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	74
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,603,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	97
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1873	....
1st Mortgage	150,000	7	April & Oct.	" "	1873	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	83
Income Bonds	570,000	5	April & Oct.	"	1872	58
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	84½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preferences Bonds*	12,573,061	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	431,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	2,955,000	7	April & Oct.	New York.	1875	119
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	95
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	86½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	70
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	92½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	88
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	100½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	89
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	85
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling } 1st *Mortgage*, Sterling }	4,593,000	6* 8*	May & Nov. " "	London. Mobile.	1882 1882	 52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'83–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	88
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	96
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303,000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	89
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	120.600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	96
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1886	70

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div	850,000	7	" "	" "	1872	
2d Mortgage, W. Div	556,000	7	" "	" "	1874	
Income, W. Div	221,500	7	April & Oct.	" "	1882	
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	
Consolidated Mort. sterling	83,420		" "	London.	1898	83
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July.	Philadelphia.	1897	
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	
Company Bonds	458,000	6	April & Oct.	"	1875	
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	93½ 100½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,962	6	" "	" "	1887	
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug	" "	1891	
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	90
St. Louis Loan	700,000	6	" "	" "	'71–'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	97½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94½
2d M. stg. }	2,283,840	6	" "	London.	1875	
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	90½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R. R.)	206,000	7	" "	" "	18—	
2d Mortgage	255,000	8	" "	" "	18—	
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	90½
2d Mortgage	4,000,000	7	" "	"	1901	82½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	99
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	101
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	
Bonds of 1867	945,000	6	" "	"	1887	
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	88½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	
Consolidated Bonds	300,000	6	" "	"	1895	
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	99
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	
1st Mortgage	525,000	10*	" "	"	1894	
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	
2d Mortgage	50,000	8	June & Dec.	"	1877	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds, convertible	296,000	7	" "	" "	1876	
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
2d Mortgage	350,000	7	June & Dec.	"	1884	
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	
2d Mortgage (" ")	500,000	7	— & —	"	1882	
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	
General Mort., dol. for $2,020,000		7	" "	New York.	18—	
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	
Salem and Lowell:						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	
Funded Coupons	860,000	7	" "	" "	1875	
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1689	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	81½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	79
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	25,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1892	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95½
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	99
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	65
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,060,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,600	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	5
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad, in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*			4,183,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.									70.0							100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ... New York.	5,839,598	547,857			1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jun. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*			2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000								68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000				201,000	195,000			—	(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	58,417	.....	27,798,923	29,969,901	1,049,186		595.7	—	666,824	1,746,867	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130	.....	285.0	.....	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	*	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶ ..... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	128½
Sept. 30, 1866	30.0	....	—	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	....	—	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,606	1,918,432	—	100	146½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	.....	.....	624,600	400,000	69.598	.....	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.L, Ct. & N.Y.	21,318,631	*	.....	.....	18,639,800	14,904,350	1,967,422	.....	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	17½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	133
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	1 0,288	4 299,724	—	306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,482	453,780	10	100	140½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	135½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	.....	.....	.....	2,268,000	580,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	171,645	.....	7	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	.....	.....	428,478	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	641,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	.....	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	.....	.....	.....	331,525	335,000	44,437	.....	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	.....	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	....	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,934	*	.....	.....	447,000	.....	.....	.....	—	(Leased	to West J	ersey.)	.....	.....	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	.....	402,875	.....	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	.....	.....	3,359,500	371,000	.....	.....	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	.....	.....	.....	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	.....	.....	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	.....	.....	.....	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	122
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	143
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	100½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	25½
Dec. 31, 1868	695.0	....	—	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.... Kansas.	4,860,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah.... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	....	—	—	—	—	—	—	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	.....	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	420,000	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,982	603,449	7,567,200	3,902,000	586,667	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	143
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,493,422	6,812,809	3,145,287	10	100	161
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	.....	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	71
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,585	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	108½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Less	ees	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton.. Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin	n. and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to Kentuc	ky Centra	L)		—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624.084	*	.....	.....	3,003,450	2,250,000	370,634	.....	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Cin	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818.233	120,458	700	9,973	374,100	569,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 6	49.0	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	76
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to	Atl. & Gt. Western.)		.....	.....	8	100	...
Nov 30 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	98
Dec. 31 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,282,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to	Lake Shore.)		.....	.....	7	100	92
Feb 28 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Le	ased to	Pittsburg	Cincinnati	and St. Louis.)		—	100	24½
Nov.30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)		8	50	...
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	.....	.....	1,500,000	.....	.....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	76
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	.....	.....	595,587	374,500	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	...
Mar. 31, 1869	58.0	—	5.1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	.....	.....	350,000	.....	.....	.....	(L	eased to	Concord.)		.....	.....	7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	127½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	.....	.....	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	...
Mar. 31, 1868	14.6	—	1.1	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	21,710	15,047	8,826	39,337	14,823	—	100	...
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	.....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	...
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	...
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	—	.....	.....	3,000,000	2,000,000	.....	.....	—	(U	nder cons	truction.)		.....	—	100	...
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	...
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	158,420	17,479	—	100	...
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	.....	42.0	.....	.....	.....	139,355	loss.	—	100	...
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	...
Oct. 31, 1868	113.0	—	...	—	98	15	8	3,764	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	.....	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	109
Dec. 31 1868	162.0	—	10.0	—	19	16	10	376	Des Moines Valley	Iowa.	—	—	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	...
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	.....	.....	480,000	.....	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	...
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	109½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	...
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	.....	.....	.....	280,000	.....	.....	.....	—	(I	n progres	s.)		.....	—	100	...
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	.....	.....	500,000	1,000,000	.....	.....	—	.....	.....	.....	(In progr	ess.)	—	100	...
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	.....	.....	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	...
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	3	100	114½
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Phila.	Wil. & Balt.	.....	.....	—	100	...
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	.....	.....	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	.....	.....	6	50	...
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	—	.....	.....	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	74
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	...
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	...
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	...
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	...
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	50	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	31½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	...
Dec. 31, 1868	35.0	—	2.2	75.0	.....	.....	.....	.....	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,589	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	...
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	...
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	.....	31,320	5,770	—	100	...
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsville.)		7.6	50	...
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	131
Nov. 30, 1868	14 0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,943	16,661	6	100	...
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	125,600	—	—	(Leased	to Belvidere	Delaware.)	.....	.....	—	100	...
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	.....	*	.....	.....	1,098,660	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	...
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	45 2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	.....	.....	.....	.....	1,000,000	1,500,000	.....	.....	—	(In pr	ogress.)		.....	.....	—	100	...
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	*	.....	.....	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	...
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	.....	.....	.....	.....	.....	—	100	...
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	657,607	.....	.....	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	.....	.....	.....	.....	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1868	61.0	—	—	30 0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,531.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	...
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,384,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	...
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	104.3	122,712	39,149	.....	320,138	128,055	—	100	...
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,000,000	9,760,000	—	—	271 0	—	—	—	2,184,167	—	—	100	107½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pen sylvania.	1,882,550	*	.....	.....	1,182,550	700,000	.....	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,030,957	*	179,171	760,755	3,300,000	927,000	391,202	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,395,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	273,153	851,826	182,894	766,351	122,688	—	100	...
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,546	—	100	...
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	—	—	—	2,000,000	2,600,000	140,000	—	135 0	—	—	—	897,617	628,297	—	100	...
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	...
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 8 82	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	.....	150.0	1,870,180	2,026,303	716,263	5,674,215	1,780,896	8	100	174½
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	296,895	219,211	80,051	—	50	...
Dec. 31, 1868	703.0	—	100.0	—	170	98	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	135
Dec. 21, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	(Is n o w	operat ing	Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	—	—	—	100	...
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	5,269.134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	100	29½
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	.....	.....	.....	.....	—	100	...
Dec. 21, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	...
Jan. 30, 1868	13.0	—	....	—	4	2	—	64	Iron	Ohio.	314,897	*	.....	.....	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	...
Oct 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,013	87,322	2,107	—	50	...
Dec. 31, 1868	118.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	...
Dec. 31, 1868	108 0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	.....	1,063,524	264,955	—	100	67
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96
— 31, 1868	45 0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central.)			8	100	...
Oct. 31, 1868	4 6	—	4.6	0 8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4 6	12,736	179,720	1,008,270	79,033	41,937	—	100	...
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	...
Dec. 31, 1868	18.0	—	—	58.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	...
Dec. 31, 1868	21.0	—	1.3	38.0	—	—	1	29	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31 0	.....	.....	.....	.....	.....	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,850	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	93½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation.)	.....	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,850	1,769,356	10	50	105½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	—	39,600	—	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.6	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59:	29,006	—	(Operat	ed by Lou	isv.. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Operated by		L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	126.2	.....	.....	29,979,605	1,898,814	157,324	—	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill.....Pennsylvania.	1,446,283	.....	.....	.....	2,646,100	897,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	52
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9 557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109.594	262.519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,728	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.†.Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	—	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central †.....Maine.	4,121,604	*	156,475	59,457	1,611,500	2,432,080	16,009	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	130
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313.574	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	124
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058.607	587,027	627,192	12,125.600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344.870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	684.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	69½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Reading	g.)	302,048	8	50	103
Dec. 31, 1868	33.6	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. †..Miss. & Tenn.	6,796,319	778,281	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	240,857	—	825.407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332.634	8,165,239	1,164,706	5,510,685	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17.921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	168	Montgomery and West Point..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289.438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076 375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga †..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur †...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,? 55	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada† .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	.....	6.0	(Owned	& oper. b	y Phil., W	- and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.†.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	*	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378.198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,468,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,281,303	5,143,140	8	100	192½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	61	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	147
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	135
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandalgua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg †.....Virginia.	2,399.180	*	.....	.....	1,798,800	₹ 599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina †.....North Carolina.	4,950,606	*	‡ 294,611	67,653	₹4,000,000	‡ 433,000	147,045	732,835	—	.....	.....	.....	533.859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	$ 845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)													100	....
Dec. 31, 1868	233.3	147.8	....	—	60	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	6,895,759	799,232	721,132			3,150,000	3,463,839		—	67.3	421,267				1,015,394	388,240	5s	50	73½
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,798,284	13,598,080		561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277		4,798,900	6,875 000	1,810,066	788,406	330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	95½
Mar. 31, 1868	69.9	18.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	883,362		3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	107
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215		279,360	89,092	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210		2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170		684,877	221,976	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned		by Nova	Scotia.)			145.0	279,621		3,345,141		253,994		—	—	
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	68
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000			340.0		30,256,534			2,964,041	663,427	—	100	27½
Oct. 31, 1868	96.0	3.5	18.5	—	28	18	4	298	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880				1,197,090	653,185	—	50	76½
May 31, 1869	72.5	68 5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842		1,404,295	531,078	6	100	98
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		18,612		289,550	380,000	26,500	—	9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387	—						111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471		269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	—	—	52	48	26	705	*Pacific* ¶	Missouri.	11,648,888	2,280,241		33,598		3,340,024	7,550,375		1,560,758	285.0	1,594,535				3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	5,000,000	....				7,000,000	1,192,000			47.6							24	100	222
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000					(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000		—	—	(Leased	to Erie)					—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000		—	—	(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000		—	—	(Leased	to Camden	and Amboy.)				—	100	....
Dec. 31, 1868	330.6	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256		27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225		17,283,497	5,372,513	6	50	112½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500			3,200,000	597,500	375,000	—	47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000		—	—	(Leased	to Chic. R. I. and Pac	ific.)		125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000		—	—							—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299	—	82.8					212,892	93,883	—	100	....
Oct. 31, 1868	89.0	—	—	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.		1,336,551	*				218,000	800,000	212,500	—	39.0	87,111				156,746	12,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,033	—	287.5					2,804,250	—	50	50	56
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950		—	24.3	342,775				642,639	295,901	10	50	140½
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128		26,301,352	7,080,220		1,921,976	806.7	4,500,135				8,791,937	3,150,837	10	50	96½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063			1,259,120			—	26.6					995,196	290,585	10	100	117
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099		9,084,300	2,935,000	514,390	1,101,105	103.8	897,200				2,393,897	905,891	8	50	104
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*				5,000,000	4,008,000	4,750,000	—	222.5	1,568,097				2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,108,728	*				1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,083	12,592,663		508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	181.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & L.	23,400,985	*	2,209,316	1,278,774		11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782		450,000			782		50,080	1,217,879	670,258		108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	80	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)					23.0	34,971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				788,500	1 232,760	4,510	—	109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,380,184	*	445,282	100,923		1,500,000	—	399,709	6,680	51.3	258,977				518,592	130,420	6	100	117½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000			—	—	(Leased	to Concor	d.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000		—	—	(Leased	to Eastern	.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				457,917	150,000		—	14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.8	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943		1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,968		723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																			
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1 524,800	1,226,390	—	92.3					254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791			595,848	1,000,000		—	—	159,744				178,456	26,995	—	50	....
Sept. 30, 1868	176.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000		—	175.0	555,727	15,355,890	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308		4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313		847,100	319,000	25,288	22,582	46.2	81,172	1,154,190	1,027,073		146,985	58,725	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*				650,000	600,000		—	—		(Not in o	peration.)				—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402			—	22.0							—	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.						1,080,000	1,384,000		—	12.0		(Under c	onstructio	n.)			—	100	....
Dec. 31, 1868	141.1	48.5	20.6	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016		2,500,000	2,000,000	10,183	642,054	218.2					1,208,941	429,856	10	100	109
Dec. 31, 1868	119.0	—	—	—	39	31	12	789	Rutland	Vermont.	5,500,000	....				2,100,000	2,050,000		—	166.3	694,409	4 089,421	11,712,202		993,239	....	—	100	30
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*				4,340,000	6,700,000		—	132.0		(About $5	0,000 a mo	nth.)			—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				10,000,000	4,000,000		—	120.0		(Leased to	Ind. & St.	Louis.)		517,941	—	100	52
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....					2,725,000		—	—	(Leased	to Chi. &	Alton.)		240,000	....	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,000,000	1,000,030		—	—	(Under co	nstruction	.)				—	100	....
Dec. 31, 1868	73 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.										—	(Under co	nstruction	.)				—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.							2,020,000		—	80.0					209,534	87,404	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					100,000	233,656	5,791	86.0	142,841	1,791,700			232,960	100,415	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,842,129	*	99,044	14,200		1,993,075	100,000		—	—	(Leased	to West J	ersey.)			16,533	6	50	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000		—	—	(Operat	ed by Bos	ton & L.)		17,600	16,788	—	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679		243,305	226,900	437	—	—					416,916	106,052	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,236	*				900,235	2,150,000	50,000	—	116.3	240,299				167,518	344	—	50	....
Jul. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84	*				1,269,150	97,000	145,578	—	54.0	152,360						5	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,060					576,060			—	—	(Leased	to Phila. a	nd Readin	g.)			—	100	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							290,000		—									100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*				999,050	796,830		—	119.3					312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,082	1,079,100		—	160.0					218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000		—	28.0	178,705				277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	986,000	*				743,100	264,000	121,900	—	25.0		265,000	155,000		32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663					100,000	37,800		—	20.0	(Operat	ed by Jeff.	Mad. and	Louisville.)			—	100	....
May 31, 1867	50.0	—	2.5	—	10	15	8	38	Shore Line	Connecticut.	691,200	*				636,200	55,000		—	50.0	167,376				289,288	68,334	—	100	....
Dec. 31, 1866	101 7	6.5	—	—	10	4	4	98	*Sioux City and Pacific*	Iowa.						1,330,000	3,200,009		—	75.0					127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*				783,500	1,232,709	4,51	—	109 0	378,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	....				438,300			—	—	(Leased	to Central	of New J	ersey.)			6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	861	South Carolina ¶	South Carolina.	7,867,414	*		1,028,406		5,819,275	8,860,741	514,388	1,295,967	243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.						900,000			—	—			(In progre	s.)			—	100	....
Nov. 30, 1868	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	601,592	*				259,685	150,000	17,614	15,039	22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 186	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*				454,000	750,000	150,000	—	—		(Not in fu	ll operatio	n.)			—	100	....
Sept. 30, 1868	123 0	8.5	12.0	—	15	7	4	173	South Side (Peters'b'g & Lynch'b'g) ¶	Va.	3,796,150	*	36,379	57,876		1,365,000	1,708,900	475,100	9,401	182.5	255,714	1,944,588	8,666,425		389,360	63,560	—	100	....
Sept. 30, 186	—	—	—	98.0	—	—	—	—	Southern Central	New York.						880,000			—	(Under	er const	ruction.)					—	100	....
Dec. 31, 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*													250,000	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	—	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	150,224	207.5	333,302	...	...	...	...	8	100	104
Dec. 31, 1868	68.0	—	...	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	...	...	...	...	...	...	...	...	68.0	...	...	...	...	...	...	...	...
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	...	660,000	200,000	45,000	...	13.0	52,797	2,798,824	...	...	...	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	...	...	800,000	350,000	.....	...	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	...	448,700	—	—	—	—	(Leased	to Housat	onic.)		31,409	31,409	7	100	....
Nov. 30, 1868	18.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	...	...	267,300	—	—	—	—	(Leased	to Boston	& Lowell.	19,773	15 9:0	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	...	...	...	...	...	...	...	1,126	—							50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	...	...	274,400	200,000	...	...	—							100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	...	...	1,470,130	1,720,000	...	...	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	...	...	(Will for	m a part	t of the	Rondout	and Os	wego Li	ne.)	81.0	342,155	6,214,467	24,308,327	359,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	...	...	3,274,000	...	654,000	2,620,000	...	...	—	...	...	...	...	...	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	...	148,488	957,278	73.0	459,274	...	...	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	...	...	576,400	250,000	...	...	34.6	169,516	...	...	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	...	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	...	...	5,700,000	3,400,000	...	...	111.0	...	...	...	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	...	...	4,013,207	1,123,588	—	100	66¾
Sept. 30, 1868	84.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	...	...	607,111	1,575,000	443,289	...	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	...	...	274,400	—	—	—	—	(Leased	to Hudso	n River.)			7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	...	...	...	...	...	...	...	...	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	...	...	510,000	...	...	...	—	(Leased	to Penney	lvania.)				—	100	....
Dec. 31, 1868	900.0	—	...	...	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	...	...	20,000,000	70,000,000	...	...	—							50	....
Dec. 31, 1868	100.0	—	...	...	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	...	...	1,690,000	3,200,000	...	...	700.0	...	...	...	5,066,650	...	—	100	....
Dec. 31, 1868	405.0	33.0	...	...	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	...	...	...	...	...	...	...	...	100.0	...	...	...	...	...	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	...	...	1,670,100	83,000	...	...	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	...	...	1,351,594	—	—	—	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	...	...	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	...	...	5,000,000	5,500,000	...	...	184.5	(Leased	to Vermo	nt Centra	l.)		8	100	101½
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	107.3	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	...	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	...	...	516,164	793,200	...	...	—	227,980	4,414,382	3,557,671	508,097	114,080	2	100	59½
Feb. 28, 1868	140.0	—	...	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	(Leased	to Rutlan	d.)			—	100	....
Sept. 30, 1867	188.6	—	...	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	...	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	...	...	3,506,300	2,452,852	461,649	...	113.5	...	7,261,382	15,554 017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	...	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	...	...	1,547,650	511,400	...	...	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	...	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	...	...	99,000	85,000	...	...	10.3	20,760	289,515	...	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	...	—	—	—	—	—	Washington, Alex. & George..D.C. & Va.	...	...	(In ha	nds of r	eceiver.)	...	...	...	7.0	...	...	...	...	...	—	100	....
Dec. 31, 1868	22.0	—	...	—	—	—	—	—	Washington County.....Maryland.	...	...	...	...	...	...	...	...	23 0	(Opened	Nov. 20, 1	867.)	...	...	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	...	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	136.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	—	(Built by	State of	Georgia.)	—	—	—	138.0	...	...	...	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	...	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	...	...	1,942,000	—	—	—	43.0	...	...	...	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	—	...	...	750,000	1,200,000	...	...	45.0	...	...	...	...	...	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	—	...	...	1,942,000	—	—	—	43.0	...	...	...	...	...	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	...	...	1,283,600	1,800,000	374,381	—	63.7	(Leased	to Penney	lvania.)	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,528	849,898	264,219	...	3,267,693	4,000,000	1,596,447	...	181.0	439,405	...	...	...	...	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	...	1,208,750	1,400,000	...	...	116.9	...	12,497.271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	...	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	...	...	(Und	er const	ruction.)	...	...	...	—	...	(Not	in operati	on.)	...	...	—	100	....
Dec. 31, 1868	28.0	—	...	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	...	...	(Und	er const	ruction.)	...	...	...	—	...	(Not	in operati	on.)	...	...	—	100	....
Dec. 31, 1868	20.8	—	...	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	...	...	200,000	—	—	—	—	...	...	...	...	...	—	100	....
Dec. 31, 1868	23.0	—	...	—	1	4	1	14	Wiconico and Pokomoke .....Maryland.	320,000	100,000	...	100,000	160,000	150,000	1,000	...	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1868	142.0	—	...	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	...	...	...	...	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,386	850,881	171.0	...	...	...	...	...	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,001,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	...	...	...	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	...	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	...	...	213,000	—	—	—	—	(Leased	to Nashua	and Lowe	596,169	...	—	100	....
Dec. 31, 1868	38.1	—	...	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	960,000	*	...	...	...	1,160.782	...	...	—				ll.)	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	...	...	1,550,000	65,608	...	...	45.7	266.887	4,812,461	6,523,468	479,788	128,901	8	100	122½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	395,535	—	...	...	317,050	52,000	24,333	—	13.0	24,542	...	...	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320.736	—	—	—	—	—	—	—	13.6	—	—	—	—	—	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506.309	—	—	—	1,983,563	2,089,400	—	—	184.5	—	—	—	445,950	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433.000	—	—	—	8,229,594	—	—	—	—	—	—	—	...	...	8	50	96
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	1,633.350	800.000	—	—	(Leas	ed to Le	high Nav.	Co.)	...	...	—	25	....
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	14,997.300	2,031,000	—	—	108.0	—	—	—	...	...	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	...	...	...	...	4,999.969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	...	...	14	100	124
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570.597	...	64.000	813.511	...	...	—	—	—	—	912,108	586,547	—	100	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	8,739,800	14,004.387	...	...	161.0	—	—	—	79,247	...	—	50	....
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,220,000	1,049,260	120,553	61,000	108.0	—	—	—	603,067	397,785	—	50	68½
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842.179	—	221,600	...	2,750,000	701,000	...	...	102 0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4.685.267	—	...	...	4,797.185	7,762.720	536,411	...	178.0	—	—	—	258,300	30,107	—	50	20
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	...	...	2,002,746	2,628,310	149,296	...	108.3	—	—	—	1,026,580	...	—	50	20½
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706.000	—	...	...	2,907,850	3,000,000	...	...	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	...	...	1,100.000	749.000	...	...	87.6	—	—	—	60.830	5,307	—	50	....
														800.000	600,000	...	...	123.0	—	—	—	267.884	29.513	—	50	....
																		—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & c., Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.							—	100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	98
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)...N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—			—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,480	400	5,053	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29⅜
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.							—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130.000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—			—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.							—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.							—	—	—	....
Sept. 30,'68	2.50	.....	.....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31,'68	10.47	.....	.....	Jersey City & Bergen Point.N.J.							—			....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246		52,600	—	24,472		—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—			—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—		2,240	—	100	100	....
Oct. 31,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	75
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	805	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	.....	.....	Passenger (Cin.) .....O.	100,000	100,000	—	—			—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	27
Oct. 31,'68	8.25	163	28	Pbg., Allegheny & Manchest..Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—			—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	45½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—		4,500	6.	100	100	....
Nov. 30,'68	6.43	265	30	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	5½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—			—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.							—	—	—	19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—			—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—			—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	160,000	15,000	321,374	43,748	10.	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13.883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20 867	15,000	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000			—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	394,000	7	J.& J	187.	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1.	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1878	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1876	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	187	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	73½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	143
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	84½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	79½
Erie, preferred	8,536,910	7	7	57½
Hannibal and St. Joseph, pref.	5,253,836	...	...	111
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	77½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	61½
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	29
Mariposa Mining, pref.	5,774,400	7	7	17

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	36 50 @ 38 —
Pig, American, No. 1 (good to best)	39 — @ 40 —
Pig, American, No. 2	37 — @ 38 —
Pig, American, Forge	36 — @ — —
Bar, Refined, English and American	85 — @ — —
Bar, Swedes, assorted sizes (gold)	82 50 @ 87 50
Store Prices.	
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	95 — @ 1 —
Bar, English and American, Common	87 50 @ 90 —
Scroll	120 — @180 —
Ovals and Half-round	120 — @145 —
Band	120 — @ — —
Horse Shoe	120 — @ — —
Rods, ⅜@3-16 inch	100 — @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 11 @ — 12
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton.	57 — @ — —
Rails, American	— — @ 77 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality) per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 32
Bolts	— — @ — 33
Braziers'	— 33 @ — 35
Nails	— 38 @ — 40
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22½@ — 23

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold) per lb.	— — @ — 38
Straits (gold)	— 32½@ — —
English (gold)	— 31½@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	8 37½@ 8 62½	11 50 @ 12 —
I. C. Coke	6 75 @ 7 37½	9 — @ 10 50
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	7 87½@ 8 25	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk) per gall.	— 17½@ — 18
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 25
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— — @ — 32
Refined, Standard White (in ship'g order)	— 32½@ — 33
Refined, prime White (in shipping order)	— 33½@ — 34
Refined, S. W. (in merchantable order)	— 32½@ — 32½
Naptha, Refined, (60 @ 63 gravity)	— 10½@ — 11
Residuum per bbl.	— — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
Canton Co.	....	....	50	....	....	52
Central of N. Jersey	102	....	101½	99	100	101½
Chicago & Alton	142	144	....	145½	144	....
" pref.	....	....	....	144	....	143
" 1 M.	....	101½	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	88
Chicago, Burl. & Q.	....	....	....	161	....	....
" 8s, 1883	....	....	....	107½	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	71½	71½	71½	71½	71½	71½
" pref.	84½	84½	84	84½	83½	84
" 1st M.	89	89	....	88½	....	88½
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	92½
" Consol.	90	92	92	....	91	....
Chic., Rock Isl. & Pac.	106½	106½	106½	108	107½	107½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94½	....	....	....	94	....
Clev., Col., C. and Ind.	75½	75	....	....	77	77
Clev. and Pittsburg	100½	100	....	99½	99	98
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	73	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	24½	....	24½	24½	....	24½
" 1 M.	77½	77½	78	77½	....	77½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	26½	27	....	27	27	28
Del. & Hudson Canal	....	....	123½	....	....	124
Del., Lack. & Western	111	....	110½	110	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	33½	33	31½	30	30½	30½
" pref.	57½	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	85	....	85	84½	....	....
" 4 M. 7s, 1880	....	80	....	....	....	....
" 5 M. 7s, 1888	78½	....	....	....	....	....
Great Western 2d mort.	82	82½	....	82	....	....
Hannibal & St. Joseph	....	....	108	109½	110½	110
" pref.	....	....	....	....	....	110
Hudson River	158	161	165	167	171	174
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	135	....	....	....	....	135
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	87½	91½	90½	91½	92½	92½
" Div. bonds.	82	83	83	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121	124	....	....	....	123
" S. F. 8s, 1882	....	....	....	121	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	95½	98½	98½	98½
" 2 M.	92½	....	....	....	....	....
Mariposa Mining Co.	9	....	....	....	....	8
" pref.	16	....	16½	....	16½	17
" Tr. 10s ctfs	....	....	43	44	....	....
Milw. and St. Paul	67½	67½	67	67½	68½	68
" pref.	80½	81½	81½	81½	81½	81½
" 1st mort.	....	89	89½	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	100½	....	....	....	100½
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87	86½	87½	87	....	87½
" H. & St. J. iss.	....	....	88½	....	....	....
Morris and Essex	88½	88	88½	88½	88	88½
" 1st mort.	99½	....	....	101	....	....
" 2d mort.	91½	91½	91½	91½	....	91½
New York Central	176	177½	183	184½	188½	191
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	91	....	....	....	90½
" 6s, S.F. 1887	....	....	90	....	....	....
N. York and Harlem	130½	131	132	138	146	148½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	47	47	....	....	47
" new	....	41½	40½	40½	40½	40½
" special tax.	45½	44½	44½	44	43½	43½
Ohio and Miss.	27½	27	27½	27	26½	27
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	59½	56½	58½	58	58½	58½
Panama	....	....	222	....	....	....
Phila. and Reading	95	95½	95½	96	96	96½
Pitts., Ft. W. & Chi. gtd.	....	85½	84½	84½	84½	85½
" 1 M.	....	....	99	....	99	....
" 2 M.	96	95	....	95	95	95
" 3 M.	....	....	90	....	90	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	13	....	12½	....	12½	12½
St. L., Alton & T. H.	....	....	30	31½	32	....
" pref.	58	....	....	59	60	....
" 1 M.	....	....	92½	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds	75	....	....	....	....	....
Tennessee 6s	61	60	61	60½	61	61½
" new	55	54½	54½	54	54½	54½
Tol., Wab. & Western	61½	64½	64	66	65½	6 ½
" pref.	....	77	77	....	....	....
" 1 M. ex	....	....	89	....	....	....
" 2 M.	84	84	....	84	....	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	50	50½	50½	....	50½
" new	55	....	....	53	55	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108½	108½	108⅝	108⅝	108⅝	108½
U. S. 5s, 10-40s, reg	108	....	108	108	107⅞	....
U. S. 6s, 1881, reg	120	....	119½	....	119⅝	....
U. S. 6s, 1881, coup	119⅞	119⅝	119⅝	119⅝	119⅝	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	114⅞	....	....	115⅛	115½	....
U. S. 6s, 5-20s, c. 1862	120½	....	120½	120½	120½	....
U. S. 6s, 5-20s, reg. '64	115⅜	....	....	....	115⅞	....
U. S. 6s, 5-20s, c. 1864	119½	....	119½	....	....	119½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	115½
U. S. 6s, 5-20s, c. 1865	119⅛	....	....	119½	119½	119⅛
U. S. 6s, 5-20s, r. n. '65	....	....	....	118	....	118⅛
U. S. 6s, 5-20s, c. n. '65	117⅛	117⅛	118	118	118	118
U. S. 6s, 5-20s, reg. '67	....	....	....	....	118	118⅛
U. S. 6s, 5-20s, c. 1867	117⅞	117⅞	118⅛	118	118	117⅞
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	117⅞	118	117⅝	....	....	117⅝
U. S. 6s, Pac. R. R. issue	107⅛	....	107⅛	108	107⅛	107⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa	....	....	....	....	....	....
.. preferred	37⅝	....	....	....	....	....
Camden and Amboy	120	120	....	....	120	119½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	83½	83½	....	....
.. 6s, 1889	82	....	....	....	....	....
.. mort. 6s, '89	....	95½	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	39⅜	....	....	39⅜
.. 7s	89	....	....	....	....	89
Lehigh Navigation	34⅛	....	33⅜	34	....	33⅜
.. 6s, 1884	....	....	81½	....	....	....
.. Gold L	96⅛	....	....	....	95½	95⅜
.. R. R. L	....	....	....	....	....	87½
Lehigh Valley R. R	53⅛	52⅜	53	53	53	52½
.. 6s new coup	....	....	....	....	....	94
.. 6s new reg.	95½	95½	....	....	....	....
Little Schuylkill R.R	....	41	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	52½	52⅝	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	88	....	....	....	....	88
.. 7s	88½	....	....	....	....	89
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	47⅜	....
Pennsylvania R. R	56½	56⅜	56½	56⅝	56⅝	56⅝
.. 1st M	97	....	....	97	....	97½
.. 2d M	....	....	....	....	....	94¼
Penn. State, 6s, 1st series	....	103	....	....	....	104
.. 6s, 2d series	....	107	....	107	....	107¼
.. 6s, 3d series	....	....	....	....	....	109
.. 6s, W. L	....	100½	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	100⅜	100⅜	100⅜	100⅜	100⅜	100⅜
Philad., Germ. & Nor	....	....	....	....	70½	70½
Phila. & Reading	47⅛	47⅛	....	47⅛	47⅞	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	....	....	28	....
.. 6s	....	....	....	....	....	....
.. 7s	82½	82⅜	....	....	....	82⅜
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	45½	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	....	....	92	....	....	92½
.. 1886	....	....	....	....	....	....
.. 1890	....	....	94	93¾	94	94
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875, 93	....	....	93	92	92	....
.. .. 1880	....	....	93	92	92	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	86⅛	86⅛	86⅛	86⅛	....	....
.. 2d M	....	....	....	70	70	....
Northern Central	....	....	....	....	48	....
.. bonds, 1885	....	....	87⅛	87⅛	....	....
.. .. 1900	....	....	83⅞	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	145½	146	....	146½	146½	146½
Boston and Lowell	....	....	....	....	133	....
Boston and Maine	....	....	....	140	140	140⅜
Boston and Providence	136	136	....	....	....	135½
Boston, Hartford & Erie	17⅛	17⅛	17⅜	17	17	17⅛
.. 7s, new	61	61	61	61	60⅜	....
Cheshire, pref	....	....	83	....	....	84½
Concord	....	....	....	....	....	....
Connecticut River	128	127½	....	....	....	....
Eastern	115	114¾	....	....	....	114¾
Fitchburg	....	....	....	....	131	....
Manchester & Lawr'ce	....	129½	....	....	....	130
Michigan Central	122½	....	....	....	125	125
Northern, N. H	107	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	66
.. pref	....	....	....	....	....	....
Old Colony & Newport	97	....	....	....	98	98
Ph., Wil. & Baltimore	....	52	....	....	....	51½
Portl'd, Saco & Ports	....	115½	....	....	....	117½
Vermont & Canada	101	101	....	....	101	101½
Vermont & Mass	....	....	61	....	60	59½
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	98
Metropolitan ..	....	....	....	....	....	65
Middlesex ..	....	75	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	11½	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	1⅛	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	24

London Stock Exchange.

	Closing Prices. Sept. 24.	Oct. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	62 — 68	60 — 65
Do. do., 2d mort., 1881	55 — 60	53 — 58
Do. Penn., 1st mort., 1877	62 — 68	60 — 65
Do. do., 2d mort., 1882	55 — 60	53 — 58
Do. Consol. 7 per cent. mort. 1890	27 — 28	27 — 28
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c.	62 — 64	62 — 64
Erie shares 100 dol. all paid	25 — 25½	24 — 24½
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	55 — 60	55 — 60
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	92½— 93½	94 — 95
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	72 — 75
New York Central, 100 dols. shares	95 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	88 — 90	88 — 90
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, October 23, 1869.

Stock Exchange and Money Market.

Money has been in fair, though not notably urgent, request, since our last, at from 4@7 per cent. on call, and 8@15 per cent. per annum, in the discount form, as the extremes. There has been a rather less liberal supply available within the range, and during the closing days of the week, the tendency of rates has been slightly in favor of lenders. There has been more call from the West and South for currency to be used in moving the various crop products to market. The banks have been enabled to add to their legal tender reserve, to the amount of about 1¼ millions, they report a loss of about 1⅛ millions of specie, and over half a million of deposits. They reduced their loans nearly 2¼ millions. They now hold 20⅛ millions more of gold and legal tender notes than the 25 per cent. of their liabilities for deposits and circulation, called for by the National Banking Act. The U. S. Sub-Treasury now holds a coin balance of 84⅞ millions, and a currency balance of over 6½ millions.

The specie reserve of the city banks according to the latest return is $20,399,070, against $9,186,620 same time last year. The city bank deposits are now $178,642,936, against $188,880,586 week ending Oct. 17, 1868. The legal tender reserve amounts to $53,229,504, against $58,626,857 same time last year. The circulation now stands at $34,217,114, against $24,213,918 same time last year. The loans are now $248,537,984, against $264 644,135 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $89,065,044 a day, against a daily average of $104,730,142 the preceding week, and $132,879,962 the week ending with Oct. 2, 1869. The current week's exchanges average abont $100,656,430 a day. The city banks, last week, reported a loss of $1,114,456 of specie, and $571,739 of deposits, with an increase of $1,211,916 of legal tender notes. They reduced their loans, $2,211,990; and increased their circulation, $38,189.

The city bank exchanges on Wednesday were $92,342,057.

National Bank notes to the amount of $11,400 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $218,323,191, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $18,687,306, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,650,260,) an actual circulation at this date, of $299,635,785. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,459,950; and for the public deposits, $19,273 000—making a total of $361,732,950. The Treasury Department last week redeemed and destroyed $226,700 of worn and mutilated fractional currency, and issued $778,700 of new. The outstanding amount of fractional currency on the 1st of Oct., was $33,001 298 50, against $30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 16, were $3,999,453 in coin, including $2,564,673 from customs duties, and $5,535,358 in currency; payments, $4,305,184 in coin; including $240,435 of coin interest, and $4,612,527 in currency; balance at the close of the week, $90,796,088, including $83,743,693 of coin, and $6 744,380 of currency, against $91,205,547 at the close of the preceding week, showing a decrease of $509,459. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $610,527 in coin, (including $365,317 from customs,) and $202,128 in currency; payments, $50,726 in coin, (including $35,693 of coin interest,) and $334,985 in currency. On Tuesday, receipts $843,952 in coin, (including $475,162 from customs,) and $3,246,830 in currency; and payments $272,784 in coin, (including $23,364 of coin interest,) and $3,315,823 in currency. The balance at the close of business on Tuesday stood at $91,892,477, (including $6,542,529 of currency, and $84,874,741 of coin,) against $91,240,175 a week previous; and $89,729,337 on Oct. 5, 1869. The aggregate receipts of the office in Sept. were $63,725,058, including $12,504,326 from customs; aggregate payments, $57,424,305, including $4,358,339 of coin interest.

Government revenues have been on a moderate scale, since our last. The excises yielded about 2¾ millions; customs at the port of New York, $2,564,673, and at the outports about $850,000 (in

coin) more, making the grand total income for the week equal to about $7,189,075 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 55 millions.

The outstanding amount of coin certificates on the 1st of Oct. was $24,412,720, against $23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired $2,428,656 of coin certificates through the receipts for customs.

Gold has been remarkably tame, and steady in price, all through the week, the extremes having been from 130@130⅜, and the closing quotation on Wednesday 130⅛. There has been very little speculative business reported. The customs call has been less urgent. The export drain has been quite moderate; last week it was about a million. Goverment marketed on Tuesday a million of gold to-day, at from 130@130.06. The aggregate of the bids was $3,131,000.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 84⅞ millions.

The customs of the port on Wednesday yielded $430,000. The U. S. Sub-Treasury disbursed $23,001 of coin interest, on that day.

The customs demand for Gold last week, averaged $512,934 a day; thus far, this week, it has averaged $420,239 a day, or equal to a weekly aggregate of $2,521,434. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $137,391, and since Jan. 1, $14,702,820, against $6,078,842 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $109,039,230, against $97,997,893 same time in 1868. At San Francisco, from Jan. 1, to Oct. 12, 1869, $6,507,000, against $6,560,730 same time last year.

The exports of specie, from this port, last week, were $1,010,513, against $410,313 same week last year; total, since Jan. 1, 1869, $28,393,797, against $66,840,470 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $240,435, and since Jan. 1, 1869, $69,783,452, against $63,765,130 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 12, 1869, were $31,003,560, against $30,150,981 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 16, were about 57¼ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $5,056,537.

The following is a semi-official report of the amount of U. S. currency now outstanding:

United States notes old issue		$113,318 50
United States notes new		356,000,000 00
One year 5 per cent. notes	$197,677 00	
Two year 5 per cent. notes	74,352 50	
Two year 5 per cent. coupon notes	40,052 50	
		312,082 00
Compound interest notes		2,752,323 0
Fractional currency		31,870,142 88
Total		$394,134,862 88

Washington advices give the amount and description of the Five-twenty bonds purchased by the Secretary of the Treasury from May 1 to Sept. 30, inclusive, as follows:

When payable.	Registered.	Coupon.	Total.
May 1, 1882..	$6,496,700	$39,500	$6,526,200
Nov. 1, 1884..	705,400	.....	705,400
Nov. 1, 1884..	2,348,600	4,977,600	7,326,200
Nov. 1, 1884..	2,574,900	1,294,100	3,869,000
July 1, 1885..	3,340,000	12,968,350	16,308,450
July 1, 1887..	2,852,350	13,245,900	16,098,250
July 1, 1888..	282,000	1,575,500	1,857,500
Grand total..	$18,590,050	$34,100,950	$52,691,000

Foreign exchange has been held with more confidence, but has not been in particularly urgent request. Bankers' prime sixty day bills on London closed on Wednesday at 109⅛@109⅜, and on Paris to 5.21¼@5.16¼; sight bills on London to 109½@109¾, and on Paris to 5.15¾c.@5.14⅜. The offering of produce bills has been liberal this week. The week's exports of domestic produce have been to the currency value of $4,149,217, making the total since Jan. 1, 1869, $156,125,800, against $132,159,391 same time last year.

Government securities have been in moderate demand, most of the week, and as the offerings of bonds have been on a reduced scale, there has been more firmness noted in price, the market closing, however, less buoyantly. There has been more call for Five-twenties from export buyers, who have been represented as having made freer purchasers than in any preceding week for some time past. On Wednesday, Government bought two millions of U. S. 5-20s at 115.68@115.71 net, out of an aggregate of about 8¼ millions.

U. S. sixes of 1881 closed here on Wednesday at 119¾@119⅞; U. S. Five-twenties of 1862, ex-coupon, 120⅛@120¼; U. S. Five twenties of 1864 at 119⅛@119¼; U. S. Five-twenties of 1865 at 119¼@119½; U. S. Five-twenties of 1865, consolidated, 117¾@117⅞; U. S. Five-twenties of 1867, 117⅞@118; U. S. Five-twenties of 1868, 117¾@118; U. S. Ten-forties at 108⅛@108¼; U. S. Six per cent. currency bonds, 107¾@107⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 6.	Oct. 13.	Oct. 20.
Consols	93½	93⅛	93⅛
U. S. 5-20's of 1862...	84¼	84½	*81⅞
U. S. 5-20s, 1865	84	84⅛	*81⅜
" 1867	82⅞	82⅞	83¼
" 10-40s	76⅛	76¼	76¼
Erie	....	23¾	21¼
Ill. Central	....	....	95
At. and Gt. West	....	....	25

* Ex Nov. 1, coupons.

Railway and miscellaneous stocks have been more active, and in the main much stronger in price, the New York Central, Hudson and Harlem, and the Lake Shore shares leading off.

General business has shown more animation and firmness in the leading kindness of domestic produce. Middling upland cotton closed, however, less buoyantly on Wednesday at 26½@26¾ cts. per lb. The stock of cotton now here is given at about 15,000 bales. The receipts at the port this week, have averaged about 4,150 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 271,000 bales, against 196,000 bales in 1868-'9; exports, same time 80,000 bales, against 47,500 bales same time in 1868-'9; stock on hand at latest dates, 127,750 bales, against 109,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,299 pkgs., against 16,571 pkgs., same time last year. From Boston, 6,489 pkgs., against 7,484 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in less demand, and heavy at from 8@16c., per lb.; week's receipts, 9,619. Milch cows rule dull, at $40@$110 each, receipts, 81. Veal calves in fair request at from 5@13½c. per lb.; receipts, 1,970. Sheep and lambs fairly active at from 4½@7c., and 7@9½c. per lb.; receipts, 35,926. Swine in request at 9@10⅜c. per lb., all live weight; receipts, 18,111.

The week's dry goods imports were valued at $1,319,456, and of general merchandise, $2,418,333, making an aggregate for the week of $3,737,789 specie value, against $5,371,469 same week last year. There has been a rather less satisfactory trade, reported in most kinds of foreign goods, but prices have been generally well supported.

The ocean freight market has shown much more animation and firmness. Room has been less abundant. For Liverpool we quote flour at 2s. 4½d.@2s. 6d. by sail, and 2s. 9d.@3s. by steamer, per bbl.; grain at 8¾d.@9d. by sail, and 9¾d.@10½d. by steamer, per bushel; cotton at $\frac{5}{16}$@⅜d. by sail, and ½@$\frac{5}{8}$d. by steamer, per lb.; and heavy goods 22s. 6d.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 394.

The New York exports, exclusive of specie, for the week ending Oct. 19, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,351,454	$4,149,217
Prev. reported	128,807,937	151,976,583
Since January 1	$132,159,391	$156,125,800

The imports for the week ending October 16, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,577,323	$1,319,456
Gen. merchandise	3,794,136	2,418,333
Total for the week	$5,371,459	$3,737,789
Previously reported	197,685,206	240,316,760
Since January 1	$203,056,665	$244,054,549

The balance in the Sub-Treasury on Wednesday was $93,026,161 07.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, 68; Louisiana 6s, Levee bonds, 63¼; do., 8s, Levee bonds, 84; Georgia 7s, 92; California 7s, 123; N. Y. State Bounty Loan reg., 108; Alabama 8s, 92½; Brooklyn 6s, Water Loan, 93; New Jersey Central new bonds, 97; Toledo, Wabash and Western consol. bonds, 84; Milwaukee and St. Paul 1st mort., Iowa Division, 85; Long Dock bonds, 87; Toledo, Peoria and Warsaw 1st mort., E. D., 83; Galena and Chicago 1st mort., 99; Central Pacific 6s, gold, 93; Cincinnati, Hamilton and Dayton 1st mort., 80; Great Western 1st mort., 1888, 84; St. Louis and Iron Mountain 1st mort., 81; Morris and Essex Construction bonds, 84; N. Y. and New Haven R. R., 135; Dubuque and Sioux City R.R., 109¾; New Jersey R. R., 120; Western Union Telegraph, 36¾; do., 7s, 88; Adams Exp. Co.,

57¾; Wells-Fargo Exp., 20½; Am. Mer. Union Exp., 34⅝; U. S. Exp., 59.

Philadelphia.—Allegheny County bonds, 76⅛; Pittsburg 5s, 71½; Pennsylvania State 5s, 1870, 100; Phila. City 5s, 1872, 92; Delaware Division Canal, 48; Chesapeake and Delaware Canal 6s, 95; Lehigh Nav. Conv. Loan, 80; Camden and Amboy scrip, 64½; Oil Creek and Allegheny River, 38⅛; Phila., Wil. and Balt. R. R., 52; Phila. and Trenton R. R., 117; Elmira and Williamsport 5s, 58; Warren and Franklin 7s, 80; Junction R. R. 2d mort., 90; Penna. and New York 7s, 90¾; New Creek Coal, ⅜; Big Mountain Coal, 6; Fulton Coal, 4¾. The latest quotations are: do., City 6s, 97@97⅛; do., free of tax, 100½@100⅝; State 5s, coupon, 92½@92¾; do., 6s, W. L., 100@100½; do., 1st series, 104@104¼; do., 2d series, 107@107½; do., 3d series, 108½@109; Reading, 48½@48½; do., 7s, 1893, 101@103; do., 6s, 1880, 89@89; Camden and Amboy, 119½@120; do., mort. 6s, 1889, 95½@96; do., 1883, 83¼@84; do., 1889, 82@84; Penn. R. R., 56⅛@56¼; do., 1st mort., 97@97; do., 2d mort., 94⅝@94¾; Little Schuylkill R. R., 41@42; Morris Canal, 80@30; do., pref., 58@60; do., bonds, 80@85; Susquehanna Canal, 10@10; do., 6s, 53@55; Sch. Nav., 8@10; do., pref., 14@16; do., 6s, 1882, —@61; Delaware Div. Canal, 48@49; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 39½@40; do., 7s, 1873, 89@89; do., 5s, 56@58; Lehigh Coal and Navigation, 34@34¼; do., 6s, 1884, 81@82; do., R. R., Loan, 87⅜@87½; do., Gold Loan, 95@95½; North Pennsylvania, 36½@36¾; do., 6s, 87¾@88; do., Chattle 10s, 106@—; Philadelphia and Erie, 28¼@28½; do., 6s, 85½@88; Minehill, 52⅞@53; Catawissa, 13@15; do., pref., 37@37½; Lehigh Valley, 52¾@53⅞; do., 6s, 96@96½; do., 6s, reg., 95@95; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40@42; West Philadelphia, 59@60½; Spruce and Pine, 26@26; Green and Coates, 36@38; Chestnut and Walnut, 45@46¼; Thirteenth and Fifteenth, 17½@19; Girard College, 27½@29; Tenth and Eleventh, 68@71; Union, 44@45; Hestonville, 11¾@12¼.

Boston.—Ogdensburg and Lake Champlain 8s, 102; Vermont Central 1st mort., 79; do., 2d mort., 37; Union Pacific 6s, 81⅞; do., Land Grant 7s, 55; Cedar Rapids and Missouri 7s, 87; Essex R. R. 6s, 1876, 91¼; Eastern R. R. 6s, 1889, 96; Old Colony and Newport 7s, 100⅛; Vermont and Massachusetts 7s, 90½; Burlington and Missouri R. R. 8s, 1879, 97½; do., 7s, 1893, 82; Chicago, Burlington and Quincy, 160; Cincinnati, Sandusky and Cleveland, 22⅛; Summit Branch R. R, 22⅜; Boston Water Power Co., 14¼; Cary Imp., 6⅞; Essex Co., 135½; Massachusetts 6s, 1873, gold, 121¾; Maine 6s, 1876@1889, 98¼; Connecticut 6s, 1881, 98; Cambridge 6s, 1886, 99; do., 5s, 1880, 87; Cincinnati 7 3 10s, 1899, 102; Chicago 7s, 1892, 96⅛; Boston 5s, 1882, gold, 107¼; do., 1883, 107; do., 1875@1877, 106½; Charlestown 6s, 98; Bangor 6s, 1894, R.R. Loan, 86¾; Roxbury 6s, 1876, 99¾; Allouez Mining Co., 2¾; Hecla, 80.

Baltimore.—Central Ohio R. R., 25¼; Parkersburg R.R., 23; Western Maryland R. R. 2d mort. guar., 90; Maryland 6s, 1883, Defense Loan, 101¾; do., 6s, 1870, 94; Virginia 6s, old, reg., 45⅛; Memphis City 6s, 48. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@90; Balt. and Ohio, 124@125; do., 6s, 1875, 92@94; do., 1880, 92@93; do., 1885, 91@93; Northern Central, 47¾@48; do., 6s, 1885, 87@87¾; do., 1900, 82¾@84¼; do., 6s, 1900, gold, 100@102; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93⅛@95; do., 2d mort., 92@92½; do., 3d mort., 1885, 86@—; Marietta and Cincinnati 7s, 1892, 86⅛@87⅛; do., 2d mort., 69½@70; Central Ohio, 25@28; do., 1st mort., 78⅝@80; Western Md. 6s, 1890,65@67½; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@91; do., 6s, pref., 37½@46; do., 6s, guar., by Washington Co., 77@—; Richmond and Danville bonds, 72@72½; Baltimore 6s, 1875, 92¼@92¾; do., 1886, 93@94; do., 1890, 93⅞@94; do., 1893, —@92; do., 5s, 1838-'70, 70@74; Memphis City 6s, 44@48½; Maryland Defense Loan, 101⅛@101¾; City Passenger R. R., 19@19⅛; Baltimore and Catonsville, 4@5¼: George's Creek Coal, 71½@73; Santa Clara, 0.50@—; Atlantic Coal, 2.25@2.50.

☞ THE BUSINESS OF THE CENTRAL PACIFIC RAILROAD compares with that of the Illinois Central Railroad as follows:

	Miles in operat'n..	Locom's.	Pas. Co's.	Earnings May 1 to Oct. 1.....	Ratio of Op. Exp.	Land's unsold Acres.....
Ill. Cen...	708	170	96	$3,763,136 (cur'y)	64	526,600
Cen. Pac.	690	172	101	2,812,705 (gold) or 3,656,516 (cur'y)	55	7,200,000

Thus, it will be seen the results of the Central Pacific, attained during the first year of its operation, are equally gratifying with those of the Illinois Central Railroad, after twelve years. Their respective obligations are quoted to-day:

Ill. Cen. 7 p. c. cur'y Construction Bonds..119
Cen. Pac. 6 p. c. gold, 1st Mortgage Bonds.. 93½

The two causes, which, in great part, have given the high standing to the securities of the Illinois Central Company, on both sides of the Atlantic—large surplus earnings, with the proceeds of land sales, which together have been invested in their own bonds—are the same which must hereafter give great prominence to those of the CENTRAL PACIFIC. The honorable and judicious management of the Central Pacific Company, together with the great value of their property, entitle their securities to the fullest confidence.

We are prepared to buy and sell the Securities of the Central Pacific Railroad Company at the current market rates.

FISK & HATCH,
Bankers and Dealers in Government Securities.
No. 5 Nassau-st.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

☞ The earnings of the Cincinnati, Indianapolis and Lafayette Railroad for September, 1869, were $205,683, against $178,527, in September, 1868—an increase of $27,156. For the eight months of the year 1869 they have been $1,186,558, against $1,093,458 in 1868—an increase of $93,100.

Macon and Augusta Railroad.

The annual meeting of the stockholders of this company was held at Augusta, Ga., on the 12th inst. In the absence of the President, Benj. Conley, Esq., Hon. John P. King was called to the chair, and J. H. Milligan, Esq., the Secretary and Treasurer of the company, was appointed Secretary of the meeting. The whole number of shares of capital stock of the company is 14,214, of which 8,422 shares were represented. On motion, the meeting proceeded to the consideration of the reports of the officers. The chair stated that there was no report from the President. George H. Hazlehurst, Esq., Chief Engineer, then read the following report:

ENGINEER'S DEPARTMENT, October 4, 1869.

To the President and Directors of the Macon and Augusta Railroad Company:

GENTLEMEN:—The free discussion of the reports made at the late called Convention in May last, is so fresh in the memory of stockholders as to make it unnecessary to dwell at length upon matters connected with my department.

The contract recommended by that Convention was perfected soon after adjournment with Messrs. George G. Hull & Co., and the work has been entered upon with vigor and dispatch.

One thousand hands are now engaged on the grading, masonry, bridging and timber getting on the line of the road.

One cargo of one thousand tons of iron rails were ordered immediately, and is now on its way from Europe, and may be expected to reach the port of Charleston at an early day. So soon as this cargo arrives the track laying will at once be commenced at Milledgeville, and pushed upon the eight miles of graded road bed south of that point.

Active measures are being taken to complete the Ocmulgee River Bridge at Macon at the earliest day, with the purpose of starting track laying at that end of the line.

Under the arrangements made, it appears reasonable to suppose the contracts for completion will be fulfilled in advance of the time stipulated. The character of the work is generally heavy, the country being rugged and broken, involving deep cuts and high embankments.

The amount which has been expended on the grading since the commencement of the contract is some $75,000.

It is gratifying to report the condition of the running portion of the road between Warrenton and Milledgeville to be excellent.

Heavy repairs have been made during the Summer on trestleworks, new timbers having been substituted for all showing the least decay.

The Oconee Bridge has been covered, tinned and painted.

Altogether the road may be considered in first rate condition.

The statement of the earnings as presented by the Georgia Railroad, now operating the finished portion, from April 1st, 1868, for twelve months show receipts for gross earnings of ...$45,123 52

The expenses for the same time were:

Ordinary.....	$39 863 85
Extraordinary (new depts)	7,418 62
Total expense.....	$47,282 47
Excess of all expenses over earnings was.....	$2,158 95

But this statement does not include the interest on the company's first mortgage bonds amounting to $28,000 per annum or seven per cent. on the loan of $400,000, nor officers' salaries, nor contingencies. It will, therefore, be seen that there has been a deficit of $3,000 per month or $36,000 per annum incurred by the year's operations. It was this showing that made it apparent that something should be done, and that quickly, to save the road from ruin, and the stockholders from the loss of every dollar of their investment. The extension of the line to Macon was the sole alternative, and

this fortunately has been secured by the contract with Messrs. George G. Hull & Co.

I feel the utmost confidence that, upon completion of the road to its destination, we shall not only be able to meet the interest on the funded debt of the company, but also pay a small dividend to stockholders. With the natural increase of business and a return of prosperity to the fine farming country traversed by the road, we may rest assured that dividends will constantly increase with the progress of the coming time.

Apart from the profit which, as the shortest line between Augusta and Montgomery we shall derive by the transit of passengers and through mail and express business, I believe that the legitimate business between the two cities of Augusta and Macon, and the local traffic on our line will enable us to meet expenses and the interest on the bonded debt of the company.

Respectfully submitted,
GEO. H. HAZLEHURST,
Chief Engineer.

Mr. J. H. Milligan, Secretary and Treasurer, reported the following condensed statement of the condition of the Macon and Augusta road, October 4, 1869:

ASSETS.

Construction of road	$1,479,005 33
Real estate	16,528 90
Baldwin County bonds	21,000 00
Profit and loss	96,771 85
Interest on bonds	14,315 00
Interest	5,355 38
Incidental expenses and salaries	2,155 49
Due from other corporations and agents	15,007 63
Taxes	30 00
Bills receivable	390 89
Cash	4,116 55
Total	$1,654,676 52

LIABILITIES.

Capital stock paid in	$1,078,878 64
Bonds of the company, first mortgage	400,000 00
Bills payable	11,024 87
Due to other corporations & agents	4,374 67
Forfeited stock	5,610 00
U. S. tax on coupons	5 25
Loss on iron rails seized by the (C. S.)	154,783 09
Total	$1,654,676 52

On motion, the Reports of the Chief Engineer and Treasurer were received and ordered to be printed. The meeting then proceeded to the election of twelve directors to serve for the ensuing year, which resulted in the choice of the following gentlemen: H. F. Russell, W. E. Jackson, John P. King, H. Moore, W. J. McGrath, H. J. Lane, B. B. DeGraffenried, Geo. S. Obear, G. H. Hazlehurst, W. H. Ross, J. T. Gardiner, S. D. Heard.

At a subsequent meeting of the Board of Directors, Geo. H. Hazlehurst, Esq., of Macon, was elected President.

☞ Alex. S. Macrae, of Liverpool, England, oil broker, announces under date of 25th September last, that Maryland and Virginia green lubricating oil, 28° specific gravity, which used to be unsaleable in England at £15 per ton, is now in excessive demand, and market cleared at £30. This figure, taking gold at 137, would be, he writes, equal to $182 per 2,240 lbs.

☞ A movement is in progress for consolidating the Maine Central Railroad, which runs from Danville Junction to Bangor, and the Portland and Kennebec, which runs from Portland to Skowhegan.

Journal of Railroad Law.

RAILROAD COMPANIES—ACTION FOR NEGLIGENCE—UNINCLOSED LANDS.

The facts of the late case of Tarwater *vs.* The Hannibal and St. Joseph Railroad Company (42 Mo., 193,) are fully and clearly stated in the following opinion by

HOLMES, J.—This was a suit under the statute (Gen. Stat., 1865, ch. 63, p. 343.) for damages in killing a horse of the plaintiff which had got on the track of the railroad, and was run over by the locomotive and train, in a part of the road that was not enclosed by a lawful fence, and was not at the crossing of a public highway.

The answer contained no specific denial of the allegations of the petition. It merely alleged that the plaintiff carelessly and negligently turned the animal out upon the unenclosed land adjoining the railroad, and that by means of that act of gross negligence on the part of the plaintiff the animal got upon the track and was run over, whereby the cars were thrown off the track and injured to the amount of $5,000, and that the injury done to said stock was the same injury mentioned in the plaintiff's petition; and the defendant asked judgment against the plaintiff for that sum as damages.

This answer was stricken out, on motion of the plaintiff; and the defendant failing to file any further answer, the plaintiff had judgment by default, which was affirmed on appeal to the Fifth District Court, and the case is now brought by appeal to this Court.

He is not bound to keep his cattle within inclosures. He had a right to allow them to range on the open prairie. It is averred that this was done carelessly and negligently. But whether or not a given state of facts and circumstances amount to negligence, or to any proof of negligence, is a question of law. This averment, therefore, so far as it goes beyond a bare statement of the facts themselves, avers a matter of law only, of which the Court, and not the party himself, must be the judge. (Callahan *vs.* Warne 40 Mo., 136.) It is assumed, as a matter of law, that the facts stated raise a presumption of such negligence as would make the party liable. There is no distinct allegation of such negligence as a main fact, which might be proved by evidence of other facts and circumstances from which it might be inferred by a jury. In the case of the Hannibal and St. Joseph Railroad Company *vs.* Kinney 41 Mo., 271, the petition alleged that the defendant's mules wrongfully, and by reason of the defendant's negligence entered upon the track and caused the damage. The particular facts were not stated. On demurrer, the averment was held to be sufficient. The Court would not undertake to say by what evidence this averment might be sustained on the trial, and it was said that the question, what circumstances would amount to proof of negligence, or would show negligence, would more properly arise when the evidence should be introduced. It was distinctly intimated, also, that if no other evidence of negligence were produced than the mere omission of the party to enclose his cattle, he would not be liable for the damage done to the railroad company by their straying upon the track where no fences were erected. The railroad company may be liable in these cases for unavoidable accidents or simple misadventure, but the owner of cattle, in such case, would not be liable. On the other hand, if a person should wilfully drive his cattle upon a railroad track, another principle would be involved, for no one can charge another with damages which he has wilfully brought upon himself, *volenti non fit injuria.* (Corwin *vs.* N. Y. & Erie R. R. Co., 3 Kernan, 42.) And accordingly the statute has provided that if any person shall ride, lead, or drive any horse or any other animal upon such road, and within such fences and ground, other than a farm crossing, without the consent of the corporation, he shall, for such offense, forfeit and pay a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby on the part of the aggrieved. (Gen. Stat., 1865, ch. 63, § 43.) The same general principle would be applicable if the same thing were done where there were no such fences.

Judgment affirmed. The other judges concur.

Great Western (Ca.) Railway.

The gross traffic receipts of the Great Western Railway of Canada for August, 1869, were $267,384 80; and the working expenses, including renewals, $171,077 53—making the net earnings, $90,307 27. In August, 1868, the earnings were $298,810 53, the expenses, $156,059 81, and the net earnings, $142,751 22. This shows a decrease in earnings of $31,425 73, with an increase in expenses of $15,018 22—making the decrease in net earnings, $16,443 95. The above is subject to loss by the exchange of American currency. Deducting from net earnings interest charges and loss by exchange, the balance applicable to dividend is in August, 1869, $41,928 09, against $34,810 15 in August, 1868, an increase of $7,117 94.

☞ A railroad convention to consider the project of building a road from Kansas City, Mo., to Memphis, Tenn., to be known as the Kansas City, Springfield and Memphis Railroad, was held at Kansas City on the 19th inst. Delegates were present from Tennessee, Arkansas and Missouri. Colonel J. M. Richardson, of Springfield, Mo. was elected President, and R. D. Williams, of Kansas City, Secretary.

☞ The Connecticut Valley Railroad from Hartford to the Shore Line Railroad at West Brook, on the west bank of the river, is to be put under contract directly, and completed by 1870. The length is about fifty miles. The stock subscription already amounts to $1,500,000.

☞ The Memphis, Springfield and Kansas City Railroad Company was organized in Memphis on the 13th inst., by the election of Judge Wm. Byers, of Arkansas, President; Col. J. M. Eldridge, Vice President; F. S. Delvis, of Tennessee, Treasurer.

☞ The rails on the Lebanon and Pinegrove Railroad have been laid from Pinegrove to Jonestown. It is thought that by Christmas the whole line between Lebanon and Pinegrove will be in running order.

☞ The track of the Chicago and St. Paul Railway is to be laid to Hastings, Min., by the 14th of December.

☞ Henry Colony has been elected President, and Thomas E. Hatch, of Keen, N. H., clerk of the Manchester and Keene Railroad Company.

HENRY YOUNG, President. AGENCY OF G. B. HUBBELL, Secretary.

THE UNITED STATES RAILROAD SCREW SPIKE CO.,

No. 45 CLIFF STREET,

Works at OSSINING, Westchester County, N. Y.

To all persons engaged in the construction and management of railroads.



MONTIGNANI'S PATENT.

We respectfully call your attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country and in every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike.

First. They are made of the best refined iron, the thread being forged (not cut,) refines and toughens them.

Second. The holding power of each SCREW is from four to five tons, and the side pressure, three to four tons.

In three years' experience no SCREW has moved from its place and the rails in every case have been held as firmly to the ties as when first put down. By its use therefore the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button,) when the rail will be held firmly as before. *The ties* will thus be saved from the injury the splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW therefore the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW

Fourth. Where the SCREW is in use in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia and Reading, Hudson River, Philadelphia, Wilmington and Baltimore, New York and New Haven, Chicago and Rock Island, Fond du Lac and Sheboygan, Albany Bridge Company, Quincy Bridge Company. During the year 1869 The New York and Oswego Midland Railroad Company has used more than four hundred Tons of our Screws. We are now prepared to manufacture these SCREWS in any quantity desired.

We call particular attention to the following mode of putting down our Screw Spikes:

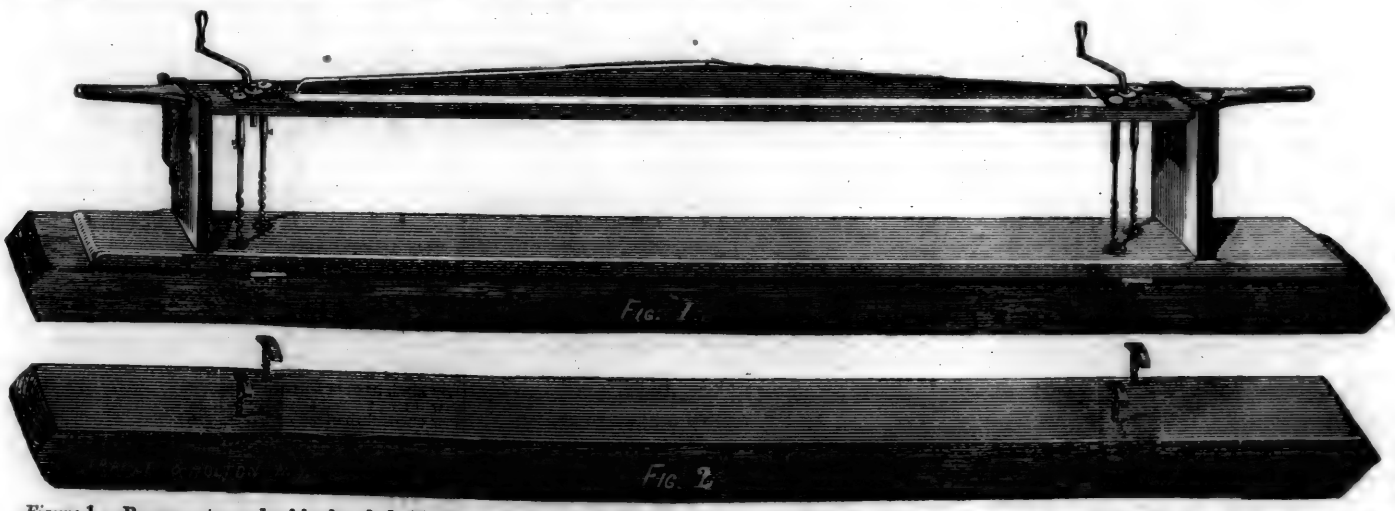


FIG. 1.

FIG. 2.

Figure 1.—Represents a double handed Machine for boring and guaging Railroad Ties which is done with one operation. The Machine is placed upon the Tie, is easily worked by two men, and bores four holes at once, it may also be used by Steam or Water power and in this way the holes for the Screw Spikes are bored very rapidly.

Figure 2.—Represents a Tie with the Screw Spikes set in it, preparatory to placing the same on the road bed. The Screws may be put in the Tie by hand, in the woods, in a Mill, or any other place where a large number of Ties are collected. The Screws will be set to the proper guage for the track and may be so nearly screwed down that it will only be necessary, after the Ties are properly distributed on the Road Bed to drop the Rail in its place and give the Screw a quarter turn, or at most three-quarter turn when the Rail will be firmly fastened to the Tie. The Screws may be turned into the ties with an upright Power Drill such as is used in any machine shop, or, two such machines could be so placed that one could bore the holes while the other was turning in the Screw; such machines can also be so arranged to bore two holes and turn in two Screws at the same time, the Tie can be moved along on a carriage or endless apron.

It will readily be seen that the work of preparing the Ties with the Screws in, may be done under cover, in cold or stormy weather at a time when no work can be done on the Railroad. With Ties thus prepared the Track can be laid in much less time than it can be with common Spikes, thus giving additional proof of the great value of the SCREW SPIKE.

We are now prepared to furnish the double handed Tie boring Machines and hope bye and bye, to be able to publish cuts of improved Screw driving Machines. We also furnish other Tools for putting down the Screws which are used for repairing or replacing Ties.

For further particulars, addres.

G. B. HUBBELL, Secretary, 45 CLIFF STREET, N. Y.

☞ The contract for the construction of the new bridge at the Junction of the Southside and Richmond and Danville Railroads, at Burksport, has been awarded to the Baltimore Bridge Company. They will commence work at once. The bridge is to consist of rolled iron girders, with substantial cross braces of the same character.

☞ The Galveston *News* says that the Galveston, Houston and Great Northern Railroad Company is now ready to negotiate for the construction of the whole line from Galveston to the Red river, where it will meet one of the roads from Kansas.

☞ The Hannibal and Naples Railroad, which connects by an air line the Toledo, Wabash and Western and the Hannibal and St. Joseph, is completed.

☞ The Cleveland and Pittsburg Railroad Company have voted to increase their share capital fifteen per cent. This is to be in the form of a dividend.

☞ The directors of the Lake Shore and Michigan Southern Railway Company elected Mr. James H. Banker treasurer, in the place of Mr. Legrand Lockwood resigned.

☞ The Bangor and Piscataquis Railroad will be completed as far as Dover in a few weeks. The cars are now running daily as far as Milo.

☞ The survey of the George's River Valley Railroad has begun. This road is to connect Warren and Belfast, Me.

☞ The contract for the construction of the railroad from Holton to Woodstock, Vt., has been let.

Beebe's Invention of Rail Fasteners on hand and for Sale.

These fasteners have a jaw and collar to revolve on the neck and under the head of the fasteners, which are made to drive or screw in the tie. The driving fastener has sunken sides within flanges wider at the top than below the middle, forming keys of the brush wood, also barbs on the sides.

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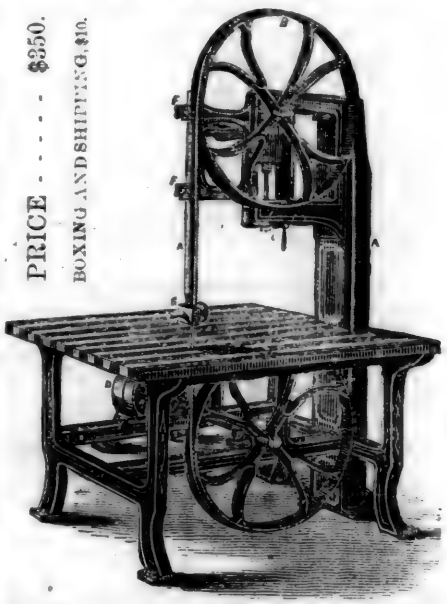
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Interest on City Stocks.
THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE, NEW YORK Sept. 24, 1869.
5t40

FIRST & PRYIBIL'S
PATENT IMPROVED
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This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

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The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

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We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

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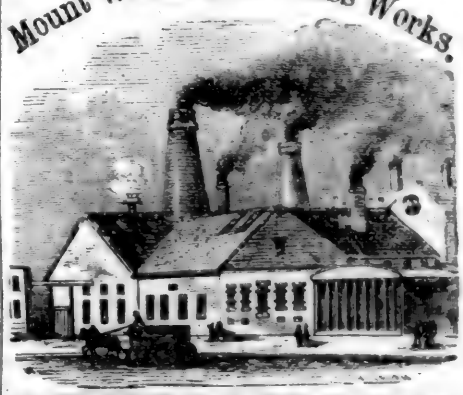
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Sheathing Copper.	Copper Bottoms.
Extra-sized sheets Copper, rolled to order.	Braziers' and Bolt Copper. Rivets, Kettle Ears, etc.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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These rates include berths, board and all necessaries for the trip.

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Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

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Oct. 16, ALASKA, Capt. Gray, connecting with GOLDEN CITY, Capt. Lapidge.

Steamer AMERICA, will leave San Francisco Nov. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, October 15. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast at slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

BURLEIGH'S PATENT
Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 44.] SATURDAY, OCTOBER 30, 1869. [WHOLE No. 1,750, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 30, 1869.

Chicago, Danville and Vincennes Railroad.

This line, now building, was chartered by the Legislature of Illinois in 1865, and when completed, will extend from Chicago to a point on the Wabash River opposite Vincennes, Indiana, *via* Danville and Paris. Its general route is through the Eastern counties of Illinois, adjoining the boundaries of Indiana; opening communication between the City of Chicago and one of the richest and most fertile, though hitherto neglected, districts of the State. In general productiveness, the region through which it passes is not surpassed by any in the West. The soil is richly fertile and well adapted to the growth of wheat and other standard agricultural products, and both coal and iron abound along the line of the road. The Chicago, Danville and Vincennes Railroad Co. propose at present to build and equip that portion of the line extending from Chicago to Danville, and thence in a southeasterly direction to the Indiana line, where it will connect with the Evansville, Terre Haute and Chicago R. R.—the length of the line being about 140 miles. The topography of the country traversed is very favorable to the construction of a road, there being no grade to overcome exceeding twenty feet to the mile for trains bound north, and forty feet for those going in the opposite direction. On its completion there will be an unbroken line from Chicago to the Ohio River at Evansville, forming a route eighty-five miles shorter than that by way of the Illinois Central road to Cairo. From Evansville there will soon be direct railroad communication with Nashville, Tenn., and indidirectly, with all the districts embraced within the limits of the railroad system of the Southwest, thus opening a new route from Nashville to Chicago and the lakes, *via* the Chicago, Danville and Vincennes road, shorter and more direct than any now existing between these two important points. The estimated cost of building this line from Chicago to Vincennes, 140 miles, is about four and one-half million dollars; and in order to determine what elements the road possesses to warrant the belief that it will be remunerative to the company, a few general facts may be stated respecting the sources from which its business will be derived.

The route of the line is through four of the principal Eastern counties of Illinois, viz., Will, Kankakee, Iroquous and Vermillion, of which the aggregate annual production of wheat, corn and other grains is about 10,300,000 bushels. From these counties alone, not including the business derived from the counties of Western Indiana, tributary to the road, the earnings from freights to Chicago, including coal, are estimated at $1,074,343 34; and on freights from Chicago, estimated from the annual statements of other roads leading from that city, at $1,571,015 76. Add for passenger traffic, $628,406 30, and the gross earnings cannot fall below $2,199,422 06. Estimating the operating expenses of the 140 miles of road at 66⅔ per cent, the net earnings would be $733,140 68. These estimates, except as to coal tonnage, are based on the present productions of the counties tributary to the road. No allowance is made for miscellaneous freights, nor for business from connecting lines, nor is there any estimate made for through business; but as it forms a portion of the shortest route from Chicago to the Ohio River and the South, the through traffic in that direction must prove extensive and profitable as soon as the line is completed.

The coal and iron deposits of the country traversed by this road are of immense extent and value. More than one-third of the 140 miles now building passes through coal fields equal to any in the West, being peculiarly well adapted to the manufacture of iron. The upper veins of coal in this district lie within 60 feet of the surface, are about 8 feet in thickness and easily worked. Underlying them are inexhaustible deposits of iron, yielding over forty per cent. of superior metal. A few miles south of these deposits are found the celebrated Brazil coal fields, which furnish a quality of coal for iron manufacture superior to that of the Pittsburg region in Pennsylvania. The annual consumption of coal in Chicago alone is now about 600,000 tons, and the demand is rapidly increasing. What amount of tonnage for transportation over this company's road will be furnished from the Brazil mines, and the mines of coal and iron in Vermillion County, and at other points on the line, it is impossible to determine; but a very low estimate will be 25 car loads (250 tons) per day, with an average haul of the length of the road—140 miles—say 313 working days, 250 tons per day, 78,250 tons per annum, at two cents per mile per ton, would produce $219,100. It is believed that the traffic of the company in coal will be very extensive, and that it will increase in a ratio proportionate to the growth of Chicago and the development of its manufacturing interests.

The progress of the work of building and equipping this road has been rapid and satisfactory—the line having been already completed to Momence, 55 miles from Chicago, and opened for business on the 10th of the present month. Local subscriptions have been obtained along the line to an extent more than sufficient to pay for the right of way, grading, bridging, culverts, and other work of similar character for the entire road. The right of way has been obtained, and contracts have been entered into with experienced and responsible parties for the construction of the whole work. Means are also provided for the ties for this section of the line, and for a portion of the iron.

In order to provide the means for the remainder of the construction and equipment, the company has executed a mortgage upon its road, property and franchises, to Wm. R. Fosdick and James D. Fish, of New York, Trustees, to secure an issue of $2,500,000 of 7-40 first mortgage sinking fund bonds, with interest payable semi-annually in gold. These bonds are now in the market, and as an investment for capital they are among the

best offered to the public. The entire issue will be less than $18,000 per mile, and besides being a mortgage on the road, are secured by a sinking fund to be set aside for their redemption at maturity from the net earnings of the company. In order to secure the bondholders against any fraudulent issues of surplus bonds, a system of registration has been adopted, such as should be required of all railroad companies by law, by which the purchaser or holder of a bond may at any time know the exact amount of bonds issued and by whom they are held. Every guaranty of security and honest dealing is offered by the company, and the fact that 55 miles have already been built and equipped from the capital stock without any previous issue of bonds, shows they have undertaken the work in earnest. The officers of the company are: Prest., W. D. Judson, of N. Y.; Treasurer, Amos Tenny, of N. Y.; Secretary, F. E. Jones, of Chicago; Chief Engineer, Z. F. Summers, of Chicago.

Cincinnati, Hamilton and Dayton Railroad.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$476,797 63	$437,626 75
" freight	727,275 84	696,691 52
" mails & express	68,410 56	32,449 24
" rent of track, etc.	36,308 29	40,815 97
" rent of machin'y, etc.	29,102 56	1,521 23
	$1,382,894 88	$1,209,104 71
Expenses, viz:		
Repairs of road	$120,649 31	$148,445 18
" bridges	7,702 24	21,167 55
" buildings	13,148 10	17,275 73
Passenger expenses	146,854 86	126,407 55
Freight expenses	208,443 93	180,856 86
Other trains expenses	30,291 98	24,052 82
Station expenses	112,381 78	93,824 53
Office expenses	29,819 17	31,154 53
Shops, etc., expenses	19,466 48	18,849 05
Miscellaneous	59,800 73	42,040 44
	$748,719 58	$704,074 24
Earnings less expenses	$584,175 30	$505,030 47
From which deduct—		
Interest on bonds	$144,030 00	
General interest account	21,334 25	
Taxes, State	41,268 79	
" National	24,091 96	
Insurance	7,067 56	
Profit and loss—sundries	407 87	
	238,199 92	
Leaving a balance of	$266,880 55	
Add surplus March 31, 1868	408,847 45	
Total	$675,678 00	
Applied as follows:		
Subscription to complete Junction R. R	$5,000 00	
Damage on account of collision at Lockland, Nov. 21, 1867	17,075 31	
Dividends Nos. 26 and 27, scrip	350,000 00	
Balance—surplus account, March 31, 1869	303,602 69	
Total, as above	$675,678 00	

Compared with the previous year, the gross earnings show a decrease of $123,790 17, with a decrease in operating expenses of $44,645 34. The entire expenditures, including interest, taxes, etc., was $942,274 16, against $974,435 60 in 1868—a decrease of $32,161 44. The net earnings show a decrease of $91,628 73. The earnings per mile have been $20,151 84. Number of passengers carried, 642,583. Tons of freight moved, 508,692. Number of miles run by trains, 475,805. The operating expenses were 58.23 per cent. of gross earnings. The report says:

The floating debt of the company has not been reduced as much as was hoped for and desired. The large amount expended on the Dayton and Michigan and Cincinnati, Richmond and Chicago roads in permanent improvements and extensions, made necessary by the increasing business on the former, and for the renewal of bridges, on the latter, which were carried away by one of the greatest floods known in the Seven Mile Valley, has required a large portion of the net earnings of this company. As there remains no present necessity for further expenditures, to any considerable extent, on these roads, the entire net income of the three roads will be applied this year to the liquidation of the remainder of the floating debt of the Cincinnati, Hamilton and Dayton Co.

During the past year two dividends, of five per cent. each, have been made, free of Government tax, and were paid in Dayton and Michigan bonds, received by this company for advances made for permanent improvements and construction on that road.

The lease of the company's road and property, proposed to be made to the Erie Railway Company, approved by the stockholders at their meeting held on the 18th of February last, was not carried into effect, for reasons arising subsequent to that action, which have become generally known, and need not be here repeated. The failure to execute this lease, and subsequent disagreement as to the terms of division of the rate upon through traffic, for a time interrupted the business of the company and the Erie and the Atlantic and Great Western Railway Companies. Our business relations, however, with these companies, have been since restored by the execution of a contract which took effect on the 1st day of May, a copy of which is submitted with this report. Its chief features are, that, for an annual sum of one hundred and eighty thousand dollars, payable in equal monthly instalments, we grant to the Erie Railway Company, for ten years, the exclusive privilege of our broad gauge track, and a portion of our depot facilities, for their business in connection with our road, reserving our local business, but withdrawing from competition for New York traffic; and that, to avoid confusion and unnecessary expense to both parties, this company is to move their trains and cars, and handle such of the freights of the Erie Company as they shall require, on their account and at their expense, the cost of which service, including the cost of furnishing motive power, a fair proportion of the compensation of station agents and clerk hire and of the salary of a joint Superintendent, and other necessary expenses connected with the business, is to be determined in proportion to the comparative wheelage of the two parties, and paid monthly.

It is believed that this arrangement will prove satisfactory to both companies. It secures to the Erie Company an independent control of its own business, and connection with Cincinnati and the Southwest, and to this company a fixed and definite equivalent for the concession by which this is secured. It avoids the complication and danger arising from the operation of one road by two independent companies, each having a large amount of business, and economises the cost to both.

An arrangement has also been made with the Cincinnati, Sandusky and Cleveland Company, by which our road still continues to receive the full local business of that road, we giving in return the business of the Cincinnati, Hamilton and Dayton to all local points on the Cincinnati, Sandusky and Cleveland road, and uniting with them in a through Eastern all rail business. With a view of avoiding an injurious competition between the Dayton and Michigan and the Cincinnati, Sandusky and Cleveland roads, it has been agreed that the business of the Cincinnati, Hamilton and Dayton road shall be sent by the Cincinnati, Sandusky and Cleveland road to and from all places to which the said road, in connection with the Cincinnati, Hamilton and Dayton, forms the whole or part of the shortest all rail railroad line. On the other hand it is agreed that all traffic west of the Sandusky road, including Detroit and Canada, shall not be competed for by the Cincinnati, Sandusky and Cleveland Co., as against the Dayton and Michigan.

This contract harmonizes with that made with the Erie Company, and continues to our road the valuable local business of the Cincinnati, Sandusky and Cleveland Railroad.

During the year ending March 31, 1869, 1,290½ tons of rail, 18,866 cross ties, 37,201 spikes, 7,996 lbs. cast iron chairs, and 101,504 lbs. splice plates and bolts were used, 500 tons of rail, new iron, were purchased at a cost of $38,000, and 107 tons of Bessemer steel rail at a cost of $15,509 18, the balance of 683½ tons being re-rolled iron.

The company have purchased the right to use "Miller's Patent Platform, Coupler and Buffer," and have placed them on 26 passenger and baggage cars.

The current assets and liabilities of the company are as follows:

Assets:	
Materials for repairs	$198,090 03
Wood lands	12,540 00
Bills receivable	8,405 69
Stocks and bonds	802,745 54
Due from railroad companies	36,360 38
" individuals	26,063 88
" Post office department	6,712 50
Cash and cash assets	78,653 86
Dayton and Michigan R. R. Lessors' account	107,148 49
	$1,276,720 37
Liabilities:	
Balance construction	$540,207 96
Due dividends and interest	19,445 16
" dividend No. 27	175,000 00
" railroad companies	75,259 08
" individuals	70,879 31
" United States	11,048 86
Pay rolls March, C., H. & D. D. & M. and C., R. & C	64,917 57
Bills payable	319,962 43
	$1,276,720 37

The receipts from operations of the Dayton and Michigan Railroad during the year were $1,050,962 22; and the expenditures, $1,301,671 54—an excess of expenditures over receipts of $250,709 32. To which add balance due from previous year ($397,164 64,) and old account D. & M. R. R. ($19,274 53,) making a total of $667,148 49. Deduct for 700 3d mortgage bonds, $560,000, leaving balance due C., H. & D. R. R. Co., March 31, 1869, $107,148 49.

The receipts from operations of the Cincinnati, Richmond and Chicago Railroad were $104,928 42; and the expenditures, $151,432 26—an excess of expenditures over receipts of $46,503 84. To which add balance due March 31, 1868, $13,226 29—making a total of $59,730 13. For this amount the C., H. & D. R. R. Co., have received 65 2d mortgage bonds in full payment.

CONDENSED BALANCE SHEET, MARCH 31, 1869.

Construction	$3,969,034 80
Equipment	995,750 96
Real estate	380,608 97
Materials	198,090 03
Wood lands	12,540 00
Bills receivable	8,405 69
Stocks and bonds	802,745 54
Due from railroad companies	36,360 38
" individuals	26,063 88
" Post office department	6,712 50
Cash and cash assets	78,653 86
Dayton and Michigan R. R. Lessors account	107,148 49
	$6,572,115 10

Capital stock		$8,500,000 00
First mortgage bonds		1,250,000 00
Second "		500,000 00
Third "		282,000 00
Surplus earnings		303,602 69
Interest on bonds		5,794 66
Dividends unpaid		13,650 50
Dividend No. 27		175,000 00
Due railroad companies		77,259 08
" individuals		70,879 31
" United States		11,048 86
Pay rolls		64,917 57
Bills payable		319,962 43
		$6,572,115 10

President.—S. S. L'Hommedieu.

Vice President.—John W. Ellis.

Directors.—George T. Stedman, John Young, Samuel Fosdick, Wm. Goodman, Lowell Fletcher, H. D. Huntington, Wm. Beckett.

Secretary & Treasurer.—Frederick H. Short.

Gen'l Supt.—Daniel McLarin.

Dayton and Michigan Railroad.

The income of this company for the fiscal year ending March 31, 1869, was as follows:

From freight		$604,604 09
" passengers		341,668 42
" mails		16,762 50
" express		34,211 80
" rents and interest		1,042 46
		$1,040,289 27
Expenditures, viz:		
Maintenance of way	$224,568 07	
Machine shop	10,622 55	
Locomotive power	164,904 77	
Station expenses	67,969 71	
Train expenses	123,205 80	
Office expenses	37,307 20	
Miscellaneous expenses	67,894 75	
		692,472 35
Earnings less operating expenses		$347,816 92
Received from sale of steamboat stock		10,000 00
" " " real estate		672 95
Total		$358,489 87
Interest paid on bonds	$245,985 21	
General interest account	11,937 94	
Insurance	6,620 19	
Taxes, State and National	40,038 41	
Equipment	142,508 02	
Sinking fund	80,000 00	
Widening Bayou Bridge, Toledo	2,500 00	
Construction	90,891 90	
Loss on redemption 1st mortgage bonds	38,717 52	
		609,199 19
Excess of expenditures over receipts		$250,709 32
Add balance due C., H. & D. R.R. Co., lessees, March 31, 1868		397,164 64
Add balance old acco't D. & W. R. R.		19,274 53
		$667,148 49
Deduct for 700 3d mort. bonds		560,000 00
Balance due Lessees March 31, 1869		$107,148 49

The balance of the First Mortgage Bonds (recently the second) of which there was $229,000 held by the lessees as per last report to pay the indebtedness to them for redemption of first mortgage bonds due July 1, 1867, have been disposed of and the amount realized therefor ($194,818 33) has been applied for that purpose, leaving a balance of $38,717 52, which has been carried to this year's account. Two of the bonds Nos. 22 and 23 have not been presented for payment, and as there has been no interest paid on them since 1859, the probabilities are they have been lost. During the year 35 first mortgage bonds have been cancelled by the sinking fund making an increase as shown been on the balance sheet of $194,000.

A mortgage of $700,000, has been recently placed on the property of the company, to Stanley Matthews, trustee, and bonds issued for that amount in sums of $1,000 each, bearing interest at 7 per cent. per annum, and payable October 1, 1888. These bonds have been paid to the lessees at 80 cents on the dollar, in part payment of amount due them, leaving a balance still due of $107,148 49, and the discount on these bonds has charged to profit and loss account.

Condensed Balance Sheet, March 31, 1869.

Construction account		$4,780,675 61
Stock interest account		472,743 85
Fencing		28,736 39
Toledo improvement		333,633 75
Right of way		105,401 45
Lima shop equipment		12,145 31
Real estate		92,788 17
Rolling stock		650,774 13
Bills receivable		1,624 00
Town of Perrysburg		11,000 00
Individual account		7,187 72
Profit and loss		836,072 91
		$6,827,783 29
Capital, old		$2,305,315 08
" new		74,857 01
" not issued		10,474 48
1st mortgage bonds		2,802,000 00
2d "		642,000 00
3d "		700,000 00
Mortgage bonds		2,000 00
Toledo depot bonds		169,500 00
Income bonds		1,300 00
Bills payable		4,200 00
Interest on bonds		8,147 87
Individual R. R. account		840 36
C., H. & D. R. R. lessors' account		107,148 49
		$6,827,783 29

President.—S. S. L'Hommedieu.

Vice President.—M. R. Waite.

Directors.—H. D. Huntington, John Young, Lowell Fletcher, Wm. Goodman, P. Smith, C. T. Pomeroy, Geo. W. Holbrook.

Ass't Superintendent.—John H. Weller.

Cincinnati, Richmond and Chicago R. R.

The income of this company for the fiscal year ending March 31, 1869, was as follows:

From passengers		$50,895 49
" freight		43,789 13
" mails		3,600 00
" express		3,123 89
" rents		229 56
" mileage of cars		3,290 35
		$104,928 42
Expenditures, viz:		
Maintenance of way	$13,331 82	
Repairs and renewals of bridges	36,069 47	
Locomotive power and train expenses	31,657 24	
Station and office expenses	10,492 59	
Rents to other companies	13,071 93	
Miscellaneous	1,456 45	
		106,082 50
Excess of operating expenses		$1,154 08
Interest paid on bonds		39,142 25
General interest and exchange		152 94
Insurance		882 12
Taxes, State and National		5,722 45
Excess of expenditures over receipts		$46,503 84
Add balance due C., H. & D. R. R. Co., Lessees, March 31, 1868		13,226 29
Total due lessees		$59,730 13

To pay off this indebtedness, a mortgage of $65,000 has been made to Stanley Matthews, trustee, and bonds issued in sums of $1,000 each for that amount, payable Jan. 1, 1889, and bearing interest at seven per cent. These bonds have been received by the lessees, in full of account to March 31, 1869.

Balance Sheet, March 31, 1869.

Construction		$826,733 29
Equipment		120,451 98
Real estate		700 00
Profit and loss		61,804 23
		$1,009,689 50
Capital stock		$382,600 00
First mortgage bonds		560,000 00
Second " "		65,000 00
Interest on bonds unpaid		2,089 50
		$1,009,689 50

President.—S. S. L'Hommedieu.

Vice President—John Young.

Directors.—John W. Ellis, Wm. Goodman, E. W. McGuire, Lowell Fletcher, H. D. Huntington, Lurton Dunham, Wm. Beckett.

Ass't Superintendent.—Lewis Williams.

North Carolina Railroad.

The Raleigh *Sentinel* says that "the North Carolina Railroad Company have let and farmed out their road, for the term of twenty years, to the Raleigh and Gaston Railroad Company and others, for an annual rent of $240,000, to be paid on the first day of January in each year. The same paper adds: "The rent is secured by a deposit in bank of cash or its equivalent in United States bonds; or good and acceptable railroad or other bonds; this deposit is to be permanent, and if there is occasion to apply it, then it is to be renewed, and as often as necessary. This is an important transaction, and it would seem to be a beneficial one for the stockholders of the company. $240,000 is six per cent. on the whole capital stock. The stock has been worth about twenty-five cents in the dollar; this lease will probably run it up. The lessees, as we learn, are entirely responsible. Indeed, the Raleigh and Gaston Railroad Company, itself, is able to discharge such an undertaking."

Southern Maryland Railroad.

At a public meeting in Oakville district, on Saturday last, the announcement was made by Mr. Maddox that a million of the stock of the Southern Maryland Railroad had been subscribed, and that the two per cent. bonus on this amount had already been paid in as required by law. Mr. Maddox, we learn, accompanied this statement with the declaration that he was just from a meeting of the corporators at Charlotte Hall, and had been authorized by them to make this announcement to the public. Mr. Maddox in the morning presented us a paper signed by Colonel John D. Bowling, of Prince George's, Major Gardiner, of Charles, and other gentlemen well known to us, and there it was in black and white, over the signatures of those gentlemen: First, that a million of the stock of the Southern Maryland Railroad had been subscribed; and, secondly, that the two per cent. bonus, ($20,000,) as required by law on this amount, had already been paid in.—*St. Mary's Beacon, Oct.* 21.

☞ A stock exchange has been organized in Chicago. It will be opened for business about the first proximo. The officers are D. H. Denter, President; Christian Wahl, Vice President; J. J. Richards, Secretary, and James E. Taylor, Treasurer.

Our Foreign Trade.

OFFICIAL STATEMENT OF EXPORTS AND RE EXPORTS.

General Walker, Chief of the Bureau of Statistics at Washington, publishes the following statement of the exports and re-exports from the United States in the last fiscal year:

	Exports.	Re-exports.
England	$190,456,695	$5,229,108
Scotland	4,843,942	160,688
Ireland	6,499,117	369
Gibraltar	2,881,115	63,948
Dominion of Canada	18,188,613	2,858,782
All other British possessions in N. America	2,703,173	446,664
British West Indies	9,142,344	101,760
British possessions in Africa	1,635,823	4,654
British East Indies	471,019	11,845
Australia, New Zealand, &c.	4,619,313	58,652
Spain	7,596,294	4,885
Cuba	12,643,965	7,064,787
Porto Rico	2,669,964	114,037
All other Spanish possessions	165,993	10,973
Hamburg	12,951,452	1,048,703
Bremen	24,742,329	887,498
Prussia and all other	2,178,083	.....
France	42,450,139	1,421,537
French possessions in America	1,174,056	45,514
All other French possessions	421,872	12,858
Brazil	5,910,565	158,514
China	10,258,178	2,117,554
Argentine Republic	2,235,089	272,425
Holland	3,936,163	89,593
Dutch East Indies	132,502	325
Dutch West Indies and Dutch Guiana	926,051	29,595
Mexico	3,836,699	1,047,408
Italy	5,682,951	23,224
Venezuela	1,191,888	29,176
Belgium	6,408,981	318,928
Japan	2,886,720	1,119,341
United States of Colombia	4,900,075	180 267
Sandwich Islands	700,962	86,665
Uruguay	836,112	58,270
Russia on the Baltic and White Seas	4,208,157	23,836
Russia on the Black Sea	88,502	.....
Hayti and San Domingo	1,349,438	129,462
Peru	1,506,534	116,911
Central American States	1,324,386	52,146
Chili	1,969,580	115,905
Denmark and Danish West Indies	1,074,115	39,121
Portugal	883,429	42,345
All other Portuguese possessions	221,560	7,620
Sweden and Norway	166,974	.....
Austria	622,732	19
Turkey	653,195	101,890
Liberia	70,804	2,932
All other countries and ports	937,582	13,050
Total	$413,954,625	$25,178,414
Proportion shipped in American vessels	$138,201,636	$15,321,704
In foreign vessels	$275,752,989	$9,851,710

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 19th inst. The meeting was organized by calling John K. Longwell, of Carroll County, to the chair, and appointing Daniel W. Moore, Secretary. Wendell Bollman, Esq., President, presented his annual report, showing the condition of the road and its working for the past year. But little work in the extension of the road was done for want of funds, the injunction against the city of Baltimore having prevented the company from coming into possession of funds for that purpose. The annual election then took place, when the following directors were elected: John K. Longwell and George W. Harris, of Carroll; Joshua Biggs, of Frederick, and John Welty and Isaac Molter, of Washington County. A meeting of the directors was subsequently called, when Wendell Bollman, Esq., was re-elected President. The road is represented as being at present in good working condition from Baltimore to Double Pipe Creek.

New York, Providence and Boston R. R.

The receipts of this company for the year ending August 31, 1869, were as follows:

From passengers		$368,633 73
" freight		244,493 00
" mail service		12,351 54
" rents, balance account		10,478 74
" gas, balance account		993 04
" dividends, Stonington Steamboat Co.		62,238 00
		$699,188 05
Expenditures, viz:		
Repairs of road	$88,506 78	
" engines	26,723 88	
" cars	32,157 06	
" bridges, etc	23,729 67	
Ferry	17,624 67	
General expenses, oil etc	37,945 37	
Salaries	9,966 71	
Wages	97,301 40	
Fuel	62,251 43	
New cars	32,874 90	
Taxes	33,970 70	
Dredging	100 37	
Water works	576 90	
		463,729 84
Net earnings		$235,458 21
From which deduct—		
Dividends	$132,118 00	
" unclaimed	350 00	
" " paid	1,107 00	
Interest on bonds	12,720 00	
" Ext. road bonds	15,000 00	
" Improvem't b'ds	7,000 00	
" b'ds, issue 1869	3,188 50	
" unclaimed	513 00	
" on floating debt	22,085 04	
Gas works (extraordinary)	179 47	
Fire damage (")	20,886 41	
		214,447 42
Surplus		$21,010 79

Compared with the previous year, the gross receipts show an increase of $235,723 13, with an increase in expenses of $102,712 38—making the increase of net earnings, $133,010 75. The report says:

By an agreement entered into in April last, between the Stonington and Fall River Lines, the Bristol Line, so called, was discontinued, and the Boats of the Narragansett Steamship Company were transferred from Bristol to Fall River, thus throwing the entire influence of the Boston and Providence Road in our favor, and placing our through connection on its former favorable footing. To effect this agreement, it was necessary to pay the Providence, Warren and Bristol Road for the abrogation of its contract with the Narragansett Steamship Company. The proportion paid by this company was $4,659 38, a portion of which we shall probably get back.

The boats of the Stonington Steamboat Company have performed their trips with remarkable regularity, and, it is believed, have steadily gained in favor with the traveling public and shippers of freight. Your investment in that company has thus far proved valuable, directly and indirectly, with a promise of still better success in the future.

The rate of fare, between New York and Boston, has been steadily maintained at $5 throughout the year.

To preserve the road in its usual good condition, and to adapt it to the increased business, a large outlay has been necessary for repairs, improvements, and additions to rolling stock. 32,703 new ties, and 996 1-2 tons new rails, have been laid—the latter with the fish-bar fastening; 89 tons iron have been rerolled, and 7,331 rails repaired at the Company's shop. The track is now in fair running order; but more new rails, with the improved fastening, are required, and it is believed to be good policy to substitute them for the old fashioned and nearly-worn-out rails, as fast as practicable. The truss and pile bridges have had extensive repairs, and much has been done towards filling them in. In consequence of the rapid decay of the piling and timber, it will be necessary to push this work with vigor, for some time to come.

In the company's shop, one eight-wheel passenger car, one eight-wheel baggage car, three eight-wheel platform cars, two four-wheel platform cars, and one derrick car, have been built, and three passenger cars rebuilt with Monitor roofs. The company have also paid their proportion of four new passenger cars for the Shore Line Express Train, and have bought the four cars replaced by these, which are well adapted to our local business. We have also bought one new first-class locomotive, and fifteen new freight cars. Six more platform cars are needed, and will soon be procured.

Station houses, buildings, and platforms, have had extensive repairs; but there is still much to be done in that direction.

The number of miles run by locomotives during the year is 338,201, at a cost for fuel of 13.85 cents per mile.

The valuation of stock and material on hand, including fuel, is $102,987 35.

Acting under proper authority, the directors, in November last, directed the issue of $1,000,000 in 7 per cent. bonds, payable in 1899. Of this amount, $400,000 was offered for sale, and $383,000 disposed of, and the proceeds applied to the payment of the floating debt. In addition, $56,000 of the old 6 per cent. bonds have been exchanged for the new issue, and the balance remains in the hands of the Treasurer.

Of the outstanding claims against the former Treasurer, I. H. Palmer, and the Stonington Bank, amounting to $85,683 48, there has been realized $32,445 60. The matter is now in the hands of the counsel for the corporation for final settlement, and it is expected a large part of the balance will be collected.

The suit against the Merchants' Navigation and Transportation Company, of Boston, which you were informed in previous reports had been commenced, came to trial, before the Supreme Court at New London, in January last. The result was a verdict in our favor for $66,666 67, from which the defendants appealed, and moved for a new trial, which motion is not yet decided. It is not believed that a new trial, should one be granted, will result unfavorably to our claim for damages.

The expected completion, during the coming winter, of the Shore Line Bridge, at Connecticut River, is a matter of much interest and importance, presenting, as it does, an opportunity for largely increasing our through business, *via* Shore Line and New Haven Roads. With a ferry boat at New London sufficiently large to accommodate the through travel, and proper arrangements for giving passengers a good dinner, there seems to be no reasonable doubt that this route, with less dust in summer, and less snow in winter, will attract a large share of travel from the northern route.

In this connection it is proper to state, that the time is rapidly approaching—in fact, has already arrived—when a double track over at least a portion of your road, has become a necessity, and it is now recommended that authority be conferred on the directors to commence laying the second track whenever, in their opinion, it shall be judicious to do so.

The assets of the company are as follows:

Amount due from the late Treasurer and in Stonington Bank	$53,237 83
Due from post office department	2,018 75
Bills receivable	2,000 00
Bonds	20,000 00
A. S. Matthews, Superintendent	11,907 52
Due from connecting roads	23,607 52
	$112,771 62

The number of passengers carried over the road the past two years is as follows:

	1868.	1869.
Through passengers	136,065	130,983
Local "	286,978	307,056
Commuters	42,376	50,028

The amount of freight transported over the road the past two years is as follows:

	1868. Tons.	1869. Tons.
Through freight	47,513	124,815
Local "	38,859	40,465

GENERAL BALANCE SHEET

Of receipts and expenditures for the year ending August 31st, 1869.

Balance, as per last annual report to wit:

M. Morgan's Sons	$2,758 80
Due from connecting roads	12,513 58
A. S. Matthews, Sup't	5,218 11
Bills receivable	2,000 00
Due from Ira H. Palmer and in Stonington Bank	85,683 43
Stonington Steamboat Co	22 27
Bonds	20,000 00
	$128,196 19
Receipts for the year, as above	699,188 05
Bonds sold and exchanged	419,000 00
Stonington Bank collateral account	29,400 00
M. Morgan's Sons	15,956 28
	$2,291,740 52
Expenditures for the year, as above	$468,729 84
Dividends paid	182,875 00
Interest on bonds paid	37,908 50
Unclaimed interest paid	513 00
Interest on floating debt	22,085 04
Discount on bonds sold	25,900 00
Expenses extraordinary	21,065 88
Military transportation	3,002 35
36 bonds exchanged	36,000 00
Paid bills payable	405,000 00
Standard Braid Company	362 62

Balance carried to new account, to wit:

Due from connect'g roads	$23,607 52	
A. S. Mathews, Sup't	11,907 52	
Stonington Steamboat Co.	99 82	
Ira H. Palmer, Treas., and in Stonington Bank	85,683 43	
Bills receivable	2,000 00	
Bonds	20,000 00	
		143,298 29
		$1,291,740 52

President.—SAMUEL D. BABCOCK.

Vice President—D. S. BABCOCK.

Directors.—Samuel D. Babcock, James B. Johnston, Charles Morgan, William F. Cary, Jr., New York City; Nathan F. Dixon, Westerly, R. I.; John A. Burnham, Boston, Mass.; D. S. Babcock, Edward Morgan, New York City; S. B. Stone, Stonington, Conn.

Superintendent.—A. S. MATHEWS.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOYES.

☞ The work on the Fort Wayne, Muncie and Cincinnati Railroad is steadily progressing southwork from Fort Wayne. It is expected that the entire line will be opened between Fort Wayne and Cincinnati by the 1st of November.

U. S. Railroad Clerks' Mutual Insurance Association.

A meeting of delegates from various railroad companies throughout the United States was recently held in Philadelphia, in pursuance of a call made by R. D. Keen, of the Camden and Amboy Railroad, for the purpose of forming a Railroad Clerks' Mutual Insurance Association.

The meeting was organized by the election of R. D. Keen, Chairman, and Mr. James P. Foster, of Pittsburg, Secretary.

The following delegates were present: L. B. Blydenburg, Camden and Atlantic Railroad; R. D. Keen, Camden and Amboy Railroad; Joseph Barnes, Camden and Amboy Railroad; L. M. Babcock, Erie and Pittsburg Railroad; Q. Letroubridge, Philadelphia and Erie Railroad; Wm. H. Cantline, Camden and Atlantic Railroad; J. S. Hackett and M. Mills, West Jersey Railroad; Jno. Dougherty, Jos. S. Jenkins, David McKnight, Joseph S. Milligan, Lewis W. Young and Wm. S. Paddock, Pennsylvania Railroad; John S. Mischamp, Camden and Atlantic Railroad; F. A. Anten, Philadelphia and Trenton Railroad; E. L. Thompson, C. & A. R. R.; W. Maull, Erie Railway Company; Wm. L. Cromlish and John G. Neil, Pittsburg; C. C. Fisher and James P. Foster, Pittsburg, Cincinnati and St. Louis Railroad; James P. Kerr, Northern Central.

The Chairman briefly stated the object of the Convention, when, on motion of Mr. Babcock, it was resolved that all present should be considered delegates.

A committee was appointed on Constitution and By-laws, consisting of Messrs. Babcock, Fisher and Keen. The meeting then took a recess.

At the hour fixed the Convention reassembled.

The Committee on Constitution and By-laws, through its Chairman, Mr. R. D. Keene, reported that the organization shall be known as the Railroad Office Clerks' Mutual Life Insurance Association of the United States. Its officers to consist of a President, Vice President, Executive Committee of Five, and Grand Secretary and Treasurer, who shall give bonds for the faithful performance of his duties.

The officers to be elected for one year, and the meetings of the Association to be annual; the delegates thereto to consist of one from each road or division belonging to the Association. In case of the death of any member, the widow to receive the premium due; if no widow is left, then the heirs to receive the amount, and in default of heirs the funeral expenses to be paid. In the case of a member being totally disabled, the same premium to be raised by the Executive Committee by assessment, as in the case of death, and paid to such member.

The report was adopted.

An election for permanent officers for the ensuing year resulted as follows:

President, John G. Neil; Vice President, L. M. Babcock; Grand Secretary and Treasurer; R. D. Keene; Executive Committee, O. A. Trowbridge, D. McKnight, James P. Kerr, L. B. Blydenburg, C. C. Fisher.

The Convention then adjourned to meet at Chicago on the second Tuesday of April next.

☞ Two sections of the Portland and Ogdensburg Railroad, in Vermont, are located and now ready for contract; from St. Johnsbury to the Lamoille River, in Hardwick, on the eastern end of the line, and from Swanton to the Lamoille River, in Cambridge on the western end, leaving only 25 or 30 miles of the road to locate between the two points.

Railroads through the Indian Territory.

The following is a copy of the joint resolutions of the Chicasaw Legislature, relative to railroads passing through their Nation, approved September 17, 1869:

Whereas, Under the treaty made at Washington, 1866, the Choctaws and Chicasaws granted a right of way through their lands to any companies which shall be authorized by Congress, or the Legislatures of said Nations, respectively, and which shall, with the express consent and approbation of the Secretary of the Interior, undertake to construct a railroad through the Choctaw and Chickasaw Nations; and,

Whereas, It is also provided in said treaty, that the Nation through which the roads aforesaid shall pass, may subscribe to the stock of the particular company or companies such amounts as they may be able to pay for in alternate sections of unoccupied lands for a space of six miles on each side of said roads, at a price per acre to be agreed upon between the Choctaw and Chickasaw Nations and the said companies, subject to the approval of the President of the United States; therefore,

Be it resolved by the Chickasaw Legislature, That while the Legislature fully appreciates the necessity of railroad connections through the Choctaw and Chickasaw country, between railroads being built outside thereof, and the great benefits such connections will confer by developing the resources of the country, and furnishing cheap and rapid transportation for the surplus productions thereof; and by facilitating communication, social intercourse, and trade between the Choctaw and Chickasaw people and the citizens of the United States, it is considered premature and impolitic at present, to entertain any propositions for the charter, or for subscriptions payable in land to the capital stock of any company, and that no steps should be taken in that connection, *until* such companies as propose to build railroads through the Choctaw and Chickasaw county *shall have been authorized by Congress* to construct and operate said road or roads, with the express consent and approbation of the Secretary of the Interior, and shall give unmistakable evidence of the *intention and ability to construct* and operate such road or roads.

Resolved further, That it is the opinion of the Legislature that the Choctaws and Chickasaws ought to entertain such propositions only for building and operating railroads through their country emanating from corporations chartered outside thereof, as come from such, *as shall first reach the lines* of the Indian Territory, either on the north, east or south.

Resolved further, That the Governor of this nation be requested to forward a copy of these resolutions to the Commissioner of Indian affairs.

Approved Sept. 17, 1869.

C. HARRIS, Governor.

New York, Housatonic and Northern R. R.

Some time ago this company selected their route through the village of Danbury, Connecticut, and the selection was approved by the Connecticut Railroad Commissioners. The company constructed and put in operation the northern portion of their road, between Brookfield and Danbury, but have, during the past year, done no work upon the line beyond Danbury. The Boston, Hartford and Erie managers were desirous of using the same line, but could make no satisfactory arrangement with the former company, who demanded, it is said, $100,000 for the privilege of laying down a track over their line. The Railroad Commissioners being appealed to, decided that the New York, Housatonic and Northern Company had forfeited the right to their line by failing to construct a road upon it; and the right was given gratuitously to the Boston, Hartford and Erie Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	906,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	.....	.....
Do, do. pref..100	1,340,400	M. & N	May '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J A J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City.....10	1,000,000	F.M.A.N	Aug.'69 3
Brooklyn City & Newt'n..100	393,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millvi le* 2 50	447,000	J. & D.	Jan.'69 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	M'y '69 3½
Cayuga & Susquehanna..* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	785,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jan. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	8,141,800	M. & S.	Sep. '69 5
" " pref...100	2,423,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	2,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger....	.....	J'n & J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 2½
Cleveland & Mahoning*.... 50	2,054,400	M. & N	M'y '69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,788,200	J. & J.	Jul. '69 3½
Concord.....100	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passum'y. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	.....	.....
Dayton and Michigan*....100	2,290,648	.....	.....
Delaware*.....50	894,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,320,200	.....	.....
Detroit & Milwaukee.....100	1,041,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'69—
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly'69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly'69 3½
East Mahaney 50	392,580	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	854,600	.....	.....
East Tenn. and Georgia....100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Feb.'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	M'y'69 3½
Do. do. pref. 50	500,000	J. & J.	Jan.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'68 4
Do. pref.....100	8,588,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,149,446	.....	.....
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	945,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite..... 100	.....	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do. pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	May'69 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	12,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,330	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Apl.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '69 4
" " guar. 100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,183,555	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Oct.'69 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan.'69 3½
Lexington & Frankfort ...100	514,648	J. & J.	Jan.'69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	2,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,849,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan.'69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,009	J. & J	J'n'69 14s
" " " pref.....100	6,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6
Nashua and Lowell.....100	720,000	M. & N.	May'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey 100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	896,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem..... 50	5,500,000	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '69 5
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,798,900	F.M.A.N	Aug.'69 2
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	June'69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'69 5s
Norwich & Worcester 100	2,363,800	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,046,900	J. & J.	July '69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Jun.'69 3½
Oil Creek & Alleghany R. 50	4,250,000	J.A J&O	Oct.'69 2½
Old Colony & Newport ...100	4,948,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	8614,515	.....	.....
Panama.....100	7,000,000	J.A J&O.	Oct. '69 6
Paterson and Ramapo.....100	948,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	5,998,700	.....	Jan. '68 3
Philadelphia and Reading 50	28,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,300	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor'n 50	1,435,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,258,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '65 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A J&O	Oct. '69 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '68 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,442,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,586	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,241	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'69 2½
Seaboard and Roanoke....100	888,296	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	889,450	F. & A.	Feb'69 2
Shore Line..... 100	636,200	J. & J.	Jan.'69 2
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	.....	.....
South Shore.....100	259,685	.....	Jul. '66 3
South Western, Georgia....100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	596,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	.....	.....
" " (E. D.) pref.100	1,700,000	.....	.....
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian....100	267,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,698	.....	.....
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,468,775	.....	.....
Winchester and Potomac.....	.....	J. & J.	Jul. '69 3
Warren.....100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	6,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,350	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'65 4
Fulton Coal.....	.....	J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
American Express..... 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	.....	.....
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	298,422	256,562	342,748	2,300,767
1869	212,604	218,982	891,308	485,048	568,270	556 080	579,000	511,854	597,500	.....	.....	.....	.....
Chicago and Alton:													
1863	100,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,068	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,250	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,987	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,736	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	288,360	297,625	276,651	297,513	444,024	566,408	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	563,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,188	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	585,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,268,284	1,167,156	1,032,814	1,321,139	.....	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,189,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,904	1,268,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,670	424,531	4,571,020
1864	327,900	416,588	459,782	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,606	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,065	7,161,208
1866	603,053	505,266	606,465	411,605	569,250	587,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,403	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,506	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	287,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	306,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,664,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,390	437,503	4,981,145
1869—*Including Lake Shore.	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	306,168	375,458	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,556
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	396,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,283	420,774	460,287	630,344	678,800	586,341	525,363	724,514	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,436,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	318,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,226	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	366,371	379,367	336,066	272,053	3,459,319
1868	211,975	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,920	505,517	464,909	451,884	574,486	714,302	815,902	746,955	526,009	6,324,053
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,956	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,655	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,461	537,381	606,218	669,037	784,800	690,598	573,727	7,242,128
1868	506,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	720,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,495	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,158	188,162	171,736	156,066	172,933	220,788	219,160	239,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,406	143,987	204,597	196,910	210,473	174,500	168,696	1,935,765
1869	132,623	127,817	175,950	171,868	157,398	164,133	144,164	186,889	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,067	127,010	156,338	139,626	244,114	248,640	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,752	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,398
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,809	286,825	260,529	293,344	283,833	484,209	450,203	429,896	323,279	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	66,189	59,862	75,677	92,715	61,770	37,830	689,333
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,696	84,462	100,312	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57,862	60,558	58,282	73,525	126,495	120,208	79,431	54,719	774,987
1868	46,415	40,703	39,198	49,231	70,163	77,320	89,763	84,607	97,328	97,600	87,145	45 470	764,971
1869	41,991	42,902	54,444	41,892	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1869.					
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118¼
" " " ..... coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	124
" " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,000	6	" "	1881	119½
" " " ..... coupon		6	" "	1881	119½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	114¾
" " " (5-20s).....coupon		6	" "	1882	120
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	114½
" " " (5-20s).....coupon		6	" "	1884	118
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	114½
" " " (5-20s).....coupon		6	" "	1884	118
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	114¼
" " " (5-20s).....coupon		6	" "	1885	119
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	116¼
" " " (5-20s).....coupon		6	" "	1886	116¼
" " 3d series (5-20s)...registered	379,588,950	6	" "	1887	116¼
" " " (5-20s).....coupon		6	" "	1887	116¼
" " 4th series (5-20s)...registered	42,539,450	6	" "	1888	116¼
" " " (5-20s).....coupon		6	" "	1888	116¼
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107¾
" " " (10-40s)....coupon		5	" "	1904	108
Union Pacific R. R. Bonds .....(currency)	61,180,320	6	Jan. & July.	'95-'99	107⅝
Certificates of Mar. 2, 1867, and July 2, 1868...	50,545,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	78,350	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	211,452	var	.....	Due.	....
Treasury Notes (7-30s).....	951,000	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,640,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	183,010	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,114,643	nil.	.....	Dem.	....
Fractional Currency	33,001,298	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
" — " " (extended).....	2,414,300	5	" "	'83-'85	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,300	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	91
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
" " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	98
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,992	6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	92
" — " " (" ").....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
" — " " (" " ").....	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	101
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,867	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	180,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads).....	2,092,000	6	Various.	'69-'06	65½
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	63½
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	6	" "	1908	81
" — " " (Funding).....	494,500	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	98½
" —War Loan of 1861.....	800,000	6	"	1871	98½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	98½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " " "	2,252,112	5	" "	'89-'90	....
" — " " converted.....	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	269,000	3	" "	1890	96
" — " " 1827.....	24,000	5	" "	1880	....
" — " " 1834-'35.....	1,438,428	6	" "	'70-'85	94
" — " " 1838-'39.....	525,008	6	" "	'89-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	....
" —Defence Loan of 1864-'68.....	2,040,100	6	" "	1883	102
" —Penna Relief Loan of 1867.....	100,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	104½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
" — " " "	650,000	6	" "	'72-'78	121½
" — " " "	720,000	6	" "	'74-'75	122
" — " " "	1,430,000	6	" "	1876	....
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " " dol.	4,379,500	5	" "	1894	107½
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	101½
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
" —Renewal Loan.....	200,000	6	" "	1878	97½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	87½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	87½
Nebraska—(No Account).....	.....	...	.....	.....	.....
Nevada—(No Account).....	.....	...	.....	.....	.....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	98½
" — " of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	99½
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,099	5	" "	1875	....
" — " "	348,107	6	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
" — "	5,726,800	6	" "	1873	101
" — "	2,250,000	6	" "	1874	103
" — "	500,000	6	" "	1875	100
" — "	900,000	6	" "	1877	....
" — "	2,035,800	5	" "	1874	....
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
" — " Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47½
" — " (new).....	3,059,045	6	" "	'92-'98	39½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	100
" — " (").....	4,095,309	6	" "	1881	102
" — " (").....	2,400,000	6	" "	1886	103½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
" — " " " "	7,909,600	6	" "	1877	106
" — " " " "	9,273,050	6	" "	1882	109
" — " " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
" — " of 1863.....	214,000	6	April & Oct.	1883	99½
" — " of 1863.....	776,000	6	Jan. & July.	1893	99½
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	68
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	84
Texas—No legal debt.....	.....	...	.....	.....	.....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45½
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,331,500	5	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	53
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,736,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	.....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	92½
Loan of 1850	579,.00	6	" "	"	1880	92
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1878	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	87½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051 820	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	60½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	81½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	97½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,848,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	85
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	83½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	97
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	78½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	22,789,000	6*	Jan. & July.	New York.	1895	92
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	22,789,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	89½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	68
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	J'u'y.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	92½
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	88½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	87
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	99½
Chillicothe and Brunswick:						95
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	254,000	7	" "	" "	1887	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	276,000	7	May & Nov.	" "	1890	64

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	77½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	74
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,603,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Mortgage	169,500	7	" "	" "	81–'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	97
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	65½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	88
Income Bonds	570,000	5	April & Oct.	"	1872	58
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	84
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	80
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25 592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*Irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	117
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98½
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	86½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	71
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	98½
2d Mortgage	2,693,000	7	" "	" "	1877	91
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	88
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	100½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mineral Point:						
1st Mortgage	320	10	— & —	New York.	1887	....
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556.421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'82	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1856	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	88
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1898	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	90
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	119 500	7	Jan. & July.	New York.	1875	72½
1st Mortgage	303.000	8	" "	"	1875	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700.000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6.000.000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	80
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1.500.000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	87½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	83½
Consol. Mort. for $8,000,000	952,000	6*	Jan. & July.	"	1900	....
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18-	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481.500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	83
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	93¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	100½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73¾
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500 000	7	Jan. & July.	New York.	1880	90
St. Louis Loan	700,000	6	" "	" "	71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346 000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1896	96
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	97
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	86½
2d Mortgage	4,000,000	7	" "	"	1901	85
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	80
Bonds of 1857, convertible	171.500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	101
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,006,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	88¾
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	99
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	94
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated coupon	1,298 000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,775	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130.500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	75
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365.000	7	April & Oct.	New York.	1884	95
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	65½
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	430,000	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	'95–'99	83½
2d Mortgage (Gov. subsidy)	25,998,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,000,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	79
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	55
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	1
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna † ... New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ... R., Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	—	—	—	351,071	111,667	8	100	66
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf † ..... Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43.640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina † .N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	266,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio † .... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	128½
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	64.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	148
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie † .M., R.I., Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	17
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	133
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	244,136	1,566,462	453,780	10	100	140
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,288,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	—	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ... Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	—	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,663	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	120
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	.....	.....	.....	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	*	—	—	447,000	.....	.....	—	—	(Leased to West Jersey.)			—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)			—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey..... New Jersey.	18,034,675	*	*	—	15,000,000	3,034,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	96
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	28½
Dec. 31, 1868	695.0	....	—	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	—	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	141
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	159½
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ilk, Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	70½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	104½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Less	ees	of 8	an.	&	Cl	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13a	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,885	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	50	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)			—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin. and Laf.			$ 54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46.085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	91
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania	10,875,097	2,695,500	.....	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	105½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	——	39,600	.....	6.6	23,060	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,593	29,006	——	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,432	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,468	1,599,000	.....	.....	.....	(Operated by L. M. and Col. & Xenia.)			8	100	....		
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18.592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,890	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	——	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1866	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	——	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	——	——	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	130
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	——	.....	.....	200,000	——	——	——	——	(Ow	ned by Co	ncord.)	.....	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,242	479,761	——	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	1½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,874	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	122
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	108
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	67½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	106½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	——	825,407	2,005,800	505,702	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44.459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	——	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶..Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	——	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	——	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	——	744,520	——	——	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	38.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶..L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,800	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	188½
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	141½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	6	128	N. Y., Providence and Boston...C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	8.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	——	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60.000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599.091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	——	.....	.....	.....	533,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*	26,175	23,701 (In pro	1,053,950 gress.)	845,000	276,937	23,120	102.0	....	....	....	254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.															—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8	....	....	....	1,296,961	301,779	—	—	80½
Dec. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132	....	3,150,000	3,463,839	....	....	67.3	421,267	....	....	1,016,394	388,240	5s	50	73½
Oct. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	....	....	....	....	....	....	....	....	96.8	....	4,738,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,161,352	897,857	8	50	95
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	103
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210 (Owned	2,363,700 by Nova	654,000 Scotia.)	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*			4,417 500	938,100	83,148		145.0	279,621	....	3,345,141	253,994	....	—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	....	....	23,354,125	4,964,000	....	....	122.0	496,536	5,029,643	29,565,222	898,981	301,742	4	100	66
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	....	....	4,259,450	3,170,000	....	173,897	340.0	....	30,256,534	....	2,964,041	663,427	—	100	26½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721	....	....	4,943,420	2,888,000	308,013	227,855	101.5	248,880	....	....	1,197,090	653,185	—	50	76
May 31, 1869	72.5	68.5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*	....	....	2,104,057	3,940,187	976,444	....	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	97½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	289,550	380,000	26,500	....	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	—	Orange and Newark	New Jersey.	618,549	63,889	....	13,612	222,987	717,000	2,387	....	9.0	....	....	....	147,327	24,479	—	100	....
Sept. 30, 1868	28.0	—	3.2	—	....	....	....	—	Oswego and Rome	New York.	925,799	*	....	....	482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	....	....	232,000	1,024,000	....	....	285.0	1,594,535	....	....	3,086,592	1,064,338	—	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241	....	33,598	3,340,024	7,550,375	....	1,560,756	47.6	....	....	....	....	....	24	100	210
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	....	....	....	7,000,000	1,192,000	....	....	—	(Leased	to Erie.)	....	....	53,400	8	100	....
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000	....	....	....	630,000	....	....	....	—	(Leased	to Erie)	....	....	....	....	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....	....	....	5,000,000	500,000	....	....	—	(Leased	to Erie.)	....	....	26,500	5	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....	....	....	284,500	85,000	....	....	—	(Leased	to Camden	and Amboy.)	....	....	—	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	538,786	....	....	....	339,650	160,000	....	....	—	....	....	....	....	....	20	50	....
Dec. 31, 1868	330.0	36.5	486.0	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	111
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	....	3,200,000	597,500	375,000	....	47.0	....	....	....	....	....	20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....	....	....	1,200,000	600,000	....	....	—	(Leased	to Chic. R. I. and Pacific.)	....	....	125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....	—	....	....	....	....	....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*	....	....	1,323,200	67,926	154,299	....	82.3	....	....	....	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	....	....	218,000	800,000	212,500	....	39.0	87,111	....	....	156,746	12,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,340	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	....	....	6,004,200	13,000,000	328,033	....	287.5	....	....	....	2,804,250	....	—	50	59
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	....	....	1,587,700	63,950	....	....	24.3	342,775	....	....	642,639	295,901	10	50	141
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	3,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	....	1,921,976	806.7	4,500,135	....	....	8,791,937	3,150,837	10	50	96½
Oct. 31, 1868	26.5	—	32.2	—	....	....	....	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	....	329,063	....	1,259,120	....	....	....	26.5	....	....	....	995,196	290,585	10	100	117
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	108.8	897,200	....	....	2,393,897	905,891	8	50	103
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	18,758,000	*	....	....	5,000,000	4,008,000	4,750,000	....	222.5	1,568,097	....	....	2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	....	....	1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,826	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	408.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322 (In ha	782 nds of R	450,000 eceiver.)			782	23.0	50,080	1,217,879	670,258	108,894	27,450	6	100	75
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.	....	....	....	....	....	....	....	....	23.0	34,971	....	....	60,042	5,313	—	100	....
Dec. 31, 1868	63.0	9.9	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	....	....	783,500	1,232,760	4,510	....	109.0	373,501	7,127,219	....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977	....	....	518,592	130,420	6	100	117½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....	....	....	350,000	....	....	....	—	(Leased	to Concord.)	....	....	24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	....	....	....	170,000	200,000	....	....	—	(Leased	to Eastern.)	....	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	....	....	437,917	150,000	....	....	14.5	50,896	....	....	112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.9	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	....	....	2,530,700	1,524,800	1,226,390	....	92.3	....	....	....	254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	....	505,848	1,000,000	....	....	....	159,744	....	....	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	....	....	3,000,000	1,500,000	....	....	175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*	....	81,308	4,000,000	2,719,000	288,439	....	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond and Petersburg ¶	Virginia.	978,073	*	....	46,313	847,100	319,000	25,288	22,689	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and York River	Virginia.	6,250,000	*	....	....	650,000	600,000	....	....	—	....	(Not in operation.)	....	....	....	—	100	....
Sept. 30, 1868	38.3	—	....	—	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....	22.0	....	....	....	....	....	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Rock Island and Peoria	Illinois.	....	....	....	....	1,080,000	1,384,000	....	....	12.0	....	(Under construction.)	....	....	....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2	....	....	....	1,208,941	429,856	10	100	109
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rutland	Vermont.	6,500,000	....	....	....	....	....	....	....	166.3	694,409	4 069,421	11,712,202	993,239	....	—	100	30
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	....	....	2,100,000	2,050,000	....	....	—	....	(About $5	0,000 a month.)	....	....	—	100	80½
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	4,340,000	6,700,000	....	....	132.0	....	(Leased to	Ind. & St. Louis.)	517,941	....	—	100	32
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....	....	....	10,000,000	4,000,000	....	....	120.0	....	....	....	612,000	171,000	—	100	....
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	2,725,000	....	....	—	(Leased	to Chi. & Alton.)	....	240,000	....	—	100	....
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis and St Joseph	Mo.	....	....	....	....	2,000,000	1,000,030	....	....	—	....	(Under construction.)	....	....	....	—	100	....
Dec. 31, 1868	63.7	8.2	....	—	....	....	....	....	St. Louis, Vandalia & Terre Haute	Ill.	....	....	....	....	....	....	....	....	—	....	(Under construction.)	....	....	....	—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	....	....	....	2,020,000	....	....	80.0	....	....	....	209,534	87,404	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	238,656	5,791	86.0	142,341	1,791,700	....	232,950	100,415	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	Salem	New Jersey.	278,328	*	....	....	180,550	100,000	....	....	—	(Leased	to West Jersey.)	....	16,533	6	50	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542	....	6,679	243,305	226,900	487	....	—	(Operated by Boston & L.)	....	....	17,500	16,788	—	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	....	....	900,235	2,150,000	50,000	....	116.3	240,299	....	....	416,916	106,052	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Schuylkill and Susquehanna	Penn.	1,299,845	*	....	....	1,269,150	97,000	148,578	....	54.0	152,380	....	....	167,518	344	—	50	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill Valley	Pennsylvania.	576,050	....	....	....	576,050	....	....	....	—	(Leased	to Phila. and Reading.)	....	....	....	5	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	....	....	....	—	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	290,000	....	....	—	....	....	....	....	....	—	100	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Selma and Meridian	Alabama.	2,163,564	*	....	....	999,050	796,830	....	....	119.3	....	....	....	312,577	12,909	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	....	160.0	....	....	....	218,441	....	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	Shamokin Valley and Pottsville	Penn.	1,569,450	....	....	....	869,450	700,000	....	....	28.0	178,705	....	....	277,763	83,511	5	50	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	....	....	743,100	264,000	121,900	....	25.0	....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Shelby and Rush	Indiana.	187,663	....	....	....	100,000	37,800	....	....	20.0	(Operated by Jeff. Mad. and		Louisville.)	....	....	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shore Line	Connecticut.	691,200	*	....	....	636,200	55,000	....	....	50.0	167,376	....	....	289,288	68,334	—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	38	*Sioux City and Pacific*	Iowa.	....	....	....	....	1,330,000	3,200,000	....	....	75.0	....	....	....	127,000	....	—	100	....
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	Somerset and Kennebec	Maine.	2,020,770	*	....	....	783,500	1,232,760	2,450	....	109.0	373,510	7,127,219	....	605,543	214,124	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	South Branch	New Jersey.	438,300	....	....	....	438,300	....	....	....	—	(Leased to Central of New Jersey.)			....	....	6	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Carolina ¶	South Carolina.	7,567,414	*	....	1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	....	....	1,294,962	590,706	—	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South and North Alabama	Ala.	....	....	....	....	900,000	....	....	....	—	....	(In progress.)	....	....	....	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South Shore	Massachusetts.	501,592	*	....	....	259,685	150,000	17,614	15,039	22.0	45,312	2,002,440	....	77,017	15,961	3	100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Side (L. I.)	New York.	1,409,926	*	....	....	484,000	750,000	150,000	....	—	....	(Not in full operation.)	....	....	....	—	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	123.0	2.6	12.0	—	15	7	4	178	Southern Central	New York.	....	....	....	....	880,000	....	....	....	(Under construction.)						—	100	....
Sept. 30, 1868	—	—	—	93.0	—	—	—	—	Southern Minnesota	Minnesota.	1,500,000	*	....	....	....	....	....	....	....	....	....	....	250,000	....	—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	.....	.....	.....
July 31, 1868	107.6	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,644	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	.....	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	25,000	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	.....	—	(Leased to Housatonic.)			31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	4	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.			19,773	15,970	5½	100	....
Oct. 31, 1868	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western. O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	63½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass., R. R.)			32,000	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)			.....	.....	—	100	....
Dec. 31, 1868	900.0	—	....	—	175	68	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	.....	(Leased to Vermont Central.)			.....	.....	8	100	102
May 31, 1868	117.0	2.0	25.0	—	66	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1868	60.3	6.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts . Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	59½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased to Rutland.)			.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,611	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,366	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	....	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	80
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,289	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	8	4	2	112	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	10.0	9.5	—	14	13	8	140	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	21	16	12	401	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased to Nashua and Lowell.)			.....	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	445,950	362,488	—	50	84
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Le high Nav. Co.)				.....	.....	8	50	96
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	14	100	122
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Cam. & Amb. R.R.)	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	136.0	26.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	603,067	397,785	—	50	67½
Oct. 31, 1868	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	20
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	1,026,580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,307	—	50	....
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....	.....	.....	.....	.....	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses a'd Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany ..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30, '68	—	—	—	Albany st. Freight (B'ton). Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown ..... Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City ..... Md.	.....	.....	.....	.....	.....	.....	—	100	100	19½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea ..... Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn) ..... N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City ..... N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown. N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb.. N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street ..... N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) ..... N.Y.	264,982	262,200	2,000	5,040	20,608	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) ..... Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	97½
Sept. 30,'68	1.76	—	39	Central City (Syracuse) ..... N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street ..... O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens' (10th&11th sts.) (Ph.) Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) ..... Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.) ..... O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) .. N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B.& B. (N.Y.C) N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ..... N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton ..... Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City) N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville.. Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse) ..... N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.). N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.) ..... Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29⅝
Oct. 31, '68	5.40	125	25	Girard College (Phila.) ..... Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.). Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg. (Bkn) N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm. Br., Morr. & F'dham. N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City ..... Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield . Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12
Dec. 31, '68	—	—	—	Hoboken and Hudson City. N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken . N.J.	.....	.....	.....	.....	.....	.....	—	.....	.....	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn) ..... N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point. N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout ..... N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.). Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse ..... Mass.	69,416	55,530	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston ..... Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston). Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn). Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley ..... Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn) ... N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .... Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65
Nov. 30,'68	7.42	254	47	Middlesex (Boston) ..... Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	73½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City) N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston) .. Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.). Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark ..... N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) ..... O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ... Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.). Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31, '68	5.89	50	14	Philadelphia and Darby ..... Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry. Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	27
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest. Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham.. Pa.	108,488	82,000	19,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31, '68	6.88	92	16	Portland ..... Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston) ..... Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ... N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers ..... Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) .... Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City) N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.) ..... Pa.	628,843	573,387	109,300	—	524,611	177,857	11⅞	50	30	40
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.). Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City). N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston) ..... Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston ..... Mass.	401,630	400,000	—	12,047	209,164	20,976	9½	100	100	55½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston).. Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) ..... Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes ..... N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ... N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.) Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City). N.Y.	2,745,277	1,170,000	1,500,000	—	5,000	1,257,476	274,584	12.	100	100
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.). Pa.	.....	.....	.....	.....	.....	.....	—	.....	.....	19½
Sept. 30,'68	3.47	32	5	Troy and Albra ..... N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg ..... N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes ..... N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) ..... Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham. N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn).. N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) ..... N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken ..... N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia ..... Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston... Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '67	1.02	10	4	Williamsport ..... Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston).... Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester ..... Mass.	89,572	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	187.	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	187	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	188	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry (N.Y.): 1st Mortgage	160,000	7	J.& J.	1878	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st. (Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1866	....
Worcester: 1st Mortgage	72,000	6	A.&O	187	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	73½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	142½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	83½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	88½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	54
Hannibal and St. Joseph, pref.	5,253,836	...	...	109½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Lattle Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	18
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	80
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	60
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	80
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	58
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	28½
Mariposa Mining, pref.	5,774,400	7	7	17

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	36 50 @ 38	—
Pig, American, No. 1 (good to best)		39 — @ 40	—
Pig, American, No. 2		37 — @ 38	—
Pig, American, Forge		36 — @ —	—
Bar, Refined, English and American		85 — @ —	—
Bar, Swedes, assorted sizes	(gold)	82 50 @ 87	50
	—Store Prices.—		
Bar, Swedes, ordinary sizes		— — @140	—
Bar, English and American, Refined		95 — @ 1	—
Bar, English and American, Common		87 50 @ 90	—
Scroll		120 — @180	—
Ovals and Half-round		120 — @145	—
Band		120 — @ —	—
Horse Shoe		120 — @ —	—
Rods, ⅛@3-16 inch		100 — @155	—
Hoop		125 — @180	—
Nail Rod	per lb.	— 8½@ —	9½
Sheet, Russia, assorted No.'s	(gold)	— 11 @ —	12
Sheet, Single D. and T. Common		— 5½@ —	7
Rails, English	(gold) per ton.	57 — @ —	—
Rails, American		— — @ 77	—
Anvils, Eagle	per lb.	— 9½@ —	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 18 @ —	22
English Spring	(2d and 1st quality)	— 9 @ —	11½
English Blister	(2d and 1st quality)	— 11½@ —	19
English Machinery		— 12½@ —	15
English German	(2d and 1st quality)	— 14 @ —	16
American Blister "Black Diamond"		— 10½@ —	16
American, Cast, Tool,	do.	— 19 @ —	—
American, Spring,	do.	— 10 @ —	13
American Machinery	do.	— — @ —	13
American German	do.	— 10 @ —	13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.	
Sheathing, New	per lb.	— — @ —	32
Bolts		— — @ —	33
Braziers'		— 33 @ —	35
Nails		— 38 @ —	40
Sheathing, &c., Old		— 20 @ —	21
Sheathing, Yellow Metal		— — @ —	27
Bolts, Yellow Metal		— — @ —	27
American Ingot		— 22½@ —	22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 38 @ —	—
Straits	(gold).	— 33 @ —	—
English	(gold).	— 31½@ —	31½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal....	per box. 8 37½@	8 50	11 25 @	11 75
I. C. Coke	6 75 @	7 37½	9 — @	10 25
Coke Terne	— — @	6 —	— — @	8 50
Charcoal Terne	7 75 @	8 25	10 50 @	11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 18½@ —	19
Crude, 40 @ 47 gravity (in shipping order)		— 24½@ —	25
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— — @ —	32
Refined, Standard White (in ship'g order)		— — @ —	34
Refined, prime White (in shipping order)		— 34½@ —	35
Refined, S. W. (in merchantable order)		— — @ —	34
Naptha, Refined, (60 @ 63 gravity)		— — @ —	11
Residuum	per bbl.	— — @ 6	—

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Canton Co.	....	....	....	....	....	....
Central of N. Jersey	101½	100½	99	97½	97½	96½
Chicago & Alton	143	....	....	....	....	141
" pref.	....	....	....	....	....	142½
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	160	....	....	....	....	159½
" 8s, 1883	....	....	....	....	....	108
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	71½	71½	70½	71½	71½	70½
" pref.	84½	84	84	84	84	84
" 1st M.	....	....	89	88½	88½	88½
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	106½	105½	105½	106½	107½	105½
Chicago & R. I. 7s, 1870	....	....	....	....	....	95
Chi., R. I. & Pa. 7s, 1896	94½	....	95	....	94½	....
Clev., Col., C. and Ind.	76	77½	77½	78	78	75½
Clev. and Pittsburg	98	97	....	100½	101	101
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	90
" 4 M.	....	....	....	....	....	....
" Con.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	24½	24½	24	22½	22	23
" 1 M.	77½	77	....	....	76	....
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	28½	27½	....	....	....	29
Del. & Hudson Canal	125½	....	....	....	....	....
Del., Lack. & Western	....	....	110½	....	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	31½	31	31	31½	30½	....
" pref.	....	....	55	....	....	....
" 1 M. 7s, 1867	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	84
" 4 M. 7s, 1880	....	....	....	....	....	80
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	82½	82½	....	82½	82½
Hannibal & St. Joseph	112	110½	110½	109½	109½	....
" pref.	111	....	....	....	109½	....
Hudson River	172½	173	172	....	172½	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	103	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	139	....
" bonds	117	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	93½	93½	92½	92½	91½
" Div. bonds	84	84½	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	18	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	123½	....	....	....	123	123
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	98½	....	....	....	....	98½
" 2 M.	91	....	....	....	....	....
Mariposa Mining Co.	8½	....	....	....	....	8½
" pref.	16½	....	17	....	....	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	69½	69½	69	69½	69	69
" pref.	82½	82½	82	81½	81½	80½
" 1st mort.	87½	....	....	....	87½	88
" 2d mort.	....	....	....	....	....	....
" 8s.	100½	....	....	....	....	100½
" 7 3-10s con.	....	....	90	....	....	....
Missouri 6s	87½	87½	87½	87½	88	87½
" H. & St. J. iss.	....	....	....	....	87½	....
Morris and Essex	....	....	....	88	....	....
" 1st mort.	100	....	....	....	109	....
" 2d mort.	91½	....	....	....	....	....
New York Central	191½	189½	187	188½	188½	188½
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	146	145	141	144	....	143
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	47½	47½	48	....	47
" new	39	38	37½	38	38	39
" special tax.	43½	39½	38	38½	39½	40½
Ohio and Miss.	27½	27	26½	26½	26½	26½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	90	....	....
Pacific Mail S. S. Co.	58½	61	58½	59½	60	60½
Panama	....	....	200	200	....	....
Phila. and Reading	97	96½	96½	96½	96½	96½
Pitts., Ft. W. & Chi. gtd.	85	85	85	85½	85	85½
" 1 M.	100½	....	....	....	....	99
" 2 M.	95	....	....	....	94	....
" 3 M.	90½	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	....	12½	13	....	....	13½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	60	....	....	....	60
" 1 M.	....	92½	....	....	....	....
" 2 M. pref.	....	....	80½	....	....	80½
" Income bds.	....	....	....	76	76	76
Tennessee 6s	....	62	....	....	....	61½
" new	54½	53½	54	53½	....	54
Tol., Wab. & Western	66½	65½	65½	65½	65	65½
" pref.	78	80	....	....	....	....
" 1 M. ex.	....	....	....	88	....	88
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	....	51	50½	....	50½
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	108¼	108¼	108¼	108	
U. S. 5s, 10-40s, reg	....	....	108	107⅞	107⅞	
U. S. 6s, 1881, reg	119¾	....	....	119⅝	119⅝	
U. S. 6s, 1881, coup	119¾	120	119¾	119⅝	119⅝	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ¼ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	115	....	114⅞	....	114⅝	
U. S. 6s, 5-20s, c. 1862	120¼	121	120⅝	....	120⅜	119⅜
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	119¼	....	119¼	118⅜	118⅜	
U. S. 6s, 5-20s, reg. '65	....	115	....	....	....	....
U. S. 6s, 5-20s, c. 1865	119¼	120	....	119⅜	119⅜	
U. S. 6s, 5-20s, r. n. '65	117⅜	....	....	117	....	
U. S. 6s, 5-20s, c. n. '65	117⅜	117⅜	117⅜	117⅛	117⅛	
U. S. 6s, 5-20s, reg. '67	117⅜	....	117⅛	....	....	117⅜
U. S. 6s, 5-20s, c. 1867	117⅜	117⅜	117⅜	117⅜	117⅜	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	117⅜	....	117⅛	117⅜	117⅛	
U. S. 6s, Pac.R.R.issue	107⅛	107⅛	107⅛	107⅛	107⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	W.20.	Th.21.	F.22.	Sat.24.	M.25.	Tu.26
Catawissa	14¼	....	....	....	....	....
.. preferred	37⅛	....	37	37	37⅛	....
Camden and Amboy	119¾	119¾	119½	120	120	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	85	....	
.. 6s, 1889	....	83¼	....	84	....	
.. mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s 88	....	....	....	....	....	....
Lehigh Navigation	34¼	....	34¼	....	33¾	33¾
.. 6s, 1884	....	....	....	82	82¼	....
.. Gold L	95½	95½	95½	95	95	95
R. R. L	....	....	....	....	....	86
Lehigh Valley R. R	52⅜	52⅜	52⅛	52⅜	52	52¼
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg. 95	95	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	54	53	53	53	....	53½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	57¼	57¼
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	36⅜	37	....	....	....	....
.. 6s, 1880	....	....	....	87½	....	....
.. 7s	89	....	89	89	89	
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	47½
Pennsylvania R. R	56¼	56	56	55⅞	55⅛	55⅜
.. 1st M	....	....	97	....	....	....
.. 2d M	94⅜	94	....	94	....	....
Penn. State, 6s, 1st series	104	....	....	....	....	103⅜
.. 6s, 2d series	107	....	....	107	....	106
.. 6s, 3d series	108½	....	....	....	....	109
.. 6s, W. L	100	100½	100½	....	....	101
Philadelphia City, 6s	97	97	....	....	96	....
.. new	100½	100½	100½	100⅜	100½	100½
Philad., Germ. & Nor	70½	....	70½	....	....	70⅜
Phila. & Reading	48½	48⅜	48⅜	48⅛	48⅛	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	28⅛	....	....	....
.. 6s	....	....	....	....	....	86⅛
.. 7s	83½	83½	....	....	83½	85
Schuylkill Navigation	....	....	....	....	....	....
.. pref	15	....	15	....	....	....
.. 6s, 1882	....	....	....	....	....	52½
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	12
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	42	....	....	40	....	
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	92½	92½	92½	92⅝	92½	....
.. 1886	....	....	....	....	....	....
.. 1890	94	....	....	93⅜	93½	....
.. 1893	....	93½	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	92½
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	92½	92
Marietta & Cin. 1st M	....	86¾	87	....	....	86¾
.. 2d M	70½	....	71	71	....	
Northern Central	48	....	....	47⅝	....	47⅜
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	19½

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	146½	146½	146¾	....	....	148
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	139¾	....	....	140	140	140
Boston and Providence	134½	....	....	....	....	134½
Boston, Hartford & Erie	17⅛	17⅛	17⅛	17⅛	17⅛	17
.. 7s, new	61	61	....	....	....	60½
Cheshire, pref	84½	....	....	....	....	84½
Concord	....	....	....	....	....	74
Connecticut River	....	....	....	130	....	
Eastern	114¾	114⅝	115½	....	114¾	114½
Fitchburg	130⅝	....	....	....	....	130
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	124½	125	....	123¾	124	
Northern, N. H	107½	....	....	107	107½	108
Ogdens. & Lake Champ	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
Old Colony & Newport	97⅛	....	97⅛	97⅛	97⅛	....
Ph., Wil. & Baltimore	....	51⅜	51⅛	....	51⅛	
Portl'd, Saco & Ports	....	....	....	....	....	....
Vermont & Canada	101¼	....	....	....	....	102
Vermont & Mass	....	....	....	....	....	59½
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	97⅜	....	97½	....	97⅛	
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	73⅜	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls .. 7	7	....	....	....	....	....
Franklin ..	....	....	....	12	12	
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	5½	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Oct. 8.	Oct. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	53 — 58	53 — 58
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	53 — 58	53 — 58
Do. Consol. 7 per cent. mort. 1890	27 — 28	27 — 28
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c	62 — 64	62 — 64
Erie shares 100 dol. all paid	22½ — 23½	24 — 24½
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	55 — 60	55 — 60
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	101 —103
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	93½— 94½	94 — 95
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	72 — 75
New York Central, 100 dols. shares	90 —100	95 —100
Panama General mort. 7s, 1897	107 —109	107 —109
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	96 — 98
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	85 — 87	88 — 90
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, October 30, 1869.

Stock Exchange and Money Market.

Money has been in quite liberal supply all the week. The balances available through private channels have been on the increase. The banks have been free of accommodation, partioularly to the leading street borrowers. The demand for aid has been moderately active within a range of from 5@7 per cent. on call, and 8@12 per cent per annum, for strictly prime to good houses, in the discount line. The drain of currency, to move produce to the seaboard has been less extensive. The South has been the main source of inquiry for funds, for this purpose. Speculation has been comparatively spiritless at the Stock and Gold Boards and has called for the employment of smaller amounts of money than usual at this season. The Gold Board has been remarkably dull, and the dealings there have shown a weak and irregular market. The city banks enlarged their loan and discount averages, last week, $857,089, while they reported a reduction of nearly 2⅞ millions in their deposits, 1⅛ millions of legal tender notes, and nearly a million of specie. The U. S. Sub-Treasury closed the week with an increased cash reserve. On Tuesday, under instructions from Washington, the Assistant Treasurer commenced disbursing the November coin interest on the public debt. On that day and the next, the disbursements on this account exceeded 3½ millions. The Sub-Treasurer made further sales of Gold, last week, and purchases of bonds on Tuesday of the current week.

The specie reserve of the city banks according to the latest return is $19,399,701, against $9,553,583 same time last year. The city bank deposits are now $175,798,919, against $186,052,847 week ending Oct. 24, 1868. The legal tender reserve amounts to $52,037,604, against $56,711,434 same time last year. The circulation now stands at $34,204,435, against $24,193,938 same time last year. The loans are now $249,395,073, against $23,579,133 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $96,918,377 a day, against a daily average of $89,065,044 the preceding week, and $104,730,142 the week ending with Oct. 9, 1869. The current week's exchanges average about $96,428,845 a day. The city banks, last week, reported a loss of $999,369 of specie, $2,844,017 of deposits, and $1,191,900 of legal tender notes. They increased their loans, $857,089; and reduced their circulation, $12,679.

The city bank exchanges on Wednesday were $80,772,241.

National Bank notes to the amount of $146,040 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $318,487,231, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $18,754,486, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,732,745. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,459,950; and for the public deposits, $19,273 000—making a total of $361,732,950. The Treasury Department last week redeemed and destroyed $419,200 of worn and mutilated fractional currency, and issued $1,432,970 of new. The outstanding amount of fractional currency on the 1st of Oct., was $33,001,298 50, against $30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 23, were $4,184,928 in coin, including $2,499,000 from customs duties, and $7,202,698 in currency; payments, $3,412,021 in coin,(including $3,412,021 of coin interest,) and $8,481,706 in currency; balance at the close of the week, $91,766,639, (including $84,516,599 of coin, and $5,465,372 of currency,) against $90,796,088 at the close of the preceding week, showing an increase of $970,551. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $718,545 in coin, (including $429,241 from customs,) and $524,029 in currency; payments,$229,882 in coin, (including $52,839 of coin interest,) and $636,364 in currency. On Tuesday, receipts $631,628 in coin, (including $365,571 from customs,) and $297,418 in currency; and payments $1,167,201 in coin, (including $1,639,577 of coin interest,) and $516,234 in currency. The balance at the close of business on Tuesday stood at $91,209,913, (including $5,314,220 of currency, and $83,955,690 of coin,) against

$91,892,477 a week previous; and $89,729,337 on Oct. 12, 1869. The aggregate receipts of the office in Sept. were $63,725,058, including $12,504,826 from customs; aggregate payments, $57,424,305, including $4,358,339 of coin interest.

The outstanding amount of coin certificates on the 1st of Oct. was $24,412,720, against $23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired $2,237,385 of coin certificates through the receipts for customs.

Government revenues have been yielding moderately since our last. The excises yielded about 3½ millions; customs at the port of New York, $2,499,000, and at the outports about $825,000 (in coin) more, making the grand total income for the week equal to about $7,821,200 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 58 millions.

The cost of collecting the internal revenue for the past six months has been reduced from $5,149,629 79 for the same period in 1868, to $4,350,243 79 in 1869, or a total reduction of $799,385 92—a saving of 15⅛ per cent.

Gold has been rather moderately dealt in, through the week, opening at advancing figures, but closing weak, influenced by the announcement of the anticipatory payment of the November interest on the public debt, which payment was begun on Tuesday, and continued on an enlarged scale on Wednesday. The two days' disbursements, on the interest account, were about 3½ millions. The range of the price during the week was from 130@131¾, and the closing quotation on Wednesday was 130⅛. The customs call has been quite moderate. The exports of specie, last week, were only $170,238. On Tuesday, of this week the shipments were $94,000; and on Wednesday, $486,000. The *Arizona* delivered here at the beginning of the current week $29,700 of California gold.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 84 millions.

The customs of the port on Wednesday yielded $426,323. The U. S. Sub-Treasury disbursed $2,132,641 of coin interest, on that day.

The customs demand for Gold last week, averaged $416,500 a day; thus far, this week, it has averaged $397,406 a day, or equal to a weekly aggregate of $2,384,436. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $55,166, and since Jan. 1, $14,737,936, against $6,087,029 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $111,534,527, against $100,288,205 same time in 1868. At San Francisco, from Jan. 1, to Oct. 16, 1869, $6,722,126, against $6,857,505 same time last year.

The exports of specie, from this port, last week, were $170,238, against $29,724 same week last year; total, since Jan. 1, 1869, $28,564,235, against $68,870,194 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $192,202, and since Jan. 1, 1869, $69,975,654, against $43,431,724 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 16, 1869, were $31,681,712, against $29,827,173 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 23, were about 60½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $5,194,617.

Foreign exchange has attracted much less attention, and rates have been quoted easier, on a rather better supply of bills. Bankers' prime sixty day bills on London closed on Wednesday at 109@109¼, and on Paris to 5.21¼@5.16¼; sight bills on London to 109⅜@109¾, and on Paris to 5.15¾c.@5.14⅜. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of $3,997,794, making the total since Jan. 1, 1869, $160,123,594, against $135,499,085 same time last year.

Government securities have been offered more freely and prices have been quoted lower, on a restricted volume of dealings in nearly all issues. There has been very little of an investment call, the bulk of the business having been transacted on local account. The Government bought in on Wednesday of the current week two millions of Five-Twenties, all of Messrs. Fisk & Hatch, one million at $114 58, and another at $114 68 nett, out of an aggregate offering of $5,598,250. Some Banks and Savings' Institutions have been marketing the high priced gold bonds, and investing the proceeds in the currency issues, at the going rates, which circumstance has operated against steadiness in values.

U. S. sixes of 1881 closed here on Wednesday at 119½@119⅝; U. S. Five-twenties of 1862, ex-coupon, 120⅜@120⅝; U. S. Five twenties of 1864 at 118¼@118½; U. S. Five-twenties of 1865 at 119⅛@119¼; U. S. Five-twenties of 1865, consolidated, 116⅞@117⅛; U. S. Five-twenties of 1867, 117@117⅛; U. S. Five-twenties of 1868, 117@117⅛; U. S. Ten-forties at 107⅞@108; U. S. Six per cent. currency bonds, 107¼@107½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 13.	Oct. 20.	Oct. 27.
Consols	93½	93½	93½
U. S. 5-20's of 1862	84½	*81⅞	82
U. S. 5-20s, 1865	84⅛	*81⅜	81⅜
" 1867	82⅞	83¼	82⅞
" 10 40s	76¼	76¼	76½
Erie	23¾	21¼	21¾
Ill. Central	....	95	98
At. and Gt. West	....	25	24½

* Ex Nov. 1, coupons.

Railway and miscellaneous stocks have been devoid of animation, yet, on the whole, values have been well supported; though there have been daily fluctuations of more or less moment, in the speculative favorites.

General business has shown less activity and less buoyancy. Most kinds of Breadstuffs closed in favor of buyers, the main exception having been mixed Western Corn, which advanced sharply, under speculative purchases. Provisions closed steadily, Petroleum, dearer. Cotton, in less request. Middling upland cotton closed, however, tamely on Wednesday at 26¼ cts. per lb. The stock of cotton now here is given at about 17,500 bales. The receipts at the port this week, have averaged about 4,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 348,171 bales, against 253,507 bales in 1868-'9; exports, same time 115,000 bales, against 61,650 bales same time in 1868-'9; stock on hand at latest dates, 155,790 bales, against 139,798 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,337 pkgs., against 18,871 pkgs., same time last year. From Boston, 6,512 pkgs., against 7,484 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in limited demand, at from 8@16½c., per lb.; week's receipts, 4,499. Milch cows rule dull, at $40@$110 each, receipts, 123. Veal calves in less request at from 5@13c. per lb.; receipts, 2,143. Sheep and lambs less active at from 4@6½c., and 7@9c. per lb.; receipts, 43,658. Swine in moderate request at 9⅝@10⅝c. per lb., all live weight; receipts, 23,383.

The week's dry goods imports were valued at $1,618,658, and of general merchandise, $2,807,173, making an aggregate for the week of $4,425,831 specie value, against $4,999,106 same week last year. There has been a fair though not notably active movement in foreign goods, at generally steady prices.

At the auction sale of Scranton Coal on Wednesday, 70,000 tons were disposed of at advanced prices, ranging from $5.25@$8.35, as against $5@$7.22½ per ton of 2,240 lbs., last month, deliverable at Elizabethport, N. J. The latter bids were less spirited than the opening offers.

Freights have been rather quiet, but firm. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s.@3s. 3d. by steamer, per bbl.; grain at 9½d. by sail, and 10½d. by steamer, per bushel; cotton at ¼@$\frac{5}{16}$d. by sail, and ½@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 35s.@60s. by steamer, per ton. Total number of vessels in port on Wednesday, 394.

The New York exports, exclusive of specie, for the week ending Oct. 26, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,839,694	$3,997,794
Prev. reported	132,159,391	156,125,800
Since January 1	$135,499,085	$160,123,594

The imports for the week ending October 23, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,458,083	$1,618,658
Gen. merchandise	3,540,023	2,807,173
Total for the week	$4,999,106	$4,425,831
Previously reported	203,056,665	244,054,549
Since January 1	$208,055,771	$248,480,380

The balance in the Sub-Treasury on Wednesday was $93,430,027 26.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 65½; do., 6s, Levee bonds, 63½; do., 8s, Levee bonds, 81; N. Y. State 7s, Bounty Loan reg., 108½; do., 7s, 1870, 100; Georgia 7s, 91¾; Alabama 8s, 91; Brooklyn 6s, Water Loan, 93; Jersey City Water Loan, 92½; King's Co., L. I., 6s, 91; Central Pacific 6s, gold, 92; Union Pacific 6s, gold 83; St. Louis and Iron Mountain 1st mort., 81; Milwaukee and St. Paul 1st mort., Iowa Division, 86; Buffalo, New York and Erie 1st mort., 86; Toledo, Wabash and West-

ern consol. bonds, 87; Toledo, Peoria and Warsaw 1st mort., E. D., 82½; Long Dock bonds, 87; Dubuque and Sioux City R. R., 108¾; N. Y. and New Haven R. R., 140; Joliet and Chicago R. R., 92½; Western Union Telegraph, 37; Adams Exp. Co., 55¼; Am. Mer. Union Exp., 35; Wells-Fargo Exp., 20¼; U. S. Exp., 57¾.

Philadelphia.—Penna. and New York 7s, 90; West Jersey 6s, 91; Long Island R. R. bonds, 98½; Phila., Wil. and Balt. 6s, 93; Phila. and Trenton R. R., 117½; Oil Creek and Allegheny River, R. R., 38; Camden and Amboy scrip, 64½; Locust Mountain Coal, 45; St. Nicholas Coal, ¼; New Creek Coal, ½; N. Y. and Middle, 4¾; Pennsylvania State 5s, coupon, 92¾; Pittsburg 5s, 71⅛. The latest quotations are: do., City 6s, 96@96¼; do., free of tax, 100⅜@100½; State 5s, coupon, 92@93; do., 6s, W. L., 100@100½; do., 1st series, 103½@104; do., 2d series, 106½@107; do., 3d series, 108¾@109; Reading, 48¼@48⅜; do., 7s, 1893, 101@103; do., mort. 6s, 1880, 89@89; Camden and Amboy, 119@120¼; do., mort. 6s, 1889, 96½@96¾; do., 1883, 84@85; do., 1889, 83@84; Penn. R. R., 55⅜@55½; do., 1st mort., 97@97¼; do., 2d mort., 94@95; Little Schuylkill R. R., 41¾@42¼; Morris Canal, 30@30; do., pref., 57½@58½; do., bonds, 77½@80; Susquehanna Canal, 10@12; do., 6s, 53@55; Sch. Nav., 6@10; do., pref., 14@15; do., 6s, 1882, 55@58; Elmira and Williamsport, pref., 39@40; do., 7s, 1873, 89¾@89¼; do., 5s, 57@58; Lehigh Coal and Navigation, 32⅛@34; do., 6s, 1884, 82@82⅝; do., R. R., Loan, 86@86; do., Gold Loan, 94½@95; North Pennsylvania, 39@—; do., 6s, 87½@88; do., Chattle 10s, 106@—; Philadelphia and Erie, 28@29; do., 6s, 85@87; Minehill, 53@53¼; Catawissa, 15@15; do., pref., 36¾@37; Lehigh Valley, 52¾@52⅞; do., 6s, 96@96½; do., 6s, reg., 95¼@95½; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40@42; West Philadelphia, 60@60½; Spruce and Pine, 25@26; Green and Coates, 35@38; Chestnut and Walnut, 45@46; Tenth and Eleventh, 64@71; Union, 44@45.

Boston.—Vermont Central 1st mort., 79; do., 2d mort., 37; Union Pacific 6s, 83¼; do., Land Grant 7s, 55; Vermont Central and Vermont and Canada 8s, 100¼; Eastern R. R. 6s, 1889, 96; Burlington and Missouri R. R. 7s, 1893, 81¾; Cambridge Horse R. R. 6s, 1883, 92¾; Kalamazoo, Allegan and Grand Rapids R. R. 7s, 93¾; Worcester and Nashua R. R., 125; Granite Railway 65; Connecticut and Passumpsic Rivers R. R., pref., 88¾@89¾; Sandusky, Cincinnati and Cleveland R. R., 22; do., 7s, 1890, 73½; Summit Branch R. R., 22½; Boston Water Power Co., 14; Vermont 6s, 98½; Maine 6s, 1876@1889, 98; New Hampshire 6s, 1876, 99¼; Connecticut 6s, 1881, 98; Massachusetts 6s, 1873, gold, 121¾; do., 6s, 5-20s, currency, 101½; Boston 5s, 1880, gold, 107; do., 1886, gold, 106; Cincinnati 7 3-10s, 1899, 101⅝; Chicago 7s, 95¾; Cleveland, O. 7s, 1870, 99⅛; do., 1873, 96⅞@97; do., 1874, 96; Hartford 6s, 1893, 95¾; Bangor 6s, 1874, R. R. Loan, 91¾; Brooklyn 6s, 1881, 93¾; Portland Water Co., 6s, 1888, gold, 99.

Baltimore.—Central Ohio R. R., 28½; Maryland Defense Loan, 102; Virginia 6s, old, reg., 45½; do., 6s, 1866, 52. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@90; Balt. and Ohio, 123@123⅛; do., 6s, 1875, 92⅛@93⅛; do., 1880, 92½@93; do., 1885, 92@93; Northern Central, 47½@47¾; do., 6s, 1885, 87@87¾; do., 1900, 82½@83½; do., 6s, 1900, gold, 100@102; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@95; do., 2d mort., 91@92½; do., 3d mort., 1885, 86½@89; Marietta and Cincinnati 7s, 1892, 86½@86¾; do., 2d mort., 70½@71; Central Ohio, 28@28; do., 1st mort., 79@80; Western Md. 6s, 1890,65@67½; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@91; do., 6s, pref., 35@41; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 92¾@92¾; do., 1886, 93¼@94; do. 1890, 93¾@94; do., 1893, --@92; do., 5s, 1838-'70, 70@74; Memphis City 6s, 47½@48½; Maryland Defense Loan, 101½@101¾; City Passenger R. R., 19@19⅛; Baltimore and Catonsville, 4@6¼; George's Creek Coal, 71½@73; Santa Clara, —@1.00; Atlantic Coal, 2.00@2.10.

☞ Louisville, Ky., has voted by a majority of about 500 to subscribe $500,000 to the projected Louisville, New Albany and St. Louis Air Line Railroad. Gen. I. M. St. John, Chief Engineer, in the report of his survey, estimates the cost of grading and trestle work at $1,731,114; track superstructure, including siding and depot yards, $1,413,600; bridges, $115,860; depots, water stations, etc., $200,000; contingencies, including engineering, etc., $300 000. Total, $3,760,583.

☞ The Michigan Air Line Railroad Company, at the annual meeting at Jackson, elected the following officers: President, Col. J. B. Eaton, of Jackson; Secretary, O. M. Bennett, of Jackson; Treasurer, R. W. Landon, of Niles; Attorney, Eugene Pringle, of Jackson; Managing Director, M. A. McNaughton, of Jackson; Chief Engineer, Col. N. Boardman.

☞ Hon. George Greene, of Cedar Rapids, Iowa; H. H. Boody, D. A. Boody, Henry Boody, Leo Lahman, O. D. Ashley, of New York; B. C. Coblentz, of Sterling; Jas. R. Young, of Chicago; and Calvin Truesdale, of Rock Island, have been elected directors of the Rockford, Rock Island and St. Louis Railroad Company.

☞ A contract has been entered into between the Lafayette, Bloomington and Muncie Railroad Company and Messrs. Howard & Wesson, Railroad contractors, for the completion and equipment of the road from Bloomington to the State line of Indiana, by the first day of January, 1871.

☞ Tqe Iowa Central Road is being pushed and is to form a junction with the Yankton Division of the Milwaukee and St. Paul Railway at Nora Springs, and with the Iowa Division at Austin, both points giving the road direct communication with Milwaukee.

☞ Horace Fairbanks has been chosen president, Jonathan Ross clerk, and E. C. Redington treasurer, of the Montpelier and St. Johnsbury Railroad.

☞ Gen. J. T. Boyle has been elected President, and Phelps Sasceen Secretary and Treasurer of the Evansville, Henderson and Nashville Railroad Company.

☞ Joseph L. Griswold has been appointed General Superintendent of the Ohio and Mississippi Railroad.

☞ CHICAGO, DANVILLE AND VINCENNES RAILROAD COMPANY'S 7 PER CENT. GOLD BONDS pay annually, on an investment of $10,000 in currency, $698 25 IN GOLD, while only $475 are derived from $10,000 invested in Government Sixes.

$2,500,000 First Mortgage Sinking Fund Bonds, forty years to run, on 140 miles of road, or LESS THAN $18,000 PER MILE.

Starting at Chicago, the Road runs through the richest lands of Illinois, along the line of Indiana, and from which the local business, bound to this road, is estimated to net $733,000, or nearly THREE TIMES THE SUM required for interest and sinking fund on the WHOLE ISSUE OF ITS BONDS.

It forms part of the SHORTEST LINE FROM CHICAGO *via* Terre Haute, Vincennes, Evansville and Nashville to New Orleans, &c., and opens to the Chicago market rich ORE AND COAL BEDS, sufficient of themselves to insure large earnings.

It also brings the BRAZIL COAL MINES nearer to Chicago by 90 MILES THAN ANY other line.

Total cost of construction and equipment estimated at $4,500,000.

$2,100,000 of stock subscribed, which pays for right of way, grading, bridging, &c.

WHOLE AMOUNT OF IRON ALREADY OBTAINED.

From Chicago to Momence, 55 MILES, NOW OPEN TO BUSINESS, and a considerable part will be finished this autumn.

Pamphlets in more complete detail, with maps, can be had of us on application.

Purchasers may obtain Bonds through our advertised local agents, who will be responsible for their safe delivery, or directly of us, express charges prepaid, the buyer remitting $950 and 7 per cent. in currency interest from October 1, to date, funds current in New York. Any of the Eight Hundred Banks in correspondence with the National Park Bank of New York, will receive and transmit purchase money for these Bonds, and in return receive the Bonds direct from the bank and deliver to the purchaser.

Having personally examined this entire line of road, finished and projected, as well as the country through which it runs, we offer these bonds with entire confidence in their value and soundness.

W. BAILEY LANG & CO., Merchants,
No. 54 Cliff st., New York,
Agents for the sale of the Bonds.

☞ PACIFIC RAILWAY GOLD LOAN, $6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfort and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

☞ The Alexandria Canal, Railroad and Bridge Company has appointed Berkly Ward, Esq., chief engineer for the company, to locate a railroad from their aqueduct to Alexandria, Va. They have also contracts for ties and iron for the road, and the construction will be vigorously pushed forward.

Journal of Railroad Law.

COMMON CARRIERS MUST ACCOUNT FOR GOODS WHEN DELIVERY TO THEM IS FIRST PROVED—LIMITATION OF RESPONSIBILITY.

The facts of the late case of Levering *vs.* Union Transportation and Insurance Co. (42 Mo. p. 88) are fully and clearly stated in the following opinion by

WAGNER, J.—This suit was brought by plaintiffs to recover the value of twenty six bales of cotton, which defendant had received to transport from East St. Louis to New York. The cotton was destroyed by fire in the course of its transit, in one of defendant's railway cars. At the time the cotton was delivered to defendant, it gave a receipt for the same, in the nature of a bill of lading, which had stamped across its face the words, "At owners' risk of fire" and also a like reservation in regard to loss by fire inserted in one of the conditions embodied in the instrument.

The plaintiffs claim damages to the amount of the value of the cotton, and allege that the loss was occasioned by the negligence and carelessness of the defendant in failing to furnish suitable cars for its transportation. The jury, acting under instructions of the court, found a verdict for the defendant on which judgment was rendered. There is nothing in the evidence requiring comment; and if the law was correctly and properly declared there is nothing to justify an interference. The plaintiffs were not bound to show negligence on the part of the carrier, in the first instance. All that is necessary to charge a carrier is to prove the delivery of the thing to him to be carried, and the burden of accounting for it is thrown upon him; and if he wishes to exonerate himself from liability, he must either show the safe delivery of the goods or prove that the loss occurred by one of the causes excepted in his undertaking. (Berry *vs.* Cooper 28 Geo. 543.) It is universally admitted that the carrier is always liable for injuries resulting from his own negligence, which will include defects in the means of transportation provided by him; and his liabilities will extend to agencies which the violence of nature causes in consequence of his negligence or defective means. In general he has been held to be an insurer of the safety of the goods intrusted to his care, and can only be exempted from perils occasioned by the act of God and the public enemy. For a long time it was denied by most respectable and eminent authorities that a carrier could release himself from the stringent responsibility imposed upon him by the common law or destroy the character of insurer which he held toward the person employing him either by notice or contract. But the opinion now seems to prevail that he may stipulate for a limitation of his responsibility. (Western Transportation Co. *vs.* Newhall 29 Ill. 466.) But although he may thus restrict his liability, so far as he is an insurer against losses by mistake or accident, he cannot exempt himself from losses caused by a neglect of that degree of negligence which the law casts upon him in his character of bailee.

As the exception is an innovation on the principles of law and introduced exclusively for the benefit of the carrier, the construction must be made most strongly against him.

In Atwood *vs.* Reliance Transportation Co., 9 Watts, 88 in relation to the restriction in a contract by a carrier, Mr. Chief Justice Gibson said "Though it is, perhaps too late to say that a carrier may not accept his charge on special terms, it is not too late to say that the policy which dictated the rule of the common law requires that exceptions to it be strictly interpreted and that it is his duty to bring his case strictly within them;" and the authorities are all to the same effect. The peculiar duty and high responsibility which has been imposed upon the common carrier arises from the public character of his employment the extensive control he exercises over the property of others, and the facilities which he usually has for securing impunity for an abuse of his trust. (2 Kent Com. 597.) It is the imperative duty of a common carrier to receive whatsoever goods are offered to him for transportation in the usual course of his employment, and he takes them with all the responsibilities attached by law to his calling or employment. He cannot vary his liability by inserting conditions in his acceptance of goods; but to have this effect of exonerating him, there must be a special contract assented to by the shipper.

The argument in favor of the right of the carrier to vary his liability, by introducing conditions into his acceptance is founded on a misconception, in considering that his liability is voluntary and arises *ex contractu*. The law attaches the responsibility to his employment or calling, and if he assumes the calling, he has no power over the duties which the law annexes to that calling. His assuming the character of a common carrier depends entirely on his own will and assent; but if he undertakes that occupation, the liabilities which come upon him in respect of goods brought home to him to be carried, are imposed by law and not created by his assent or agreement. The law of common carriers is different from the law applicable to other classes of people. They are recognized by the law as peculiar persons, in respect to whom, in their employment, non-feasance is a misdemeanor; a failure to carry and deliver safely is a *tort*. (Merrit *vs.* Earle 31 Barb. 38.) Public policy and fair dealing on which the extraordinary liability of a common carrier is founded, cannot be undermined and frustrated by the design and circumvention of artfully prepared printed receipts contrived by scheming corporations and soulless companies, thrust upon the public without an opportunity of fair assent, in the press and hurry of railroad travel. But in the case presented for consideration we suppose there was a special agreement between the parties; it was argued on that hypothesis by the counsel on both sides, and seems to stand admitted by the pleadings. It devolved on the defendant to show, notwithstanding the exception exempting it from loss by fire, that the accident did not occur through any fault, want of care, or negligence on its part, or the part of its agents or employees.

The court refused all the instructions asked for by the defendant, and instructed the jury at the request of the plaintiffs that "if the cotton might have been saved by due and proper care by defendant or its employees, then the defendant is liable for the loss.

"The burden of proof is on the defendant to show that the cotton was not lost by reason of any want of care, skill, and diligence on the part of defendant or its employees.

"The defendant is liable for any loss occasioned by the negligence of its agents. If the cotton was burned by reason of the insufficiency of the car in which it was transported, in not being close and tight then the defendant is liable for the loss."

Other instructions were asked by the plaintiffs, which were refused, and in this refusal we see no error, as the above most clearly lay down the law and explain the defendant's liability throwing the whole onus upon it.

It has often been held that this court will not reverse a judgment when the court below refused to give instructions perfectly unexceptionable, provided the law was fully and clearly given by the court in others. After the giving of the plaintiff's instructions, the court, of its own motion, gave the following: "If the cotton in question was lost by fire, while in defendant's possession, on a railroad train, then the defendant is not liable, if the persons in charge of the train took all reasonable care and observed all reasonable precautions in the management and conduct of the train, and if the car in which the cotton was burned was reasonable tight and suitable for the transportation of such freight." This instruction constitutes the chief error complained of by plaintiffs. We cannot perceive that there is any well-founded objection to it. Taken in connection with the other instructions, in effect it tells the jury that it was incumbent on the defendant, before it could screen or shield itself from liability, to show that its agents took that precaution and used that diligence which were suitable and appropriate to the business it was pursuing and the responsibility it had incurred, and also that the vehicle it used for the purpose of transportation was good and sufficient. The ordinary bailee for hire or private carrier is liable only for neglect of ordinary care; but the common carrier is held to a different and higher degree of diligence, and the word "reasonable" used in the instruction is intended to convey the idea that the carrier was bound to use that care and foresight which was appropriate to the occasion and necessary to be used in like exigencies and employments as contradistinguished from that ordinary care which devolves upon an ordinary bailee. A reasonable act is such act as the law requires. (Warne *vs.* Bickford 9 Price, 43). In Riley *vs.* Home 5 Bing. 220, Chief Justice Best, in discussing this question, says: "When goods are delivered to a carrier, they are usually no longer under the eye of the owner; he seldom follows or sends any servant with them to the place of their destination. If they should be lost or injured by the grossest negligence of the carrier or his servants, or stolen by them, or by others in collision with them, the owner would be unable to prove either of these causes of loss; his witnesses must be the carrier's servants, and they, knowing that they could not be contradicted, would excuse their masters and themselves. To give due security to property, the law has added to that responsibility of a carrier which immediately arises out of his contract to carry for a reward—namely, that of taking all reasonable care of it—the responsibility of an insurer. From his liability as an insurer the carrier is only to be relieved by two things—both so well known to all the country when they happen, that no person would be so rash as to attempt to prove that they had happened when they had

not, namely the act of God, and the King's enemies." The taking of reasonable care, and the furnishing of cars reasonably safe and suitable for the business—these seem to be the very things required by law; and unless the carrier shows satisfactorily that he has come up to these requirements, he will be responsible for loss, without regard to his special contract for exemption. The law, it is believed, very properly declared, and we cannot undertake to weigh the evidence.

Judgment affirmed. The other judges concur.

Commerce of New York.

The foreign imports at New York for the month of September, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$14,152,546	$12,938,666
Do. for warehousing	6,804,640	8,840,059
Free goods	1,421,652	1,200,764
Specie and bullion	906,558	1,364,904
Total entered at port...	$23,285,396	$24,344,393
Withdrawn fr. wareh'use	10,935,659	11,121,143

The foreign imports at New York for the nine months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$99,276,088	$122,050,107
Do. for warehousing	85,381,396	102,664,623
Free goods.....	8,298,432	11,610 631
Specie and bullion	5,918,721	11,738,578
Total entered at port..	$198,874,637	$248,063,939
Withdrawn fr. wareh'se	79,364,327	83,966,198

The revenue from customs at New York:

	1868.	1869.
In September.	$12,916,782 29	$11,975,804 75
Prev. 8 months....	76,684,265 33	87,357,518 77
Total 9 months...	$89,601,047 62	$99,333,323 52

The exports from New York to foreign ports in the month of September, were:

	1868.	1869.
Domestic produce	$11,316,492	$16,610,324
Foreign free goods	80,593	16,960
Do. dutiable.....	808,255	699,680
Specie and bullion.....	1,954,723	1,763,171
Total exports	$14,155,063	$18,990,135
Do. exclusive of specie.	12,200,340	17,226,964

The exports from New York to foreign ports for nine months from January 1, were:

	1868.	1869.
Domestic produce	$113,707,570	$134,728,340
Foreign free goods	541,009	255,206
Do. dutiable	5,715,541	5,222,036
Specie and bullion.....	66,333,870	26,717,628
Total exports	$186,297,990	$166,923,210
Do. exclusive of specie	119,964,120	140,205,582

Norfolk and Great Western Railroad.

It will be gratifying to the friends of the Norfolk and Great Western road to learn that its President, Colonel Flournoy, has within the last few days concluded important negotiations in New York with the Memphis, El Paso and Pacific Railroad Company, by which the former is made the eastern terminus of the latter great line—the two together forming the Southern Transcontinental Railroad. In this connection it is proper to say that the late Louisville Commercial Convention endorsed and recommended the Memphis, El Paso and Pacific Railroad as the South Pacific road. Colonel Flournoy is engaged in other negotiations with capitalists, the object of which is to put important portions of the road to contract during the coming winter. All acknowledge the importance of this work—all see how, when completed, it will develop a vast trade and attract to our seaboard an amount of business that will be lost to it without such a line.—*Richmond (Va.) Whig.*

Railroads in Peru.

A correspondent of the *N. Y. Herald*, writing from Lima, under date Sept. 28, says that railway matters are steadily progressing. The line to Arequipa from the coast is already ironed for upwards of twenty miles, and the difficult tunnels are being bravely pushed through. Two splendid American locomotives are running on the line, conveying stores, &c., to the workmen in advance, and in the course of a year Mr. Meiggs is confident that the entire line will be completed. The road may be called a political rather than a financial undertaking, the productions and traffic of that section not warranting the expenditure of the $12,000,000 contract price; but if it be extended to Puno the varied and extensive products of the country will speedily find a market, and the road will pay very handsomely.

The railway from Lima to Huacho, a hundred miles north, is also approaching completion. This, running through a district comprising some of the finest sugar estates in South America, and terminating in Huacho, which is the market garden of Lima, is sure to prove remunerative. It is being built by private enterprise, aided in a manner by the Government. In the south a line from the seaport Iquique to the extensive nitrate mines of La Moria, thirty miles inland, is also progressing favorably. Built by a company already largely interested in the nitrate trade, it cannot but be a financial success. In the interior, at Cerro de Pasco, 14,000 feet above the level of the sea, the mineral railway connecting the silver mines with the water courses, where the metal is cleaned and amalgamated, is being vigorously pushed on. The great difficulty experienced in transporting materials to the Cerro, everything having to be carried on mule back and over the first chain of the Andes, causes the works to be retarded a little. The railway from Pisca to Ica, the centre of the wine growing country, and two small lines in the north, are also under way.

Sherbrooke and Kennebec Railroad.

The Directors of the Sherbrooke, E. T., and Kennebec Railway Company have accepted the tenders of Messrs. T. and J. Griffith for sections 2, 5 and 6, and Messrs. G. B. Loomis & Co., for sections 3 and 4, of the proposed railway. These sections comprise a little over ten miles of road, and the work will now be pushed on as fast as possible. Ground will be broken at once, and the grading proceeded with during the winter months, the tenders accepted were the lowest offered.

The Chief Engineer, will in a few days, have several miles more of road ready for contract. He has already made a preliminary survey of most of the line through Westbury as far as the township line of Dudswell, and the line will as soon as possible, be finally located.—*Sherbrooke (Ca.) Gazette.*

Cairo and Fulton Railroad.

This road was chartered by the General Assembly of Arkansas, on the 12th of January, 1853, over sixteen years ago, and the prospects for its construction *now* are no better than when the company was incorporated. The land grants and franchises of the road are more valuable, perhaps, than any road in the State. The grants of land by Congress are munificent—all of which will revert to the Government if twenty miles of the road are not completed by the 28th of April, 1870—a little over six months from the present time. Twice has Congress extended the time for the building of this twenty miles—but with the present inefficient management, it can scarcely be expected that another extension can be obtained.—*Arkansas Gazette.*

The Louisville Bridge.

The great Iron Bridge over the Ohio River at Louisville, Ky., is one of the finest and most imposing structures of the kind in the country. The first stone of this bridge was laid in August, 1867, and the work has been steadily progressing since that time. The bridge consists of twenty-seven piers and four abutments, containing 31,000 cubic yards of stone. Two of the abutments are constructed for the crossing over the Jeffersonville and New Albany Railroad on the Indiana shore. The masonry supports a superstructure of iron of an entire length of 5,280 feet, or one mile, and is composed of twenty-seven spans arranged as follows, from the Kentucky side: Two spans of 50 feet each, one draw span of 264 feet, over the Louisville and Portland Canal, four spans of 150 feet, two spans of 180 feet, two spans of 210 feet, two spans of 227 feet, one span of 370 feet, six spans of 254½ feet, one span of 400 feet, three spans of 180 feet, one span of 150 feet, one span of 100 feet, reaching the abutment on the Indiana side, and a span of 49, crossing the Jeffersonville and New Albany Railroad. This bridge is to be arranged for both carriage and railroad travel, though no street cars or ordinary vehicles can pass at the same time as the locomotives and trains. The railroad track will be laid on the centre, with an outside rail on both sides, so that the rails of the railroad track, with the outside rails, form a double street railroad track. The estimated cost of the bridge, including land and depots, amounts to $1,500,000. It is expected to be completed for the passage of trains early in November.

The Edgewood Railroad.

This is a work that is now attracting the attention of the people of this vicinity to a large extent. We learn that the Philadelphia, Wilmington and Baltimore Railroad Company has expressed, through its officers, a willingness to meet the citizens of the county at a time to be appointed, and make favorable offers for the construction of the Edgewood road during the coming winter. It is said that the Port Deposit branch of their road has proved highly remunerative, even with the water carriage in competition with it, and they are convinced that a road from Belair, to intersect their own at Edgewood or other convenient point, will prove equally if not more so. All the freight that goes by wagons or otherwise to Baltimore, and the return freight for our farmers and country merchants, would be concentrated from a large scope of country to this road.—*Harford (Md.) Ægis.*

☞ It is telegraphed from Washington that upon the presentation of a coupon of one of the two year five per cent. Treasury notes issued by Mr. Chase under the act of March 3, 1863, the Treasurer of the United States refused payment. The applicant then obtained an order from the Comptroller of the Currency for its payment. The Treasurer still refusing, the holder appealed to the Secretary of the Treasury, who upholds the Treasurer, on the ground that it is distinctly stated on the coupon that it is void when detached except by an officer of the Government.

☞ Mr. H. D. Newcomb has been re-elected President, and Willis Ranney Secretary of the Louisville and Nashville Railroad Company, for the ensuing year.

☞ A letter to the *Herald*, dated Panama, Oct. 15th, says the friends of the Darien Canal scheme are beginning to look forward more hopefully than they have lately been doing. It is generally believed that the Legislative Assembly will instruct their Senators and Representatives to the Congress at Bogota to vote in favor of granting any reasonable privileges or concessions that might be asked by those anxious to carry the matter through. The President and every one interested in the prosperity of the State is most anxious to have it accomplished, and will lend all aid and assistance thereto.

☞ General Spaulding, Chief Engineer of the Costa Rica Railroad, wrote to the supreme Government of Costa Rica on the 25th of August, that on that date the work of grading and construction had been commenced at Limon in pursuance of the contract entered into between the Government and Messrs. Reilly, May, Vickers & McArthur.

☞ Rutland Vt., has voted to subscribe for 250 shares of the capital stock of the Massachusetts Central Railroad. The town of Barre voted unanimously to subscribe for 900 shares of the same stock.

☞ The citizens of Rockbridge County, Va., have voted $400,000, as the county subscription towards the building of the Virginia Valley Railroad.

PORT HURON AND LAKE MICHIGAN RAILROAD CO., TREASURER'S OFFICE, PORT HURON, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER Cent. First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company, due Nov. 1, 1869, will be paid on and after that date, IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

4t44 W. L. BANCROFT, Treasurer.

PENINSULAR RAILWAY COMPANY, TREASURER'S OFFICE, BATTLE CREEK, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER Cent. First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, due Nov. 1, 1869, will be paid on and after that date IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

4t44 C. WAKELEE, Treasurer.

RAILROAD TIES,
WHITE OAK, CHESTNUT AND CEDAR.
Pig, Bar and Railroad Iron. Steel Rails.
OLD RAILS, SCRAP IRON, &C.
HOLLINS, KIRKUP & CO.,
12 Dey Street, N. Y.

Hemp Packing.

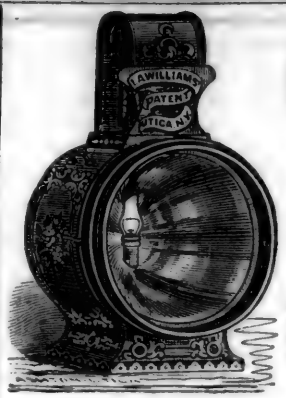
BEST HACKLED HEMP PACKING,
For Sale by
WILLIAMS, PAGE & CO.,
91 Water St., Boston.

BIGELOW & JOHNSTON, BROKERS.

New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc., Etc,

48 Pine-St.,

EDWARD P. BIGELOW, JAMES JOHNSTON. } NEW YORK.



I. A. WILLIAMS'
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.
Established 1851.

Williams' New Patent Coal Oil Head Light,
WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

W. Churchill Oastler,
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AGENT FOR
JOSEPH ARMSTRONG & CO.,
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Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.

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GLASS STAINER, EMBOSSER AND ENAMELER
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SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to
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STEAM COAL,
From the Clover Hill Virginia Coal Mines,
A SUPERIOR ARTICLE FOR STATIONARY ENGINES.
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From the Mines of the
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GEORGETOWN, BALTIMORE AND NEW YORK,
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Orders received at the office of the Company,
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Interest on City Stocks.

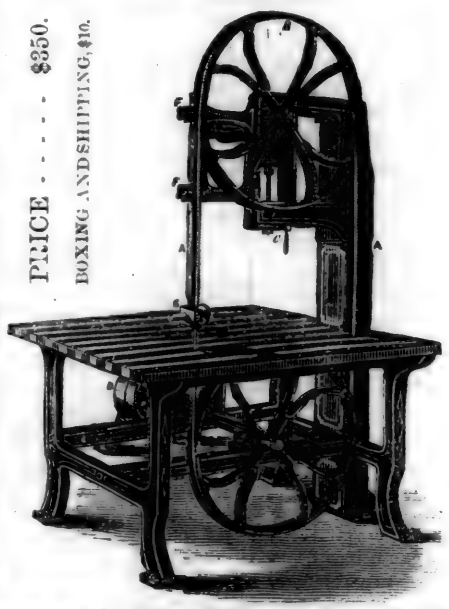
THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.

DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE, NEW YORK Sept. 24, 1869.
5t40

FIRST & PRYIBIL'S
PATENT IMPROVED
BAND SAW MACHINE,
452, 454 & 456 Tenth Avenue,
NEW YORK CITY.

PRICE - - - - - $350.
BOXING AND SHIPPING, $10.



This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

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MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.
Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.
Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.
TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

VAN ZANDT BRO.'S, General Agents, 38 John-St., New York.

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No. 18 WILLIAM STREET, NEW YORK,

RAILROAD IRON

of best American, English and Welsh make, of ORDINARY OR SUPERIOR QUALITY and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the U. S. or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

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Burden's Spikes, Lincoln Iron Co.'s Charcoal Iron for Car Wheels.

MUIRKIRK CHARCOAL IRON.

MORTON, REED & CO.,

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Manufacturers' Agents for Sale

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American & Foreign Rails,

STEEL OR IRON,

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Railway & Machinists' Supplies

OF EVERY KIND.

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BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.

WHIPPLE MANUFACTURING COMPANY,



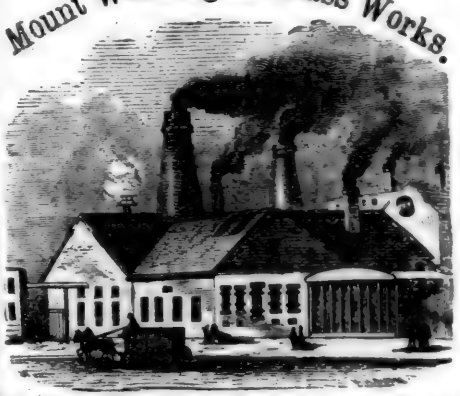
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MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the ***Lantern Globes and Chimnies*** produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

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The Keystone Bridge Company
OF PITTSBURGH, PA.

Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.

"Linville and Piper" Patent Bridges, Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss.

Circulars and Lithographs sent on application.

J. H. LINVILLE, C. E., President,
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J. L. PIPER, General Manager, Pittsburgh.
A. G. SHIFFLER, Supt. and Treas., Pittsburgh.
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Office, 94 Dearborn St., Chicago.

Railroad and Machinery
SUPPLIES.

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707 North Second St., St. Louis, Mo.

PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-16th by 5/8 inches. For sale by

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Railway Car and Carriage Linings,

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Moquettes, Seat Duck, &c.

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Railway Car and Carriage Linings,

Plushes, Cloths, Carpets,

Satins, Curtain Silks, Cotelines, &c.

E. SIDNEY LUNT, (Formerly Lunt & Howell.)
CHAS. D. DEFORD. GEO. C. LEE.

PHELPS, DODGE & CO.,

Importers of Metals,

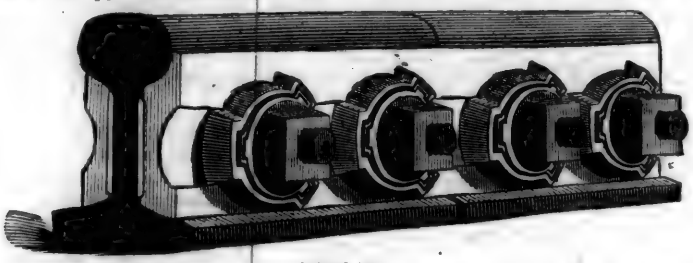
AND RUSSIA SHEET IRON,

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OFFER FOR SALE:

Tin Plates of every description.	Terne Plate for Roofing.
Sheet Iron, R. G., 12 to 18.	Sheet Iron, Nos. 12 to 18.
Russia Sheet Iron.	Galvanized Sheet Iron.
Sheet Zinc and Spelter.	Iron Wire.
Block Tin, Banca and Straits.	Pig and Bar Lead.
Sheet Brass Kettles.	Regulus Antimony.
Sheathing Copper.	Copper Bottoms.
Extra-sized sheets Copper, rolled to order.	Braziers' and Bolt Copper. Rivets, Key'ole Ears, etc.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

THE HARLAN & HOLLINGSWORTH CO.,

WILMINGTON DELAWARE.



MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

SILVER PALACE SLEEPING CARS of the **finest finish**, also all kinds of PASSENGER AND FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

WEST POINT FOUNDRY.

Paulding, Kemble & Co.

Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

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Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

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SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

COTTON CAR DUCK.

BEST 4 PLY, 100 TO 140 INCHES,

FOR CAR ROOFS,

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COMMISSION MERCHANTS,

70 and 71 West St., New York,

Fall River Iron Works Company's

NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S

CUMBERLAND COALS.

PACIFIC MAIL

Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class. Steerage.

$140 to $180. $65.

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 1, ARIZONA, Capt. Maury, connecting with MONTANA, Capt. Farnsworth.

Steamer JAPAN, will leave San Francisco Dec. 4, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ARIZONA, received until 4 P. M. on SATURFRIDAY, Oct. 30. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

BURLEIGH'S PATENT

Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 6½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,

43 New street, New York.

General Agents for the United States and Europe.

GRINDSTONES.

J. F. WHITNEY & CO.,

58 Washington St., & 26½ Broadway,

Importers of and Dealers in all kinds of

GRINDSTONES.

New Castle, Wickersley, Nova Scotia and Ohio Grindstones

OF ALL SIZES.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 45.] SATURDAY, NOVEMBER 6, 1869. [WHOLE No. 1,751, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 6, 1869.

Union Patent Stop Washer.

How it should happen that a piece of leather or metal laid between a bolt nut and the thing it holds fast has gone from time immemorial under the technical name of a washer, is one of those mysteries of the past into which it would be idle to examine, were it not for our knowledge of the inherent poetry of all honest work in life, and the tendency to turn aside from its original meaning inherent in all words in common life. But this lets us into many a secret.

Our stop washer, then, is simply a new and very clever contrivance, and a very effectual one, to *watch* the nut on the end of a bolt. And the way in which Mr. A. Gibson, of Coatesville, Pa., has managed to effect this, is worthy of all praise. His circular says: "the patents cover the principle of turning a flexible material held in place against a nut to prevent its receding or getting loose." Mr. Wilson, Chief Engineer of the Pennsylvania Railroad, writes to him:

"As we are now using the English fish bar splice, to the exclusion of all other joint fastenings, we need washers on every joint to keep the nuts tight, and expect to continue ordering from you as heretofore."

Mr. Cassett, Superintendent of Motive Power at Altoona, adds:

"There are a great many bolts about a car to which I think they can be applied to advantage; and they are a perfect Stop Washer—there is no possibility of the nut working off."

Mr. Reeves says that the Phœnix Iron Company uses it exclusively on their new "Reeves Rail Joint," of which there were already July 12, 1869, 40,000 joints in general use, requiring two bolts and nuts each, and he had never heard of a nut turning. Mr. Heizmann, resident Engineer of the Philadelphia Division Pennsylvania Railroad, calls the washer an undoubted success, having been used on the road since early in 1868. Such testimony ought to recommend it. It is simple, cheap, and does its work, dispensing with the common washers and with jam nuts and saves the trouble and expense of watching and tightening. The alleged saving over jam nuts is thus stated: 4 bolts to each joint (25 feet rail)=1088 bolts per mile=844 lbs. × 7½c.=$63.30. Whereas the washers cost from $21.10 to $50.64 (saving from $42.20 to $12.66 per mile) according to size and kinds.

The invention consists of a disc, or two discs connected by a strap, of flexible metal, cut into a six pointed star, in the centre of which is the bolt hole. The washer being slipped over the bolt, the nut is screwed down and two opposite points of the star are bent up against its sides, holding it in a gentle but immovable embrace, no vibrations or expansions can make it turn.—*U. S. R. R. & Mining Register.*

Changeable Gauge Freight Car Trucks.

The Lobdell Car Wheel, Tire and Machine Company, of Wilmington, Delaware, have been made sole agents for the South and Southwest of New York for the manufacture and sale of the Patent Adjustable Gauge Cars. Several hundred of Adjustible Gauge Cars, constructed under these patents, are now and have been running successfully in a through freight line between the New England and Western States for the past year, which number is to be largely increased as soon as they can be built.

☞ Hon. Geo. H. Pendleton has been appointed President of the Kentucky Central Railroad.

Wharton's Safety Railroad Switch.

A valuable improvement in the important matter of *safety from railroad accidents* caused by misplaced switches, was tested yesterday, on the Pennsylvania railroad above the Wire Bridge, and on the West Chester railroad near Thirty-second and Walnut. The switch used was "WHARTON'S SAFETY SWITCH." It is very simple in its mechanism and substantial in its structure, but cannot be accurately described without the use of diagrams to show its mode of operation. Its striking peculiarity is that it preserves the *main track unbroken*, keeping it as completely intact when the switch is open as when it is closed, and by means of this peculiarity it does away with the risk of the frequent and fatal accidents caused by misplaced switches. The first test was at the siding just above the Wire Bridge, where two men lost their lives not long ago because the old switch was accidentally left open when a train was passing on the main track. There is a WHARTON SWITCH there now, and at the trial yesterday the switch was set wrong for the main track, but right for the siding, whilst a locomotive and tender were running along the main track. The engine and tender, however, kept firmly on the track, the same as if no switch were there at all.

This test was repeated a number of times and in various ways, with the engine running back and forth on both the siding and the main track, and with the switch set both right and wrong, locked and unlocked. The trial was so perfectly satisfactory that the party of gentlemen present, by invitation, got on board the locomotive and passed over the switch at a speed of thirty miles an hour, when it was set as wrong as it could possibly be put by any negligence or any ingenuity of malice or wickedness.

There was subsequently an additional test near Thirty-second and Walnut, on the West Chester Road, where the switch was misplaced in every way that the experience of the railroad men present could suggest, and the locomotive, tender and car were run over it at various speeds, from that of the mere gravitation of a single car on a down grade, to a velocity of forty miles an hour, and the result was still the same. The switch was then taken to pieces and nearly all the movable

parts taken away, so as to show what would happen if it should get broken, and still the locomotive and tender passed firmly as well as safely along the main track. It is not easy to imagine how there can be any doubt as to its absolute safety. The railroad operatives present all gave it their unqualified approval, and spoke of it as an invention that would relieve them from many of the risks and perils of their occupation.

This switch has been in partial use for several years on some of the roads near Philadelphia. There are about seventy on the Reading road, and a few on the Pennsylvania and Baltimore roads. It is the invention of WILLIAM WHARTON, JR., Civil Engineer, of this city, and a factory, built for the purpose, at Thirty-second and Walnut streets, is now engaged in the manufacture of the safety switch.—*Philadelphia Ledger, Oct.* 26.

Ohio and Mississippi Railway.

The following is a statement of the earnings and expenses of this road for the years ending December 31, 1867 and 1868:

Earnings:	1867.	1868.
From passengers	$1,429,210 56	$1,230,981 92
" freight	1,872,428 25	1,586,818 96
" mails & express	157,680 46	146,239 79
	$3,459,319 27	$2,964,040 67
Expenses:		
Maintenance of way and structures	$718,869 93	$858,051 59
Motive power & cars	433,941 85	269,224 99
Transportation exp.	1,011,168 23	978,904 71
General expenses	97,130 84	98,876 46
Taxes, Municipal and Government	84,486 55	82,262 16
Damages to property, cattle killed, etc.	50,193 26	23,293 88
	$2,395,790 66	$2,300,613 79
Net earnings	$1,063,528 61	$664,326 88

Compared with 1867, the gross earnings of 1868 show a decrease of $495,278 60, with a decrease in the ordinary operating expenses of $95,176 87—making the decrease in net earnings, $400,101 73.

The ordinary expenses really exhibit a much larger sum than legitimately belongs to it, and as compared with 1867, shows a proportionate decrease with the earnings.

To the difference stated above	$95,176 87
Should be added the purchase of 3,[illegible]00 tons of railroad iron, costing	287,643 08
	$382,819 95

—which would increase the net earnings (deducting the iron purchases from the expenses,) the sum of $951,069 96. The extraordinary expenses, not included in the above, were as follows:

Excavations, fillings & embankments	$3,165 55
Ballasting road bed	33,686 80
Fencing road	11,121 88
New depots	9,126 14
Miami Bridge	140,628 19
Track connection with L. M. R. R.	4,360 59
Filling Front st. wharf	15,229 16
Rebuilding iron bridges	46,212 07
Legal services, interest on loan, discount on sale of bonds, and salaries of officers due from previous year	189,853 11
New cars	29,775 00
Wheels on new locomotives	3,617 25
Expenses on account of change to narrow gauge	204,624 30
Total	$691,350 04

The extraordinary expenses have been reduced about $500,000, deducting from the amount charged, the items of discount on sale of Consolidated Mortgage bonds, and for change of locomotive engines and cars to narrow gauge, and the difference between the amounts charged this account in 1867 and 1868.

The following statement of receipts and disbursements for the current year 1868, shows the receipts from all sources, and the payments made on the several accounts charged. First, the receipts on account of earnings for the year, and then the payment of the current claims provided for out of the earnings for current business. Second, the receipts from all sources, other than earnings, and the several payments of general claims absorbing such receipts, and leaving a cash balance in hand, January 1, 1869, of $163,694 71:

Received on account of earnings in 1868		$2,846,942 66
Paid on account of operating expenses in 1868	$2,091,979 56	
Coupons of interest on bonded debt	318,187 23	
Interest on preferred stock & certificates	239,823 32	
Increase of materials	40,765 57	
	2,690,755 68	
Leaving a balance of		$156,186 98
Add cash balance, January 1, 1868		154,205 50
Receipts from uncollected revenue of 1867		128,113 53
Accounts open on account of the rebuilding Miami Bridge		94,027 32
Open accounts in settlement		25,595 45
Temporary loans increased		123,753 16
Proceeds of sale 1076 Consolidated bonds		912,265 00
Total		$1,594,146 94
Paid on account of real estate		$38,766 86
Pay rolls, due of 1867		137,269 88
Bills of purchases of 1867		154,318 79
On account of extraordinary exp.		527,615 04
Accounts in settlement with contractors, rebuilding Miami bridge, etc.		70,986 78
Charges due to other roads		8,890 10
Open accounts in settlement		10,200 52
Coupons of interest due by the Receiver, and accounts settled, including amount due Geo. Peabody & Co		229,530 36
Coupons of interest First Mortgage W. D., due previous to January 1, 1868		41,844 82
Interest due on Preferred "Trustees" certificates, prior to January 1, 1868		216,029 58
Balance, cash on hand, January 1, 1869		163,694 71
Total, as above		$1,594,146 94

Included in the general receipts is stated the net proceeds of the sale of 1076 Consolidated Mortgage bonds, disposed of at an average rate of about 86 per cent., yielding the sum of $912,265, which, added to the old outstanding bonds, makes the bonded debt of the company January 1, 1869, $4,964,000, authorized to be increased to $6,000,000, leaving yet to be sold, $1,036,000.

Of the $20,000,000 common stock authorized to be issued, there has been converted of the "Trustees'" certificates into common stock, $19,057,473 83. Of the $3,500,000 Preferred stock, there has been converted of the "Trustees" certificates into preferred stock, $3,345,950 89. The whole amount of preferred certificates issued by the "Trustees" was $3,354,000, leaving *available* to be issued of preferred capital stock, $146,000 to complete the amount authorized.

GENERAL LEDGER ACCOUNT,
From Nov. 1, 1867, *to Dec.* 31, 1868.

Railroad	$24,068,830 89
Real estate, etc.	1,468,938 56
Equipment	1,707,000 00
Telegraph line	25,042 59
Illinois Southern R. R. purchase	279,819 17
Shop tools and machinery	141,740 93
Materials on hand	154,964 03
Ordinary operating expenses	2,801,288 84
Extraordinary expenses	844,941 96
Mortgage bonds, coupons and interest paid	860,081 92
Interest on preferred stock and certificates	461,701 05
Running accounts in process of settlement	40,779 49
Accounts with agents and others for uncollected revenue	110,060 84
Cash balances on hand	163,694 71
	$32,628,884 98
Common capital stock certificates	$19,057,473 86
Trustees' certificates, unconverted	942,526 14
Trustees' common certificates to be provided for outside of capital stock	226,604 44
Preferred capital stock certificates	3,345,950 89
Trustees' preferred certificates unconverted	8,173 73
First Mortgage bonds, E. D	2,050,000 00
First Mortgage bonds, W. D	850,000 00
Second Mortgage bonds, W. D	556,000 00
Income bonds, W. D	221,500 00
Funded debt bonds, W. D	16,500 00
Consolidated bonds	1,270,000 00
Earnings	3,572,159 32
Pay rolls unpaid	98,569 35
Bills of purchases unpaid	107,809 89
Running accounts to be settled	25,091 02
Notes outstanding	46,680 00
Open accounts of 1867 and 1868	233,816 34
	$32,628,884 98

The following is a list of the officers and directors who were elected at the recent meeting of the stockholders:

President.—W. D. GRISWOLD.

Vice President—ALEXANDER H. LEWIS.

Directors.—William D. Griswold, Larz Anderson, W. W. Scarborough, Alex. H. Lewis, Cincinnati; John Ross, Vincennes; Lewis B. Parsons, John J. Roe, St. Louis; Joseph W. Alsop, William H. Aspinwall, William Whitewright, Jr., Samuel U. F. Odell, Allan Campbell, Frederick Schuchardt, New York.

Gen'l Superintendent.—J. L. GRISWOLD.

Treasurer.—CHARLES S. CONE.

Auditor.—P. VAN DEURSEN.

Secretary.—E. D. HAMMOND.

Ass't Secretary.—SAMUEL TREVOR.

Spuyten Duyvil and Port Morris Railroad.

The route of this road will be through the valley of the Spuyten Duyvil Creek to the Harlem River, and along the course of that river to the mouth of Cromwell's Creek; from which it will strike across West Morrisania towards the Harlem Railroad; thence along what is known as the ridge to Mott street, in Melrose; thence across the low lands of that village and that of Bensonia, to connect with the present Port Morris branch of the Harlem road. The change of engineers caused delay in the construction of the line. The present engineer has adopted, almost entire, the route laid out by the former, and the work will be soon begun.

☞ The Queen Anne's Railroad will soon be completed. Only three miles, which is between Millington and Sudlersville, remain unfinished.

Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$288,865 28	$321,789 78
" freight	694,321 38	761,694 25
" mail	21,037 00	21,037 01
	$1,003,723 66	$1,104,521 04
Expenses, viz:		
Conducting transp.	$129,228 87	$146,341 59
Motive power	203,841 44	222,869 04
Maintenance of way	132,509 69	148,280 12
Maintenance of cars	46,254 28	57,967 93
	$511,834 28	$575,458 68
Earnings less expenses	$491,889 38	$529,062 26

Deduct extraordinary expenses, viz:

Renewing locomotive engines	$61,976 15	
New cars & rebuilding cars	53,645 68	
New railroad iron, chairs and spikes	43,000 00	
Ties and labor laying new track	12,263 55	
		176,258 69
Net income		$352,803 67

Out of which has been paid—

For 4 new locomotive engines	$49,093 22
New freight house & offices at Atlanta	30,947 82
Bal. on new round house at Atlanta	4,408 86
Surplus	268,353 77
Total, as above	$352,803 67

Compared with the previous year, the gross earnings show an increase of $100,797 38; with an increase in expenses and payments, both ordinary and extraordinary, of $17,254 78—making the increase of net income, $83,542 60. The President in his report says:

The Superintendent shows a gross profit of $1,104,521 04, and a net profit (deducting ordinary and current expenses) of $529,062 36; and deducting all payments on account of road, ordinary and extraordinary, a surplus remains of $268,353 77, applicable to other purposes. The company, however, has some valuable assets independent of the road, and the entire net income for the year may be stated thus:

Net income from the road after all payments, as above stated		$268,353 77
Dividends on stocks, interest, and rent	$100,711 75	
Charged with interest on bonds, taxes, & salaries	59,304 26	
		41,407 49
Total net profits		$309,761 26

It will be perceived by the above that after paying all expenditures and appropriations on road account, the company had for last year a net income of $309,761 26.

Two dividends have been declared in the year of $4 per share each, amounting, with the tax of $16,624, to $349,104. The deficit in net profits, to pay these dividends, was taken from and charged to reserved fund. This fund has also been charged with various items of war damage and losses by the old Bank in liquidation, and stood on the 31st of March, as will be seen, at $718,233 53. This reserved fund, as it is known, is not immediately available as a cash resource. It has resulted, to be sure, from net profits over all expenses incurred and debts contracted; but it is invested in our assets, some of which we do not wish to part with, and others are depreciated and unavailable. These assets are however valuable, and abundantly sufficient, even under forced sales, to pay all liabilities of the company and leave it entirely free from debt. That they are valuable, may be seen from the fact that they produced an income the last year of $100,711 75, and relieved the road earnings from all salaries in the financial department, the entire interest on the funded debt, upwards of $16,000, taxes, and leaving a balance in aid of dividends of $41,407 49. The income from these assets may not be fully maintained in future, butit is not doubted that they will continue to yield a sufficient income to meet the interest on the bonded debt of the company, or any debt the company is likely to contract. It has been the policy of the company to contract no debt not fully covered and provided for by the assets, thereby leaving the stock whole, and the company virtually out of debt. Some increase of the bonded debt since the last annual convention, proves no departure from this principle. To save the forced sale of assets at an under value, and liquidate some war damage claims and bank circulation, and provide in part for the heavy extra work for restoration of property, without interfering with dividends, the Board authorized an issue of 7 per cent. bonds to a limited amount, which have been sold at a premium. But the amount of assets has not been exceeded or even equalled, and the issue has been stopped.

The Superintendent has stated the gross and net profits of road operations for the past year. He also states the encouraging fact that the gross earnings exceeded those of the year preceding $100,797 38, and the net earnings those of the preceding year, $83,542 00. He also states in detail the expenditures on account of the road, distinguishing the ordinary from the extraordinary. The extraordinary are so called because of extraordinary causes—that is, by the waste and ravage of war. These changes make no difference in the capital. They are all charged to profit and loss account, like the ordinary current expenses. These expenditures have continued to be large, but with a round house in Augusta, and a few minor items, this distinction may be dropped—though somewhat larger outlays for new iron than "ordinary," will be required for several years.

Though the business of the year has been very satisfactory, it has been maintained under very strong and active competition. With a much heavier tonnage and 20 per cent. more mileage, an increase of 10 per cent. in gross profit has only been realized from the low rates at which much of the work has been done. Roads continue to multiply, by which we shall in the future be variously affected; but the Board are inclined to believe, with the Superintendent, that the present profits of the road may be maintained.

Compared with other contiguous roads, our business in the transportation of cotton has been very encouraging. Whilst other neighboring roads have fallen off largely, the number of bales transported over our road has only declined 8,336 bales, and that loss has been entirely on cotton from Montgomery. From that point we transported in 1867-8, 12,062 bales, and the last year only 2,903 bales; decrease, 9,159 bales, which more than accounts for the whole decrease. From most other points beyond our terminus, especially the Northwest, we have had a handsome increase. The loss from Montgomery is easily accounted for. It was partly from the short deliveries at that point, but mainly from the control of the Montgomery and West Point Road by rival interests. Where the competition is equal, we may always expect our full share in the transportation of this important staple. Augusta is fast regaining its former popularity as a cotton market, and as an entrepot, its advantages are unrivalled.

We are also much pleased to find a progressive increase in the grain and provision trade from the West. In 1867-8, we transported of corn 487,828 bushels; and in 1868-9, 1,059,043 bushels; increase, 571,215 bushels. We transported wheat, 104,640 bushels in 1867-8, and in 1868-9, 802,411 bushels; increase, 197,711 bushels; and the same increase is found in most other articles of Western production. Should the increased facilities in the means of transporting grain in bulk, spoken of by the Superintendent, be realized, this business will become one of much importance to us. It is to a great extent, a Summer business much needed by Southern Roads, as it gives employment to their stock at a season when much of it is idle.

To provide a safe and convenient fiscal agency for our own business, and with a hope of making some profit on the earnings of the road until needed, and upon private deposits, an office of discount and deposit has been recently re-opened. The business has scarcely been fairly opened, and a large business will not be sought or desired. The small business yet done has been entirely safe, and it should be the policy of the Board to keep it so, and run no risks. Agencies have been established at Atlanta and Athens, and from the high credit of the institution, deposits will no doubt soon accumulate, when the business may be safely enlarged and the profits increased. The uncertain and fluctuating value of the currency is, however, very much against a safe and profitable banking business upon deposits.

The company have 41 locomotives, of which 25 are in good order, 23 passenger, 10 baggage, 292 box, 18 coal, 100 platform, 14 shanty, 14 cab and 27 stock cars. Miles run by engines 747,099. Miles of road in use 231. Bales of cotton transported, 104,372. Bushels of grain, 1,407,326. Barrels of flour, 12,530. 12½ miles of new iron have been laid during the year, making in all 47½ miles of new iron laid down since the close of the war.

The following is a Condensed Statement of the condition of the Georgia Railroad and Banking Company, on the 31st of March, 1869.

The road and its outfit		$4,156,000 00
Real estate		114,628 66
Banking house and lot		35,000 00
Road expenses and expenditures for the road	$882,090 10	
Incidental expenses and salaries	13,113 86	
Interest on bonds	29,633 58	
U.S. tax on dividend No. 49 and 50	15,395 80	
Tax p'd State of Georgia	1,161 52	
		941,394 86
Materials on hand for road		77,516 44
Stock of other companies		1,097,337 20
Bonds of other companies		78,400 00
Discounted notes		2,599 11
Assessment on stock		262 50
Bills receivable		16,564 10
Due by other corporations		11,180 00
Notes of Banks in Augusta		195,329 98
Cash		129,776 26
		$6,855,988 61
Capital stock		$4,156,000 00
Profit and loss	$718,233 53	
Income from railroad	1,067,232 99	
Transportation of the mails	81,319 51	
Interest, discount and premium account	17,451 51	
Dividends on stocks	81,998 58	
Rent account	1,266 66	
		1,917,497 78
Bonds of this company		592,000 00
Dividends unpaid		43,682 37
Due to other corporations and agents		39,897 48
U. S. tax retained on coupons paid		1,226 69
Deposits		3,689 26
Circulation		110,995 03
		$6,855,988 61

President.—JOHN. P. KING

Directors.—E. E. Jones, B. H. Warren, John Bones, Edw. R. Ware, Sam'l Barnett, Antoine Poullaine, James W. Davies, L. M. Hill, Richard Peters, Stevens Thomas, James S. Hamilton, Geo. T. Jackson, M. P. Stovall, Thos. J. Burney, D. E. Butler, Green Moore.

Gen'l Superintendent.—E. W. COLE.

Ass't Superintendent.—S. K. JOHNSON.

Treasurer.—J. MILLIGAN.

Steel Rails.

ELEVEN HUNDRED MILES OF STEEL ROAD IN THE UNITED STATES—AMERICAN AND ENGLISH RAILS—STEEL HEADED RAILS—ADVANTAGES OF SOLID STEEL.

Eight years ago steel rails were a doubtful experiment. To-day they are a fixed fact and an absolute necessity. When they were first offered for sale, as was recently stated by Mr. W. Bragge, the gentleman on whom devolved the difficult task of introducing them, they were looked upon with distrust, and only by giving rails to be made into points and crossings, on trial, to be paid for when they had earned their value, was it possible to dispose of them in England. In 1861, Mr. George Wilson, agent of Cammell & Co., who were among the earliest steel-rail makers, and manager of their famous Cyclops works at Sheffield, visited this country with specimens of the new manufacture, and succeeded in persuading the far-seeing President of the Pennsylvania Central Railway to purchase a few hundred tons, which were laid during the ensuing season on the most trying portions of that road. These were the first steel rails used in the United States, and the credit of their introduction is largely due to Mr. Phillip S. Justice of Philadelphia, who perceived at once the advantages which they must possess over iron rails, and exerted his influence to secure a trial for them. Notwithstanding this auspicious opening, the sale of steel rails in this country was very far from easy work. When the subject was first brought to the notice of the President of the New York and New Haven Railway, one of the directors of the company chanced to be sitting in the office, absorbed in a newspaper. Catching the topic of conversation between the President and the agent, he suddenly looked up, exclaimed with a sniff of supreme contempt, "Steel rails? Bah! stuff! bosh! nonsense! humbug!" and then relapsed into his newspaper again, leaving the President to take the very broad hint and the agent to sell no rails. As an offset to this, and as a good illustration of the progress steel rails have made in the good opinion of American railroad men, the fact may be cited that less than a week ago, the General Superintendent of the very same road promptly replied to the question, "How many steel rails are you laying this season?" with the significant remark, "All that we can raise the money to pay for!" In England, too, it is only a few weeks since the engineer of the Metropolitan Underground Railway of London stated to an American gentleman, that without steel rails it would have been utterly impossible to operate that road successfully; for the heavy trains, drawn by forty-five-ton locomotives, starting every five minutes, and stopping at half-mile stations, and running forty miles an hour with the brakes down more than half the time, would have used up the best iron track so fast that it could not have been relaid without interfering most seriously with the traffic of the line. And, finally, the report of the exhaustive and important discussion held last year by the Institution of Civil Engineers in England, sums up the case in these words: "There can be no doubt as to the expediency of employing steel rails, even on railways where the traffic is light; but, of course, the heavier the traffic the greater will be the economy of substituting steel for iron."

In view of this forcible verdict in favor of steel rails, it becomes a matter of great public interest to know by what companies and to what extent these rails are being laid in the United States. The report on Railroads of the State Engineer and Surveyor of New York, prepared by S. H. Sweet, Deputy, says: "It is estimated that from 40,000 to 50,000 tons of steel rails are in use on our various railways." Careful researches, made in this city during the past week, warrant the use of much more encouraging figures, and authorize the assertion that by the end of the year 1869 there will be laid in the United States, in round numbers, one hundred and ten thousand tons of steel rails, equal to eleven hundred miles of steel road; and of this amount about thirty-six thousand tons, equal to three hundred and sixty miles, will be laid during the present season! These rails are in use on more than 50 different roads, and are partly of American, principally of English, and to a very small extent, of Prussian manufacture.

Four large steel works for making rails have already been established in this country, and a fifth is nearly completed. John A. Griswold & Co., proprietors of the Bessemer Steel Works of Troy, N. Y., made about 2,000 tons of steel rails, half of them for the Erie Railroad, prior to the burning of their works in October, 1868. None of these rails have broken, and official certificates testify that they are equal to the best foreign rails. The new works, now nearly completed, will enable the proprietors to produce steel rails at the rate of 15,000 to 20,000 tons per year. The Pennsylvania Steel Works at Harrisburg are now, and have been for some time, producing steel rails at the rate of 12,000 tons annually. These are mostly laid on the Pennsylvania Railroad, and the official reports show them to be equal to the best foreign rails. The yearly capacity of the works is 20,000 tons. The Cleveland Rolling Mill Company are producing steel rails at the rate of 6,000 to 8,000 tons per year. They have only recently started and are not yet in full operation. Their capacity is 15,000 to 20,000 tons per year. Their steel is of Lake Superior iron and is of excellent quality. The Freedom Iron and Steel Works at Lewistown, Pa., are producing rails for the Pennsylvania and other roads at the rate of some 8,000 tons per year. Their annual capacity is 10,000 to 12,000 tons. Their steel is pronounced by the Pennsylvania Railroad Company, after rigid tests, equal to the foreign. The Cambria Iron Company have a Bessemer steel works nearly completed at Johnstown, Pa. Its capacity will be 20,000 tons. The above statements are authorative, and clearly indicate that we shall be able, by next year, to produce annually at least 80,000 tons of good, American-made, steel rails, a fact full of promise for the future of American railways. It may also be stated here that the proprietors of one of the largest iron-rail-making establishments in Pennsylvania, after struggling vainly for four years against the rising steel-rail tide, are now negotiating for the services of able and experienced German engineers and metal-workers, with a view to immediately establishing steel works, at which they confidently expect, within a year, to produce steel rails equal to the best for $75 a ton, which is less than the present price of good iron rails! The report quoted above states that some 7,000 tons of domestic steel rails have already been laid, and it is certainly safe to assume that 5,000 tons will be laid this season, making a total in round numbers of at least 12,000 tons (120 miles) of American steel rails in use in the United States at the end of 1869.

The English steel rails laid in this country are made by four great manufacturing companies, each having an agent in this city. Guest & Co., of the Dowlais Works in South Wales, are very celebrated makers of the iron rails, but have not long been engaged in the steel-rail manufacture, and have only been actively in the American market a little more than a year. Eight hundred tons of their rails are in use on the Erie Railway, and 1,200 tons on the New York Central. The orders for this season include 1,000 tons for the Delaware, Lackawanna and Western, 750 tons for the New York and New Haven, 500 tons for the Hudson River, and small trial lots for the Boston and Providence and other roads, making a total of about 3,000 tons for this year and 5,000 tons in all. The rails for the Delaware, Lackawanna and Western Railway were ordered through an influential director, who visited the Dowlais Works and was so well satisfied with what he saw that the order was given, despite the fact that the managers of this road have hitherto strenuously opposed steel rails in consequence of being pecuniarily interested in iron rail-works. The Guest rail weighs about 60 pounds to the yard, and is tested with the utmost severity, by placing it on bearings three feet apart, and then dropping a ton-weight on it from a height of 30 feet. Guest & Co. made the huge 85 pound rail on the London Underground Railway, and said to be the heaviest steel rail ever made. A specimen of it may be seen at the office of their agents, Perkins Livingston, & Post, No. 68 Broadway.

The steel rails of the Barrow Hematite Steel Company have been for sale in this market a little more than two years, during which time fully 15,000 tons have been sold, the sales this year reaching about 10,000 tons. The first Barrow rails laid in this country were put down three years ago on the curved track running out of the Hudson River Railroad depot at Thirtieth-st., and, as yet, they show scarcely a sign of wear. Four thousand tons of Barrow rails are going down this Summer on the New York Central, and about 2,500 on the Hudson River, while others in various quantities are now laying, or have been laid on the Pennsylvania Central, Baltimore and Ohio, Philadelphia, Wilmington and Baltimore, Reading, New York and New Haven, Connecticut River, Boston and Providence, Providence and Worcester, Old Colony and Newport, Norwich and Worcester, New Jersey Transportation, Lehigh Valley, Northern Pennsylvania, Norristown and Germantown, Toledo, Wabash and Western, Chicago and North-Western, Chicago, Rock Island and Pacific, and several other roads. The steel from which the Barrow rails are made is of a peculiarly excellent quality, the works are on the most extensive scale, the appliances are all of the most approved character, and the rails themselves are winning such favor, and are in such demand all over the world, that the orders, despite the great capacity of the works, 1,200 tons per week, or 60,000 tons yearly, can scarcely be filled as fast as they are received. The popularity and success of the steel rail manufacture is indicated by the two facts, that the Duke of Devonshire is Chairman of the Directors of this Company, and that a city of 25,000 inhabitants has sprung up with Chicagoan rapidity, in the past few years, around the Barrow furnaces. The New York agents for the Barrow rail are C. Congreve & Son, Nos. 104 and 106 John-st.

The Cammell steel rail was the first laid in the United States, and about 27,000 tons have been imported for the following roads:

Pennsylvania Central (estimated)	7,500
Hudson River	5,000
New York Central	1,000
Erie	3,000
New York and New Haven	4,500
Boston and Providence	1,000
Lehigh and Susquehanna	3,000
Other roads (estimated)	2,000
Total	27,000

The Cammell rails have stood the test most admirably, and the claim of the New York agents, W. Bailey Lang & Co., No. 54 Cliff st., that these rails are "as good as any," has been fully substantiated. The Lehigh and Susquehanna road, from Easton to Mauch Chunk, a distance of 35 miles, was entirely laid at the outset with these rails, and is the only road of the kind in the United States, the steel rails on other lines being used in relaying tracks originally of iron, and no

such track, as yet, having been wholly replaced with steel.

The fourth great English steel rail making establishment is that of John Brown & Co., which has furnished the United States with 51,000 tons of steel rails, or more than the other three works combined. The importations for the last four years are about as follows, in round numbers: 1866, 10,000; 1867, 12,000; 1868, 17,000; 1869, 14,000. About 200 tons of these rails have just been purchased for the Sixth avenue Railroad in this city, and are now lying in heaps along the upper part of the line, from the Central Park to the company's office at Forty third street. This is undoubtedly the first instance in which steel rails have been adopted on a horse railroad.

All of the English steel rails mentioned above are undeniably of excellent quality, and it cannot be said that any one of them has any marked superiority over the others. The President of the New York and New Haven Railway Company instituted a test last Winter at Bridgeport, in which two iron rails were placed 2½ feet apart on a solid wooden platform. On these bearings a first class iron rail, made at Worcester, was laid and shivered into fine pieces by the 1,550 pound weight of a pile driver falling on it from a height of 20 feet. The same weight was then dropped from a height of 34 feet on each of the steel rails, and neither of them was even cracked. In view of the result of this experiment, the New York and New Haven Company resolved and openly proclaimed that they would hereafter buy the steel rail that could be had for the least money, inasmuch as they were fully convinced that any one of the rails tested would be abundantly strong and durable for all practical purposes.

Steel rails are now in use on nearly all the railways running out of New York, and in some of them to a large extent. There will be 20,000 tons of such rails on the Hudson River road by the end of October, 5,000 tons being laid this season. Two hundred miles, or two-thirds of its entire track, will then be laid with steel, and the remaining third will doubtless be renewed with the same metal inside of two years. On the New York and New Haven road there will be about 6,000 tons of steel rails by the end of the season, nearly half of them being put down this year, and the company have publicly stated their determination to make all renewals of tracks hereafter with steel rails only. On the Harlem road there are 1,500 tons of steel rails. On the New Jersey roads they have been introduced to a considerable extent, and the last report of the New Jersey Railroad and Transportation Company says: "It is probable that steel rails will gradually be laid the entire length of the road, the greater durability of these rails overcoming the objection to their increased cost. It is also noteworthy that a prominent gentleman, officially connected with all the New Jersey Railroads, is now in Europe for the purpose, it is strongly surmised, of thoroughly investigating this whole question of steel rails. On the Erie road there are nearly 9,000 tons of steel rails in use. One thousand tons of John Brown rails were laid three years ago, and are just as good, to all appearances, as when put down. Three thousand tons of the same manufacture, and 3,000 tons of Cammell rails, have been down a little more than a year. There are also 1,000 tons of Troy rails, about 800 tons of Guest rails, and 40 tons of Krupp's cast steel rails, making an exact total of 8,840 tons.

This year the Erie Company is not laying a single solid steel rail. It is putting down, instead, about 2,000 tons per month of iron rails re-rolled at Elmira, and about 1,200 tons per month of steel headed rails made at Trenton, with old iron rails for the base, and a cap of puddled steel welded to this, and forming about one-third of the height of the rail. About 6,000 tons of these have been laid since last November, and very diverse opinions are expressed concerning them. A prominent official connected with the road admitted to an importer of solid steel rails in this city that they were "giving out in all directions." On the other hand an agent of the manufacturers, after careful inspection, found in the whole lot less than a dozen rails that showed flaws or defects of any consequence. The truth undoubtedly is, judging from the essential nature of the case, and from European experience, that these steel headed rails are better than iron rails, but much inferior to rails of solid steel, and the public must judge for itself whether the Erie Company is to be commended or justified for renewing its track with anything but solid steel rails, when the traffic on that road, as its officers are proud to say, tries the rails as severely as on any road in the world. A quantity of steel headed rails made at Rochester, and ingeniously contrived so that the action of the wheels tends to fasten the cap more firmly to the base, have worn well for two years past on the track of the New York Central; and some enthusiasts have maintained that such rails are even better than those of solid steel, inasmuch as the hard steel cap furnishes the required wearing surface, while the tough iron base affords a surer resistance to the downward pressure of passing trains than brittle steel possibly can. This is a point still in dispute, but the general opinion of practical men is indicated clearly enough by the fact that in Germany, where all kinds of rails have been thoroughly tested, steel rails are guaranteed for twelve years and steel headed rails only for five.

Despite the great stride in advance which we are making this year in the laying of steel rails, we are still behind many European countries in this respect. France, Belgium, Germany, and Holland have already laid them extensively, and even Russia has over 70,000 tons engaged for the present year. Immense quantities are also going to the East Indies, the great Indian Peninsula Railway alone having ordered 32,000 tons within the last two years. This tardiness on the part of the United States is owing largely to the higher rates of money in this country. The price of a ton of steel rails at the mill in England is about £12 in gold, which amounts, with the 45 per cent. duty and the cost of transportation, to £19 in gold, equal at the recent rates to about $130 in currency; whereas good iron rails may be had for $85, and poor ones for considerably less. In fact, the failure of many roads to introduce steel is not the worst of it. They will not even use good iron. "It is the hardest thing in the world," as a sagacious dealer lately remarked, "to sell a good rail; but if we had 25,000 tons of miserable bars, as worthless as they are cheap, we could sell them in a week. Plenty of Southern and Western roads are sending on here for wretched 50 and 52 pound iron rails, when their tracks ought to be laid at the very least with 60 pound rails." Such conduct is culpable, but perhaps natural. The projectors of a new railroad aim, of course, at getting the track down and in running order as soon as possible, and not one in a hundred is content to make haste slowly and use the best materials. When the road gets into operation, a dividend must be declared to satisfy the stockholders; and then begins the grand difficulty that lies today in the way of using steel rails, and is well illustrated by the story of an agent who sold 1,000 tons of Cammell rails to a New England road, and called a year later to learn how they had turned out. "O, admirably," said the President, "and we want another thousand tons, but—listen!" In the next room a stockholder, who had just received his yearly dividend and counted it carefully, was heard to exclaim, in a tone of annoyance, "Only $200! Why, I had $250 last year! What's the matter? Is the road running down?" "Oh, no," was the instant response, "but we have been spending a good deal of money for steel rails lately." "Steel rails, eh?" rejoined the stockholder; "I don't know about that. I guess iron rails are good enough; any how, I want my $250 next time," and the speaker retreated with an ominous frown on his countenance. "There," said the President, "that's the trouble; and although we want the rails at once, *that* compels us to defer buying them until next year." The conviction is daily gaining ground among railroad men that it is a "penny wise, pound foolish" policy to continue the use of iron rails, and shrewd managers will not much longer hesitate to cut down dividends, if necessary, for a few years, in order to supply the public with a safe, as well as cheap and speedy, railway transportation.

The great advantage of steel rails lies in their homogeneity. An iron rail, or a steel headed rail, is made of a pile of bars heated and welded together, but a solid steel rail is rolled from a single ingot, and consequently is subject to wear only, whereas the others are exposed to "wear and tear," and the "tear," as any one must know who has ever noticed the battered, laminated, and disintegrated condition of iron rails, on a much used track, is a most serious consideration. So great is this advantage that a single steel rail has been known to outwear no less than 23 iron rails placed successively in the same track, and it is perfectly safe to say that any good solid steel rail will outlast a dozen rails of iron. The argument that steel rails are worthless when once worn out never had much force, and is now entirely upset by the discovery of the Martin process, by which old steel can be re-worked with perfect ease. And the grand objection that steel is brittle, and, therefore, steel rails must break, is now fully overthrown by actual experience. Of course steel rails may be made so brittle as to be worthless, and it is well ascertained that punching holes in them has a most injurious effect; but this process is now discontinued, and it is certain that rails rolled from good Bessemer steel and drilled, instead of punched, are not only far more durable, but are at least as tough as the best iron rails.—*N. Y. Tribune.*

☞ The Cincinnati and Zanesville Railroad, extending from Zanesville to Morrow, 132 miles in length, together with other property and franchises, including the franchise to be and act as a corporation of the Cincinnati and Zanesville R. R. Co. in the State of Ohio, will be exposed for sale at public vendue, in the city of Cincinnati on the 1st of December. The minimum price fixed by the Court is $1,003,968.

☞ The Monongahela *Republican* says that the Monongahela Valley Railroad project is by no means abandoned. A proposal is now being elaborated before the Directory to be acted upon, sometime in January next, which will guarantee the vigorous prosecution of the work along the whole line next summer.

☞ The sections of the Providence and Boston Railroad where steel rails have been used having proved to be a success, the company has just ordered five hundred tons of German steel rails, similar to those which have been effectively proved to be more serviceable and safer than the ordinary rail.

☞ Messrs. W. J. Budd & Co., are the contractors for the construction of the Little Rock and Fort Smith Railroad. They are of the opinion that the twenty miles can be graded by the 1st of January. About 31 miles are now ready for the cross ties.

☞ Upon the recommendation of the Secretary of the Interior the President has accepted a section of sixty-three miles of the Western Pacific Railroad, and ordered the bonds due on account of the construction thereof to be issued to the company.

☞ Hugh Riddle, Esq., has been appointed General Superintendent of the Chicago, Rock Island and Pacific Railroad, Vice John F. Tracy, Esq., resigned.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	-------	-------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,282,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	2,545,225	-------	-------
Atlantic & Gt. Western ... 50	25,879,923	-------	-------
" " " pref. 50	1,919,000	-------	-------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug. '69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware.....100	996,250	-------	-------
Berkshire*.....100	600,000	J. A. J. & O.	Oct. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun. '69 2½
Boston and Albany 100	13,725,100	J. & J.	July '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,900	-------	-------
Do., do. pref..100	1,340,400	M. & N.	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City.....10	1,000,000	F. M. A. N	Aug. '69 3
Brooklyn City & Newt'n..100	399,800	-------	-------
Buffalo, Bradford & Pitts.100	1,100,000	-------	-------
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. '69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '69 5
Camden and Atlantic,pref. 50	600,000	-------	-------
Camden & Burlington Co.100	331,000	-------	July '69 3
Cape Cod 60	721,920	J. & J.	July '69 5
Cape May and Millvi le* .. 50	447,000	J. & D.	Jun. '69 3
Catawissa.....50	1,150,000	-------	-------
Catawissa, pref.....50	2,200,000	M. & N.	Nov '69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul. '69 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July. '69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan. '69 2½
Central Ohio.....100	2,800,000	J. & D.	Dec. '68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	-------	Oct. '67 2½
Chemung*.....100	380,000	J. A. J. & O	July '69 2
Cheshire, preferred 100	2,017,825	J. & J.	July '69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July '69 5
Chicago and Milwaukee*..100	2,227,000	-------	-------
Chicago & N. Western....100	14,590,162	J. & D.	Jun. '69 5
" pref.100	18,159,097	J. & D.	Jun. '69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct. '69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '69 5
Cincinnati City Passenger....	-------	J'n & J'ly	Jan. '68 2
" Street.....	-------	J. & J.	Jan. '68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov '69 3½
Cleveland and Pittsburg... 50	5,958,775	J. A. J. & O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug. '69 4
Col., Chi. & Indiana Cen..100	11,420,000	-------	-------
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord.....50	1,500,000	M. & N.	Nov. '69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun '69 3½
Coney Island & Brooklyn.100	500,000	-------	-------
Conn. & Passumpsic Rivers.100	139,000	-------	-------
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk ...100	400,000	-------	-------
Dayton and Michigan*....100	2,390,646	-------	-------
Delaware*.....50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,820,200	-------	-------
Detroit & Milwaukee.....100	1,047,350	-------	-------
" " pref.100	1,500,000	-------	-------
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Nov. '60
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly '69 3½
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.).....100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	664,500	-------	-------
East Tenn. and Georgia...100	1,290,067	-------	-------
East Tenn. and Virginia...100	1,902,000	-------	-------
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug '69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov '69 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '69 3½
Erie Railway 100	70,000,000	F. & A.	Feb. '66 4
Do. pref.....100	8,536,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	962,990	-------	-------
Evansville & Crawfordsv.100	1,143,445	-------	-------
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	-------	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O	Oct. '69 5
Hannibal and St. Joseph..100	2,900,000	-------	-------
Do. do. pref.100	5,253,830	-------	-------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '69 5
Housatonic.....100	820,000	-------	-------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central 100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Oct. '69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '69 4
" " guar.100	533,500	F. & A.	Aug. '69 4
Lackawanna & Bloomsb... 50	1 335,000	-------	-------
Leeds and Farmington*.....	-------	J. & J.	July '69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J. A. J. & O	Oct. '69 2½
Lehigh Luzerne..... 50	344,550	J. & J.	Jan. '69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun. '69 3½
L. M. & C. and X. (Joints).100	1,804,397	J. & D.	Jun. '69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '69 3½
Lomb. and South St (Ph.) 25	90,000	-------	-------
Long Island..... 50	3,000,000	F. M. A. N.	Aug. '66 2
Long Branch & Sea Shore ..	95,194	-------	N'v '67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n. '69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville...100	7,369,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	-------	-------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun. '69 2
Mahanoy & B'd Mount'n* 50	1,676,915	-------	-------
Maine Central.....100	1,611,500	-------	-------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov. '69 5
Marietta & Cincinnati..... 50	3,029,778	-------	-------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000	-------	-------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug. '67 6
Milw. & Prairie du Chien.100	-------	-------	-------
" " " 1st pref 100	-------	-------	-------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n '69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	-------	-------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec. '67 4
Morris and Essex 50	3,616,350	-------	Jul. '69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov. '69 6
Nashville & Chattanooga..100	2,056,544	-------	-------
Naugatuck.....100	1,436,600	F. & A.	Feb. '69 5
New Bedford & Taunton..100	500,000	J. & J.	July '69 4
New Haven & N. London..100	788,538	-------	-------
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '69 5
New London Northern....100	895,000	M. & S.	Sept '68 4
New York Central.....100	28,795,000	F. & A.	Aug. '69 4
" Int. certificates...100	22,829,600	F. & A.	Aug. '69 4
New York and Harlem.... 50	5,500,000	J. & J.	July '69 4
" " pref. 50	1,500,000	J. & J.	July '69 4
New York & New Haven.100	9,000,000	J. & J.	July '69 5
N. Y., Provid. & Boston..100	2,000,000	J. & J.	July '69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	-------	-------
North Carolina.....100	4,000,000	-------	-------
Northern Central 50	4,798,900	F. M. A. N	Aug. '69 2
North Eastern (S. C.) pref.100	155,000	-------	May '67 4
Northern of N. Hampsh...100	3,068,400	J. & D.	June '69 4
North Pennsylvania..... 50	3,150,150	-------	Jan. '69 5s
Norwich & Worcester 100	2,383,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July '69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	-------	-------
" " pref.100	3,500,000	J. & D.	Jun. '69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Oct. '69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	-------	-------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug. '69 4
Pacific of Missouri.....100	3614,515	-------	-------
Panama.....100	7,000,000	J. A. J. & O.	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July '69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	5,996,700	-------	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July '69 5
Do. Do. preferred. 50	1,551,800	J. & J.	July '69 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July '69 4
Philadelphia City 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.100	19,668,000	J. A. J. & O	Oct. '69 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun. '69 3
Providence & Worcester..100	1,800,000	J. & J.	July '69 5
Raleigh and Gaston.....	-------	-------	Jul. '69 3
Rensselaer and Saratoga ..100	2,600,000	A. & O.	Oct. '69 3½
Richmond and Danville ...100	2,000,000	-------	-------
Richmond and Petersb g..100	847,100	-------	-------
Rich., Fred. and Potomac.100	1,041,800	-------	-------
Rockport 100	88,460	-------	Nov. '67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July '69 5
Rutland preferred.....100	-------	F. & A.	Feb '69 3½
St. L., Alt. and T. Haute..100	2,300,000	-------	-------
" " " pref.100	2,040,000	Annual.	June '69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	445,596	M. & N.	May '69 3
Sand., Mansf. and Newark.100	901,341	-------	-------
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh'a. 50	1,269,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '69 3
Schuylkill Valley* 50	576,050	J. & J.	Jul. '69 2½
Seaboard and Roanoke....100	868,200	-------	-------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb. '69 3
Shore Line.....100	656,200	J. & J.	Jan. '69 3
Sixth Avenue (N. Y.) 100	750,000	-------	Nov. '67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	-------	-------
South Shore.....100	259,685	-------	Jul. '68 3
South Western, Georgia...100	3,929,900	F. & A.	A'g. '68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May '69 3
Steubenville and Indiana.100	1,983,141	-------	-------
Stockbridge & Pittsfield*100	448,700	-------	------- 3½
Summit Branch..... 50	250,000	F. & A.	Aug. '69 3
Syr., Bingham. and N. Y.100	1,314,130	-------	-------
Taunton Branch 100	250,000	J. @ J.	July '69 4
Tennessee and Alabama ..100	595,922	-------	-------
Terre Haute and Indiana. 50	1,988,150	J. & J.	July '69 6
Third Avenue (N. Y.).....100	1,750,000	-------	-------
Thirteenth and Fif. (Ph.).. 50	-------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000	-------	-------
" " (E. D.) pref.100	1,700,000	-------	-------
" " (W. D.) pref..100	1,300,000	-------	-------
Tol., Wabash and West....100	5,700,000	-------	-------
" " pref.100	1,000,000	M. & N.	May '69 3½
Troy and Boston.....100	607,111	-------	-------
Troy and Greenbush*.....100	274,400	J. & D.	Jun '67 3½
Union Transport'n (Bos.)..100	200,000	-------	-------
Union (Phila.) 50	291,476	J. @ J.	July '69 3
Utica and Black River.....100	834,400	J. & J.	July '69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun. '69 4
Vermont Central.....100	5,000,000	-------	-------
Vermont and Massachu'ts.100	2,800,000	J. & J.	July '69 0
Vicksburg and Meridian...100	367,408	-------	-------
Virginia Central 100	3,353,679	-------	-------
Virginia and Tennessee...100	3,506,300	-------	-------
Western Union 100	2,707,693	-------	-------
West Jersey 50	804,150	F. & A.	Aug. '69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	-------	-------
Winchester and Potomac....	-------	J. & J.	Jul. '69 3
Warren.....100	1,547,650	-------	------- 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul. '69 4½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun. '69 3
Chesapeake and Ohio 25	8,228,595	-------	-------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug. '69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug. '69 5
Erie of Pennsylvania..... 50	64,000	-------	-------
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,026,000	F. & A.	Feb. '67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 3
" " (pref.). 50	2 888,805	F. & A.	Feb. '67 6
Susq. and Tide Water..... 50	2,002,746	-------	-------
Union..... 50	2,907,880	-------	-------
" preferred 50		-------	-------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept. '69 3
Union Navigation.....100	4,000,000	MJS&D.	Dec. '66 5
West'n Union Telegraph..100	41,963,000	J. & J.	July '69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec. '66 4
Butler Coal..... 25	500,000	J. & D.	Jun '69 1½
Central Coal 100	2,000,000	J. & J.	July '69 5
Fulton Coal.....	-------	J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	-------	Dec '68 2½
Pennsylvania Coal 50	3,200,000	F. M. A. N	Feb '69 5
Roaring Brook Coal.....	200,000	-------	Dec '68 2½
Short Mt. Coal..... 50	800,000	-------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	F. M. A. N	Apr. '68 5
American Express 500	9,000,000	F. M. A. N	May '68
Merchants Union Express.100	20,000,000	-------	-------
United States Express 100	6,000,000	F. M. A. N	A'g. '69 2½
Wells, Fargo & Co. Exp...100	10,000,000	-------	-------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	579,000	511,854	5?7,500	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,860	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401.280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,695,153
1867	248,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,560	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196.435	201,134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	248,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041.116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122.140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261.079	352,786	414.543	410,336	372,593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	667,141	603.402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	568.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,?27	738,530	823,901	727,810	613.329	7.160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7.817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113.504	112,952	123.802	1,201,239
1867	94,136	78,976	92.910	92,768	90,526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,995
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,503	557,227	268,613	264.935	241,236	189,145	238,012	308,106	375.567	332,360	348.048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448.934	411.806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429.177	496,655	429.546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	550,871	429,785	380.034	4,683,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,686	436,399	437,503	4,991,1.3
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,360	307.474	258.634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	306.186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.661	490.694	447.670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414.604	308,660	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	506,296	412,934	330.373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456.973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	.....	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190.491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	935,557	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302.426	281.613	3.380.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414.707	448.994	468,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	748,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936.188	711,457	1,170,241	1,125.635	754,551	1,032.149	812,178	9,555,519
1865	653,053	608.305	116,215	923.283	416.341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702.685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	998,841	1,252,386	833,742	887,793	874,974	436,990	10.637.124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,150,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395.845	350,753	407,077	463,509	505,814	466,300	487.642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,128
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,823	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221.570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3.809,356
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82.147	68,189	59,862	75,677	92,715	61,770	57,830	689,383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,408	814,036
1867	39,078	27,667	36,392	40,710	57,852	60,558	58,262	73,525	126,495	120,208	79,431	54,719	774,987
1868	46,415	40,703	39,198	49,231	70,165	77,339	59,762	84,607	97,338	97,600	57,145	45 470	764,971
1869	41.991	42,202	54,564	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Nov. 1, 1869.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	124
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	117½
.. .. coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112½
.. .. .. (5-20s).....coupon		6	" "	1882	114½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1884	112½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1884	112½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	114½
.. .. .. (5-20s).....coupon		6	" "	1885	113½
.. .. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	114½
.. .. .. (5-20s).....coupon		6	" "	1886	115½
.. .. .. 3d series (5-20s)...registered	379,588,950	6	" "	1887	115
.. .. .. (5-20s).....coupon		6	" "	1887	115½
.. .. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	116½
.. .. .. (5-20s).....coupon		6	" "	1888	115½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s)....coupon		5	" "	1904	107
Union Pacific R. R. Bonds .....(currency)	62,188,320	6	Jan. & July.	'95–'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	47,640,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	75,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	206,502	var	.....	Due.	....
Treasury Notes (7-30s).....	888,400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,576,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,410	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,258	*nil.*	.....	Dem.	....
Fractional Currency	37,035,442	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	5	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	560,200	8	" "	'94–'95	90½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,068,500	7	Jan. & July.	1877	123
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71–'81	97½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91½
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	84½
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	5	Jan. & July.	1870	....
.. —Interest Bonds.....	906,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	65½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	81
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	94
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	....
.. — .. .. 1838–'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1864–'68.....	2,040,100	6	" "	1883	101½
.. —Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69–'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90–'94	105
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–'71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70–'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72–'73	121½
.. —	720,000	6	" "	'74–'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	105
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	87½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	87½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
.. — .. Bonds.....	22,186,000	7	" "	1877	107½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	47
.. — .. (new).....	3,059,045	6	" "	'92–'98	39½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,096,309	6	" "	1881	102
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106
.. —	9,273,050	6	" "	1882	109
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	100½
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	68
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	51
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	99
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	6	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	53
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,785,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6*	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	87½
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898?	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	60½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	386,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	90
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,600,608	7	April & Oct.	New York.	1893	81½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	97½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,280	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,848,080	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	84
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	96½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	8	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	97
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	78½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	91½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	106½
National Loan	24,371,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	60
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	6	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'90	80½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	96
1st Mortgage	2,400,000	7	Jan. & July.	" "	1895	101½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	107½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	880,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	94
Funded Coupons	755,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	88½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	91
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1899	87
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	94
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1862	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1865	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,507,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1900	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (June. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (June. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	76½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	74
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	87½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1895	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	709,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	97
2d Mort. (General) for $2,600,000	1,033,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1893	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1886	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1899	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1890	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	6*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	88
Income Bonds	570,000	6	April & Oct.	"	1872	68
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	78½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186 400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	9 .0'-'75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Can):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,800	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £815,200	2,983,720	6*	—— & ——	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77-'78	....
Stock Debentures £46,700	228,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	800,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	83
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	117
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	373,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1867	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1895	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1895	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia	1897	86
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98½
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $3,000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	65½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1886	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	90
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	87½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1896	100½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	42
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortga. e for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1868	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1901	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	656,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1870	....
Mortgage Bonds	719,500	8	" "	" "	1881	...
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	91½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'93	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	75
2d Mortgage for $1,500,000	1,167,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1890	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	90½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	96
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	88
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	99
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	90
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'79	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	119 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1868	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	88½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	80
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	101
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	431,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1896	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $300,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) s'kg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
3d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	....
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	93½
						100½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73½
3d Mort. " "	573,500	6	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	6	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,982	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	90
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97¼
Panama.						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94
2d M. stg. } Harrisb. to Pittsb.	2,283,340	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage (General)	5,000,000	6	" "	"	1881	84½
2d Mortgage	4,000,000	7	" "	"	1901	84½
3d Mortgage for $5,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836–43–44–48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	96
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1989	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1896	80½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	99
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	93
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	79½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1903	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S. F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	360,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	300,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	26,638,000	6*	Jan. & July.	New York.	'95–'09	83
2d Mortgage (Gov. subsidy)	26,638,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	78
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	101½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	79
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Morigage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,067	6	" "	"	1885	80
North Branch:						
1st Mortgage	520,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	56
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	1
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Railroad.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: R. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac	New York.	2,079,068	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	23.0	—	—	—	—	—	—	Alabama and Chattanooga	New York.	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶	New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley	Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	—	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin	Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	—	Ashuelot	New Hampshire.	506,000	—	—	201,000	195,000	—	—	—	—	(Leased	to Cheshire.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point	Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	—	—	—	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West.	N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,286	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶	Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶	N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.	Me.,N.H.& Vt.	7,654,197	*	.....	.....	2,494,900	3,483,992	.....	.....	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris	N.Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶	Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	124
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶	Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch	W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*	Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware	New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland	Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire	Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning	New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	300.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany	Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,834,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	148
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg	Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal	N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶	M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	17
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell	Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	133
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine	Mass., N. H. & Me.	4,128,738	658,019	645,669	130,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	140½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence	Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	135
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.	Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.	N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie	New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron	Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie	New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington	Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota	Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*	Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy	New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	120
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic	New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.	New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod	Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville	New Jersey.	701,034	*	—	—	447,000	.....	.....	.....	—	(Leased	to West Jersey.)	—	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville	Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	66.0	2.5	5.0	—	21	9	4	485	Catawissa	Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna	New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota	Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased | to Illinois Central.)	—	—	—	—	—	100	....
Dec. 31, 1868	271.6	*	....	—	—	—	—	—	*Cedar Rapids and Missouri River*	Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. and N. W.)	—	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia	Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey	New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	96½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio	Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	28½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific	California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	Central Br., Union Pacific R.R.	Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah	S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	—	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	169.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina	N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung	New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington	S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1868	55.6	—	13.0	—	23	17	7	334	Cheshire	New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)	—	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton	Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	148
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy	Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,492,422	6,812,809	3,145,287	10	100	155
Dec. 31, 1868	78.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville	Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	256	155	109	5,511	Chicago and N. West'n.	Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	—	—	—	13,941,243	4,881,189	10	100	70½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.	Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	104
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	.....	500,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Less	ees	of S	an.	&	Ci	n.	Cincinnati, Dayton and Eastern	Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	18s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton	Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana	Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	(Leased	to Ind., Cin.and Laf.	—	—	—	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee	Ky.	1,000,000	—	—	—	1,000,000	—	—	—	(Leased	to Kentucky Central.)	—	—	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction	O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	—	—	—	—	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	(Leased	to Ind., Cin.and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.	Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	—	—	—	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville	Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,964	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg .....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	.....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46.085	1,076	—	100	.....
Jun. 30, 1868	96.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	.....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	90½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation.)	.....	153.0	918,774	.....	.....	1,027,418	325.468	—	50	.....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	105½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington...Massachusetts.	258,708	*	.....	.....	241,200	—	39,600	—	6.6	23,050	903,829	38,000	39,462	2,908	—	100	.....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59)	29,006	.....	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	Op	erated by	L. M. and	Col. & X	enia.)	8	100	...
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	9..,515	.....	.....	.....	.....	.....	.....	198.2	.....	29,979,605	.....	1,898,814	157,324	.....	.....	.....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	54½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	225,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	...
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9 557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,706,055	4,381,111	563,872	162,756	9	100	...
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,619	8,776	241,255	.....	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Nov. 30, 1868	124	—	2.3	—	2	3	1	26	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21.410,247	29,321,009	2,228,609	919,094	6	100	70½
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	...
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	...
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	...
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	164,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p rogress 66 | miles.)	.....	.....	—	100	...
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	McMinnville and Manchester.¶..Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	...
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	...
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Maine Central ¶.....Maine.	4,121,894	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,560	10	100	130
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Ow	ned by Co	ncord.)	.....	.....	—	100	...
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	...
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	...
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	...
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514,376	64,343	—	100	...
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,614	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120½
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125.600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126 931,971	5,024,108	2,046,036	8	100	108
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	...
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	...
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,606	—	100	68½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Reading	g.)	302,048	8	50	106½
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	...
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	63.5	326.000	367,976	.....	729,355	114,348	—	100	9
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	...
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	...
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,486	4,332,634	8,165,239	1,184,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	...
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	...
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	87½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	...
Dec. 31, 1868	172 5	—	4.7	—	20	4	2	193	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	...
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Nashville and Northwestern¶.Tenn. & Ky.	4,600,) 55	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	...
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	Naugatuck .....Connecticut.	2,028,700	*	.....	.....	1,818,900	166,000	30,270	242,162	57.0	.....	.....	.....	512,313	171,453	4	100	114
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	14.9	—	2.0	—	—	—	—	—	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	...
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	...
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	—	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	...
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	...
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	...
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	297.7	296 0	455.4	—	292	297	95	5,468	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	182½
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	...
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	...
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	135
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	139
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Central.)	.....	60,000	6	100	...
May 31, 1869	225.0	8.9	....	—	24	18	13	315	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
									North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	...

Feb. 28, 1868	102.6	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*	26,175	23,701 (In progress.)	1,053,950	845,000	276,937	23,120	102.0				254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	5.0	118.0	—	—	—	—	North Louisiana and Texas	La.																							
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	782	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	—	80½
Dec. 31, 1868	55.3	12.0	22.5	—	26	27	15	640	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,463,839			67.3	421,267			1,015,394	388,240	5½	50	78½
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	94
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,462	15,270,340	625,318	219,285	8	100	108½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210 (Owned	2,363,700 by Nova	654,000 Scotia.)	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*							145.0	279,621							
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	406,636	5,029,543	29,565,222	898,981	301,742	4	100	65½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	25½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185	—	50	76
May 31, 1869	72.6	68.5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	97
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	261	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387						111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,376		1,560,756	285.0	1,594,535			3,086,592	1,064,338	—	20	225
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000			47.6							24	100	210
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000				(Leased to Erie)						100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000					(Leased to Camden and Amboy.)					100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	104
Oct. 31, 1868	47.0	15.9	63.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000		47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000										100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500		39.0	87,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633		287.5				2,804,250		—	50	59
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	141
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	96½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				26.5				995,196	290,585	10	100	117½
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	8	50	102
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000		222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & L.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,843	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322 (In ha	782 nds of R	460,000 eceiver.)		782		23.0	50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.									23.0	34,971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977			518,592	130,420	6	160	111
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.																100	....
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000				159,744			178,456	28,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,164,190	1,027,073	146,985	58,72[illegible]	—	100	....
Sept. 30, 1868	38.3	—	....	—	....	....	....	....	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000					(Not in operation.)					100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0							100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under construction.)					100	....
Dec. 31, 1868	141.1	48.5	20.8	—	36	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000								166.3	694,409	4 069,421	11,712,202	993,239			100	29
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000					(About $5	0,000 a month.)				100	80½
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to	Ind. & St. Louis.)	517,941			100	29
Dec. 31, 1868	196.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000			120.0				612,000	171,000		100	....
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. & Alton.)		240,000			100	....
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under construction.)					100	....
Dec. 31, 1868	68.5	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.											(Under construction.)					100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 9	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,841	1,791,700		282,960	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased to West Jersey.)				16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,305	226,900	487			(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	64.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	145,578		54.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050					(Leased to Phila. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000										100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,146	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operated by Jeff. Mad. and Louisville.)						100	....
May 31, 1868	50.0	—	2.5	—	10	15	6	36	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,324	—	100	....
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,000		—	100	....
Dec. 31, 1868	68.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	18.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,587,414	*		1,026,408	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000					(In progress.)						100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	18	South Shore	Massachusetts.	501,592	*			259,685	150,000	17,614	15,039	22.0	45,312	2,002,440		77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000			(Not in full operation.)						100	....
Sept. 30, 1868	123 0	6.6	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Under construction.)							100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*											250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	—	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.																	
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.																	
Sept. 30, 1868	13.0	—	0.6	—	2	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	64,000	.....	68.0	.....	.....	.....	920,544	342,739	8	100	104
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	13.0	52,797	2,798,824	.....	.....	.....	—	100	....
Nov. 30, 1868	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700	.....	2,700	.....	448,700	.....	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	13.2	—	1.0	—					Stony Brook.....Massachusetts.	267,393	.....	.....	.....	267,300	.....	.....	.....	.....	(Leased to Housatonic.)			31,409	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	1,126	.....	(Leased to Boston & Lowell.			19,778	15,970	5½	100	....
Dec. 31, 1868	12.0	—	12.0	—					Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0					Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)										559,627	211,737	—	100	....
Dec. 31, 1868	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	—	50	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	61
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	.....	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased to Vt. & Mass.,			.....	.....	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—					Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	510,000	.....	.....	.....	.....	(Leased to Pennsylvania.)			R. R.)	32,000	—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....					*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—					Vermont and Canada.....Vermont.	2,500,000	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	.....	(Leased to Vermont Central.)			.....	.....	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts ..Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	8	100	101½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	var.	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	.....	(Leased to Rutland.)			.....	.....	2	100	58
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	854,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	...	...	...	....	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	76,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	...	...	...	....	Warwick Valley.....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La		c.&W'tn.)	410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	.....	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	969,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	1,942,000	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	750,000	1,200,000	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	...	...	...	....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,376	252,544	10	100	135
Dec. 31, 1868	28.0	—	63.0	—	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)			.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 6	...	...	...	....	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Not in operation.)			.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased to Nashua and Lowell.)			456,892	207,744	—	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	.....				596,169	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	.....	1,160,782	.....	.....	.....				.....	13,845	6½	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	395,535	—	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125½
														317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	—	—	—	—	13.6	—	—	—	—	—	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	1,983,563	2,089,400	—	—	184.5	—	—	—	445,950	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	8,229,594	—	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	1,633,350	800,000	—	—					.....	.....	8	50	92
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	14,997,300	2,031,000	—	—	108.0				.....	.....	14	100	122
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	—	—	—	4,999,969	(See Cam. & Amb.R.R.)	—	—	108.0				.....	.....	—	—	—
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	64,000	813,511	—	—					912,108	586,547	—	100	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	8,739,800	14,004,387	—	—	161.0				79,247	.....	—	50	....
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,200,000	1,049,260	120,553	61,090	108.0				603,067	397,785	—	50	68
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	2,750,000	701,000	—	—	102.0				450,135	162,972	—	100	30
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	4,797,185	7,762,720	536,411	—	178.0				258,300	30,107	—	50	20
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,002,746	2,628,310	149,296	—	108.3				1,026,580	.....	—	50	20½
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	2,907,850	3,000,000	—	—	45.0				166,589	86,081	—	50	24
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,100,000	749,000	—	—	87.6				60,830	5,307	—	50	....
														800,000	600,000	—	—	123.0				267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	90	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	19½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	97½
Sept. 30,'68	1.76	—	35	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O	—	—	—	—	—	—	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	180.000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	87	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) .....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	71½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,684	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	25½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.35	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,200	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	42
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	58½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	6,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,000	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester.....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1882	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1872	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	19—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1870	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1876	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	74½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83½
Chicago and Alton, pref.	2,425,400	7	10	146½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	18,159,097	7	10*	86½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	88½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	50
Hannibal and St. Joseph, pref.	5,253,836	....	....	107
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	18
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	....	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,760	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,800,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	80
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	58
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	27
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	36 50 @	38 —
Pig, American, No. 1 (good to best)		40 — @	41 —
Pig, American, No. 2		37 — @	38 —
Pig, American, Forge		36 — @	— —
Bar, Refined, English and American		85 — @	— —
Bar, Swedes, assorted sizes	(gold).	82 50 @	85 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes		— —	@140 —
Bar, English and American, Refined		95 —	@ 1 —
Bar, English and American, Common		87 50	@ 90 —
Scroll		120 —	@180 —
Ovals and Half-round		120 —	@145 —
Band		120 —	@ — —
Horse Shoe		120 —	@ — —
Rods, ⅛@3-16 inch		100 —	@155 —
Hoop		125 —	@180 —
Nail Rod	per lb.	— 8½	@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold). per ton.	57 —	@ — —
Rails, American		— —	@ 77 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9 @ — 11½
English Blister (2d and 1st quality)		— 11½ @ — 19
English Machinery		— 12½ @ — 15
English German (2d and 1st quality)		— 14 @ — 16
American Blister "Black Diamond"		— 10½ @ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New	per lb.	— — @ — 32
Bolts		— — @ — 33
Braziers'		— 33 @ — 35
Nails		— 38 @ — 40
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 22½ @ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 38 @ — 38½
Straits	(gold).	— 33 @ — 38½
English	(gold).	— 31½ @ — 32

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal per box.	8 37½ @ 8 50	11 25 @ 11 75
I. C. Coke	6 75 @ 7 37½	9 — @ 10 25
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	7 75 @ 8 25	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 19½ @ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 25½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 33 @ — —
Refined, Standard White (in ship'g order)		— 34½ @ — 35
Refined, prime White (in shipping order)		— — @ — 34
Refined, S. W. (in merchantable order)		— — @ — 42½
Naptha, Refined, (60 @ 63 gravity)		— — @ — 11
Residuum	per bbl.	— — @ — 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 8 —
8 by 10 to 10 by 15	8 25 @ 8 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 28 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Canton Co.	....	53½	....	....	52	50½
Central Pacific 6s	92	92	91½	91½	....	91½
Central of N. Jersey	95	94½	95	95½	97½	97½
Chicago & Alton	....	....	144	....	146½	....
" pref.	141½	....	147	....	146½	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	155	....	....
" 8s, 1885	....	....	108	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	70	70	69½	67½	66	69
" pref.	83½	83½	83½	83½	83½	84½
" 1st M.	....	....	....	....	....	89
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	94
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	104½	103½	103½	102½	102½	103½
Chicago & R. I. 7s, 1870	99½	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	95	....	94½	....	95	....
Clev., Col., C. and Ind.	....	78	....	78	77½	....
Clev. and Pittsburg	86½	86½	86½	....	....	86
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	24½	25	28½	28	28	27½
" 1 M.	76	76	76½	77	....	77
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	28½	....	27½	....	27	....
Del. & Hudson Canal	122	....	....	....	122	....
Del., Lack. & Western	111	....	....	111	110	108
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	30½	30	30	29½	29½	28½
" pref.	54	....	....	51	50	....
" 1 M. 7s, 1897	....	....	96	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	85	....	85	85
" 4 M. 7s, 1880	80	78½	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	82	....	....	....	82½	....
Hannibal & St. Joseph.	109½	109	109	....	....	108
" pref.	....	....	....	....	....	....
Hudson River	172	174	173	172½	164	161½
" 1 M. 7s, 1869	....	....	99½	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	139	....	137½	137½	....	....
" bonds	....	....	....	....	....	117
Lake Shore & Mich. S'th.	90½	91½	92	91½	89½	90½
" Div. bonds	83	....	....	....	83	....
Marietta & Cin. 1st pref.	....	....	....	20	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	122	....	....	....	....	120
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	99½	....	....	....
" 2 M.	....	....	92½	....	....	90
Mariposa Mining Co.	8	....	....	....	....	....
" pref.	16½	16½	....	16½	16½	....
" Tr. 10s ctfs.	....	....	....	....	40	....
Milw. and St. Paul.	67½	67½	67½	67½	65½	67½
" pref.	80	80	80	79	79½	81½
" 1st mort.	87½	88	88	87½	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	100½	100½	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87½	87½	87½	87½	....	87½
" H. & St. J. iss.	....	....	88	....	....	....
Morris and Essex	87½	88	....	....	....	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	190½	193½	190½	180½	182½	....
" 7s, S.F. 1876	....	....	....	98	98	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	141	142	143½	141½	135	136
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	99	....	....	....
N. Carolina 6s	47½	47	....	47	....	47
" new	39	38½	37½	38½	38½	38½
" special tax.	39½	40	40½	40½	41½	43½
Ohio and Miss.	26½	26	26	26	25½	25½
" pref.	....	70	....	....	....	....
" 1st M.	92	....	....	....	....	....
Pacific Mail S. S. Co.	60½	58½	59½	58½	58½	59
Panama	210	....	....	....	....	....
Phila. and Reading	96½	96	96½	96½	95½	96½
Pitts., Ft. W. & Chi. gtd.	85	85½	85½	85½	85	85½
" 1 M.	99	....	....	....	99	....
" 2 M.	....	....	....	....	....	....
" 3 M.	90	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	13½	14	14½	15	15	15
St. L., Alton & T. H.	....	....	....	29	....	....
" pref.	59	....	....	....	58	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	80½	....	....	....	....	....
" Income bds	75	....	76	....	....	....
Tennessee 6s	61½	61½	61½	....	61	60
" new	53½	53	53½	53	53	51½
Tol., Wab. & Western	63½	64	....	63	61½	63
" pref.	....	....	....	....	....	....
" 1 M. ex	88	88	....	....	....	....
" 2 M.	....	84½	85	81½	....	81½
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	....	....	....	....	50	....
" new	53	52½	....	52½	52½	53

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108	107⅛	....	108	107⅞	107⅛
U. S. 5s, 10-40s, reg	....	....	....	107¼	....	....
U. S. 6s, 1881, reg	....	....	....	119¾	....	....
U. S. 6s, 1881, coup	119¼	119	119¼	119¼	117⅞	118
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	112⅛	113⅛	....	....	....	112⅜
U. S. 6s, 5-20s, c. 1862	119⅜	119½	120	116½	115	115½
U. S. 6s, 5-20s, reg. '64	114⅛	....	....	112¾	....	....
U. S. 6s, 5-20s, c. 1864	118¼	117	117⅞	113⅜	112½	....
U. S. 6s, 5-20s, reg. '65	114⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118⅛	118	118¼	114	113⅜	113⅛
U. S. 6s, 5-20s, r. n. '65	116⅛	....	....	....	114⅛	....
U. S. 6s, 5-20s, c. n. '65	116⅛	115½	116⅜	116	115⅜	115½
U. S. 6s, 5-20s, reg. '67	116⅜	116	116⅛	116⅜	116	....
U. S. 6s, 5-20s, c. 1867	116⅛	115⅞	116⅜	116¼	115½	115½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116⅛	....	116⅜	116⅜	116½	115⅜
U. S. 6s, Pac.R.R.Issue	107⅜	107⅞	107⅛	....	107½	107⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Catawissa	....	....	....	....	....	....
.. preferred	36⅛	....	37	....	37½	37½
Camden and Amboy	120	120	120	120½	120½	120
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	84	....	....	....	....	....
.. 6s, 1889	....	....	85	....	....	84
.. mort. 6s, '89	96⅛	....	96½	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	40	....	....	....	....	....
.. 7s	....	....	....	88½	....	....
Lehigh Navigation	33⅜	33⅛	33½	....	34	....
.. 6s, 1884	....	....	....	....	....	82
.. Gold L	95⅛	94	....	....	....	....
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R.	52⅛	52⅜	52½	52½	52⅜	52⅜
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	42	42	42½	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	53⅛	53	....	....	53	53½
Morris Canal	....	....	....	....	....	....
.. pref	58	58	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	88½	....
.. 7s	....	....	89	89	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	47½	46⅜	....	....	46⅜	....
Pennsylvania R. R.	55⅛	55½	56	56⅛	56	56⅛
.. 1st M	97	....	....	97	....	....
.. 2d M	....	....	94	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	102⅛
.. 6s, 2d series	....	106⅛	106⅛	....	....	106⅛
.. 6s, 3d series	....	....	....	103	....	....
.. 6s, W. L	100⅛	....	....	....	....	....
Philadelphia City, 6s	96	....	96	....	....	98
.. new	100⅜	100½	100⅛	100½	100⅜	100⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	48⅛	48	48⅛	48⅛	48	47⅞
.. 7s, 1893	....	....	....	....	102⅛	102⅛
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	....	84⅜
.. 7s	85	....	....	....	84⅞	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	17	....	....
.. 6s, 1882	56	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	12	12⅛	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	..	42	....	....	....	....
Spruce and Pine ..	....	....	....	....	25⅛	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	92⅛	92⅛	92⅛	93	93	93
.. 1886	....	....	....	....	....	....
.. 1890	93¼	....	93⅜	94	94	93⅜
.. 1893	....	....	....	....	....	....
Balt and Ohio	123	....	123	....	....	....
.. bonds, 1875	....	93	....	....	....	....
.. .. 1880	92⅛	....	....	....	93	....
.. .. 1885.	92⅛	....	92⅛	....	92⅛	....
Marietta & Cin. 1st M	....	....	86⅛	....	87	....
.. 2d M	....	....	....	....	....	....
Northern Central	47⅛	47⅛	....	49⅜	47⅛	47⅛
.. bonds, 1885	....	87⅛	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	19⅛	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Boston and Albany	148½	149	148½	....	148	
Boston and Lowell	....	....	....	133	....	
Boston and Maine	141	....	140½	....	....	
Boston and Providence	135	....	....	....	....	
Boston, Hartford & Erie	17⅛	17	17⅛	17	17	
.. 7s, new	61⅜	....	....	60⅛	60⅛	
Cheshire, pref	....	83	....	....	85½	
Concord	....	....	....	....	....	
Connecticut River	....	....	....	....	....	
Eastern	114½	114	....	....	114⅜	
Fitchburg	130⅛	....	....	....	130	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	123½	....	122½	....	121	
Northern, N. H	108	108	....	108½	108½	
Ogdens. & Lake Champ	66	....	65½	....	....	
.. pref	....	....	....	105½	105½	
Old Colony & Newport	97⅛	....	97	97⅛	....	97
Ph., Wil. & Baltimore	51⅜	51½	51½	51	52	51
Portl'd, Saco & Ports	....	....	111	....	....	
Union Pacific 6s	83	....	83	....	....	83
" Land Grant 7s	....	....	55	55½	....	56
Vermont & Canada	102	....	101½	102	101⅞	101⅛
Vermont & Mass	....	....	....	....	58	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	97½
Metropolitan ..	....	....	....	....	....	65⅜
Middlesex ..	....	72	....	....	....	71½
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Oct. 8.	Oct. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	53 — 58	53 — 58
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	53 — 58	53 — 58
Do. Consol. 7 per cent. mort. 1890	27 — 28	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	61 — 63	62 — 64
Do. 2d mort. 8 p. c	62 — 64	63 — 65
Erie shares 100 dol. all paid	22½ — 23½	22½ — 23
Do. sterig. 6 p. c. convertible bonds	64 — 68	65 — 70
Do. 3d mort. 7 p. c. 1883	55 — 60	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	93½— 94½	93½— 94½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 75	73 — 76
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	107 —109	104 —106
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	93 — 95
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881	85 — 87	85 — 87
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, November 6, 1869.

Stock Exchange and Money Market.

A more active movement has been reported in money, particularly toward the close, and rates have been quoted stronger, the final quotations having been 6@7 per cent. on call, and from 9@15 per cent. per annum, in the discount line. The demand has been more general and more urgent, while lenders, especially on private account, have been less liberal of accommodation, owing in part, to the severe decline in Stock values, and the consequent disturbance of confidence in railway and miscellaneous share property, as collateral. The West and Northwest have been calling for more extensive supplies of currency, but have not been very generously responded to. At Chicago and Cincinnati, unusually financial stringency, and depression in general business have been experienced of late, and the prospect of early relief is not considered as being very encouraging. Our city banks add largely to their resources, last week, reporting an increase of over five millions of deposits and 2⅛ millions of specie, with a gain of $140,279 of legal tender notes. They enlarged their loan and discount average, about 1⅛ millions, while reducing their circulation $68,186. The U. S. Sub-Treasury closed the week and month with a general balance of $94,689,062, against $89,364,391 at the close of October. The coin reserve of the Treasury Department on the 1st inst., was $116,994,712, of which the Sub-Treasury office here held $81,712,740. Of the amount, the sum of $28,781,520 was represented by outstanding coin certificates. The currency balance of the Department was $7,248,295, including $5,997,182 in the Sub Treasury here.

The specie reserve of the city banks according to the latest return is $21,926,046, against $10,620,526 same time last year. The city bank deposits are now $180,828,882, against $181,948,547 week ending Oct. 31, 1868. The legal tender reserve amounts to $52,177,883, against $51,590,948 same time last year. The circulation now stands at $34,136,249, against $24,253,210 same time last year. The loans are now $250,948,833, against $262 365,869 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $90,075,108 a day, against a daily average of $96,918,877 the preceding week, and $89,065,044 the week ending with Oct. 16, 1869. The current week's exchanges average about $112,500,000 a day. The city banks, last week, reported a gain of $2,526,345 of specie, $5,029,963 of deposits, and $140,279 of legal tender notes. They increased their loans, $1,553,760; and reduced their circulation, $68,186.

The city bank exchanges on Wednesday were $132,494,807.

National Bank notes to the amount of $231,460 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $318,718,691, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $18,993,036, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,725,655. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,455,950; and for the public deposits, $19,558,000—making a total of $362,013,950. The Treasury Department last week redeemed and destroyed $421,100 of worn and mutilated fractional currency, and issued $1,323,000 of new. The outstanding amount of fractional currency on the 1st of Nov., was $37,035,442, against $33,601,299 on the 1st of October, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 30, were $8,081,874 in coin, (including $2,420,000 from customs duties,) and $5,818,504 in currency; payments, $10,885,733 in coin, (including $6,594,932 of coin interest,) and $5,286,698 in currency; balance at the close of the week, $94,689,062, (including $81,712 740 of coin, and $5,997,182 of currency,) against $91,766,639 at the close of the preceding week, showing an increase of $2,922,423. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $462,328 in coin, (including $282,772 from customs,) and $180,475 in currency; payments, $753,002 in coin, (including $1,012,000 of coin interest,) and $387,060 in currency. On Tuesday, receipts, $1,051,632 in coin, (including $474,000 from customs,) and $397,578

in currency; and payments $730,655 in coin, (including $713,421 of coin interest,) and $258,028 in currency. The balance at the close of business on Tuesday stood at $96,445,167, (including $6,280,287 of currency, and $81,743,043 of coin,) against $91,209,913 a week previous; and $91,892,477 on Oct. 19, 1869. The aggregate receipts of the office in Oct. were $58,880,083, including $11,194,159 from customs; aggregate payments, $53,555,362, including $7,715,080 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was $28,731,520, against $24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $2,095,192 of coin certificates through the receipts for customs.

Government revenues yielded moderately, last week, in both forms. The excises yielded about 3¼ millions; customs at the port of New York, $2,198,192, and at the outports about $750,000 (in coin) more, making the grand total income for the week equal to about $7,008,944 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 61 millions.

Gold has been offered much more freely, and has been further depressed in price, the range having been from 127@129⅛, and the closing quotation on Wednesday was 127⅛. Government marketed a million of Gold on Friday last at from 128.51@128.53, and another million on Tuesday of this week at from 127.38@127.79. Government will sell eleven millions of gold, and buy in ten millions of bonds during the current month of November. The customs demand for coin has been on a reduced scale, while the export drain has been very moderate. The coin interest disbursement, through the U. S. Sub-Treasury, since our last, have been nearly eight millions of dollars.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 81¾ millions.

The customs of the port on Wednesday yielded $413,000. The U. S. Sub-Treasury disbursed $586,073 of coin interest, on that day.

The customs demand for Gold last week, averaged $366,365 a day; thus far, this week, it has averaged $435,500 a day, or equal to a weekly aggregate of $2,613,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $13,900, and since Jan. 1, $14,771,836, against $6,326,932 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $113,442,993, against $102,287,433 same time in 1868. At San Francisco, from Jan. 1, to Oct. 21, 1869, $6,880,550, against $6,989,341 same time last year.

The exports of specie, from this port, last week, were $684,653, against $1,072,407 same week last year; total, since Jan. 1, 1869, $29,248,688, against $67,942,601 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $6,594,992, and since Jan. 1, 1869, $76,939,086, against $63,870,609 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 21, 1869, were $31,716,012, against $29,827,173 same time in 1868.

Foreign exchange has been held with considerable firmness, though the supply has been fair, and the inquiry very moderate. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@108⅞, and on Paris to 5.21¼@5.16¼; sight bills on London to 109¼@109½, and on Paris to 5.15¾c.@5.14⅜. The offering of produce bills has been more liberal this week. The week's exports of domestic produce have been to the currency value of $4,132,157, making the total since Jan. 1, 1869, $164,255,751, against $138,621,082 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 30, were about 63½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $5,278,917.

Government securities have been in better supply, and less request at generally reduced prices, notwithstanding the favorable debt statement of Nov. 1, which showed a further net liquidation in October of $7,351,608, and since March 1, of $64,197,034. Government bought in on Wednesday, two millions of U. S. 5-20s, at 112.60@113.12 net. The general market closed tame and weak.

U. S. sixes of 1881 closed here on Wednesday at 118@118⅛; U. S. Five-twenties of 1862, ex-coupon, 115@115⅛; U. S. Five twenties of 1864 at 112⅛@112¾; U. S. Five-twenties of 1865 at 113⅛@113¼; U. S. Five-twenties of 1865, consolidated, 115⅜@115⅝; U. S. Five-twenties of 1867, 115⅜@115⅝; U. S. Five-twenties of 1868, 115¼@115½; U. S. Ten-forties at 107⅜@107⅝; U. S. Six per cent. currency bonds, 107¼@107½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 20.	Oct. 27.	Nov. 3.
Consols	93½	93½	93½
U. S. 5-20's of 1862	*81⅞	82	83
U. S. 5-20s, 1865	*81⅜	81⅜	81¾
" 1867	83¼	82⅞	83⅜
" 10-40s	76¼	76½	76½
Erie	21¼	21¾	21
Ill. Central	95	98	98
At. and Gt. West	25	24½	....

* Ex Nov. 1, coupons.

Railway and miscellaneous share property has been pressed for sale at much lower and irregular prices, on a less active speculative movement. The later dealings showed more steadiness. The consolidation of the New York Central and Hudson River roads has been finally agreed upon. The capital arrangement is made upon the basis of the present separate issues of the stock of the two companies, viz.:

289,000 shares Central	$28,900,000
161,000 shares Hudson	16,100,000
Together, in stock	$45,000,000
In scrip:	
80 per cent. old and 27 per cent. new on Central	$31,315,000
85 per cent. on Hudson	13,685,000
	45 000,000
Stock and scrip, equal dividends	$90,000,000

The time for finally capitalizing the scrip has not been fixed, but the whole of the scrip, including the outstanding 80 per cent. of Central, becomes a consolidated obligation to pay the same dividends as the stock, on the opening of the Consolidated Books, and the separate stocks of the two roads can be made Consolidated stock, share and share alike. But before such consolidation an extra division of one per cent., (equal to $1 80 on the stock with the scrip attached,) will be paid to the holders of New York Central.

General business has shown less animation and less firmness in prices. Middling upland cotton closed heavily on Wednesday at 26@26⅛ cts. per lb. The stock of cotton now here is given at about 17,000 bales. The receipts at the port this week, have averaged about 8,850 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 424,500 bales, against 320,000 bales in 1868–'9; exports, same time 166,500 bales, against 91,750 bales same time in 1868–'9; stock on hand at latest dates, 168,750 bales, against 154,500 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,337 pkgs., against 21,246 pkgs., same time last year. From Boston, 6,537 pkgs., against 7,533 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in very moderate demand, at from 8@16c., per lb.; week's receipts, 8,109. Milch cows rule dull, at $40@$110 each, receipts, 116. Veal calves in slack request at from 4@13½c. per lb.; receipts, 1,991. Sheep and lambs inactive at from 4@6c., and 7@9c. per lb.; receipts, 31,906. Swine in more request at 9¾@10¾c. per lb., all live weight; receipts, 21,061.

The week's dry goods imports were valued at $1,630,309, and of general merchandise, $2,422,111, making an aggregate for the week of $4,052,420 specie value, against $3,611,633 same week last year.

The ocean freight market has been less active, and rates have been quoted lower. For Liverpool we quote flour at 2s. 4½d.@2s. 6d. by sail, and 2s. 9d.@3s. by steamer, per bbl.; grain at 7¾@8d. by sail, and 8½@9d. by steamer, per bushel; cotton at ¼d. by sail, and ½@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 55s.@60s. by steamer, per ton. Total number of vessels in port on Wednesday, 417.

The New York exports, exclusive of specie, for the week ending Nov. 2, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,121,997	$4.132,157
Prev. reported	135,499,085	160,123,594
Since January 1	$138,621,082	$164,255,751

The imports for the week ending October 30, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,073,811	$1,630,309
Gen. merchandise	2,537,852	2,422,111
Total for the week	$3,611,663	$4,052,420
Previously reported	208,055,771	248,480,380
Since January 1	$211,667,434	$252,532,800

The balance in the Sub-Treasury on Wednesday was $98,375,833 81.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 90½; Louisiana 6s, Levee bonds, 60; Georgia 7s, 91½; South Carolina 6s, new, 68; Brooklyn 6s, Water Loan, 98; Toledo, Peoria and Warsaw 1st mort., W. D., 79½; Toledo, Wabash and Western consol. bonds,

84; St. Louis and Iron Mountain 1st mort., 81¼; Milwaukee and St. Paul 1st mort., Iowa Division, 87; St. Louis, Jacksonville and Chicago 1st mort., 87½; Morris and Essex con. bonds, 87; Buffalo and State Line R. R. bonds, 86; Dubuque and Sioux City R. R., 109; Rome, Watertown and Ogdensburg, 105; New York and New Haven R. R., 189; do., 6s, 94; Long Dock bonds, 86; Brunswick City Land, 9½; Western Union Telegraph, 86⅜; Adams Exp. Co., 57¾; U. S. Exp., 58; Wells-Fargo Exp., 20; Am. Mer. Union Exp., 35; Consol. Gregory gold, 1.35; Grass Valley gold, 0.25; Liberty gold, 0.02; Montana gold, 0.04; Quartz Hill gold, 1.15; Smith and Parmalee gold, 1.60.

Philadelphia.—West Pennsylvania R. R. bonds, 79; Belvidere Delaware 2d mort., 80; West Jersey 6s, 91; Phila. and Reading 6s, 1843-'80, 89½; do., 1844-'80, 90; Harrisburg and Lancaster R. R. bonds, 90¼; Sunbury and Erie 7s, 96; Chesapeake and Delaware Canal 6s, 95; Lehigh Nav. con. loan, 80; Camden and Amboy scrip, 64½; Delaware Division Canal, 46; Phila. and Trenton R. R., 117½; Pittsburg 5s, 71½; St. Louis War Loan, 100½; Buck Mt. Coal, 30½; McClintock oil, ¾; Ocean oil, ½. The latest quotations are: do., City 6s, 95½@96; do., free of tax, 100½@100⅝; State 5s, coupon, 92@93; do., 6s, W. L., 100@100½; do., 1st series, 102@103; do., 2d series, 106⅝@106⅞; do., 3d series, 108@109; Reading, 47⅞@48; do., 7s, 1893, 102¼@102½; do., mort. 6s, 1880, 89@92; Camden and Amboy, 119¾@120; do., mort. 6s, 1889, 92@—; do., 1883, 83@84½; do., 1889, 84½@86; Penn. R. R., 54@54; do., 1st mort., 97⅛@97¼; do., 2d mort., 94@94⅛; Little Schuylkill R. R., 41@42¼; Morris Canal, —@28; do., pref., 58@60; do., bonds, 80@85; Susquehanna Canal, 10@12; do., 6s, 53@60; Sch. Nav., 5@10; do., pref., 14@17; do., 6s, 1882, 55@60; Elmira and Williamsport, pref., 39@40; do., 7s, 1873, 88¾@89; do., 5s, 57@58; Lehigh Coal and Navigation, 33@33¼; do., 6s, 1884, 81@81½; do., R. R., Loan, 86@86½; do., Gold Loan, 94@94; North Pennsylvania, 39@40; do., 6s, 87½@88½; do., Chattle 10s, 106@—; Philadelphia and Erie, 28@28¼; do., 6s, 85½@87; Minehill, 53⅛@53⅛; Catawissa, 14@18; do., pref., 37@37⅛; Lehigh Valley, 53@53; do., 6s, 92@95; do., 6s, reg., 94¾@95; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40¼@41; Thirteenth and Fifteenth, 17@19; Spruce and Pine, 25½@26½; Green and Coates, 35@38; Chestnut and Walnut, 45@45½; Hestonville, 11⅞@12¼; Union, 44@45.

Boston.—Eastern R. R. 6s, 1874, 95; Old Colony and Newport 7s, 100¾; Vermont Central and Vermont and Canada 8s, 101½; Vermont Central 1st mort., 78; Cincinnati, Sandusky and Cleveland 7s, 1890, 72½; Summit Branch R. R, 23; Worcester and Nashua R. R., 125¼; Pittsfield and North Adams R. R., 80¼; Taunton Branch R. R., 100; Indianapolis and Cincinnati R. R., 14; Boston and Lowell R.R., new, 117; Boston Water Power Co., 13⅞; Maine 6s, 1889, 97¾; Connecticut 6s, 1881, 97½; Massachusetts 6s, 5-20s, currency, 100⅞; do., 5s, 1894, gold, 105; Vermont 6s, 99; New Hampshire 6s, 1876, 97¾; Hartford 6s, 1882, 94⅞; Cincinnati 7 3-10s, 1899, 101½; St. Louis 6s, 1887, 81; Bath 6s 1870, 81; Charlestown 6s, 1874, 98⅛; Chicago 7s, 94; Boston 5s, 1887, gold, 106⅛; Portland Water Co., 6s, gold 1888, 96¾; Cook Co., Ills., 7s, 95¼; Allouez Mining Co., 2½; Concord, 62½c.; Dana, 21c.; Pontiac, 20c.

Baltimore.—Virginia 6s, old, reg., 45½; do., 1867, 49; Maryland Defense Loan, 101½; Memphis City 6s, 47; Pittsburg and Connellsville 7s, 1898, 89¼; Western Maryland 1st mort. guaranteed, 91; do., 2d mort. guaranteed, 91; Northern Central 6s, gold, 1890, 101; Atlantic Coal, 2.05. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88¾@90; Balt. and Ohio, 124@124; do., 6s, 1875, 93@93½; do., 1880, 93¼@94; do., 1885, 92⅜@92½; Northern Central, 46¾@47¼; do., 6s, 1885, 85@—; do., 1900, 82½@82¾; do., 6s, 1900, gold, 100@101¾; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@96; do., 2d mort., 91@94; do., 3d mort., 1885, 86½@89; Marietta and Cincinnati 7s, 1892, 86¾@87; do., 2d mort., 66½@66¾; Central Ohio, 25@28; do., 1st mort., 79@80; Western Md. 6s, 1890, 65@67½; do., guar., by Baltimore City, 89½@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 35@45; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 69@—; Baltimore 6s, 1875, 93@94; do., 1886, 93@94; do., 1890, 93¾@94; do., 1893, 90½@92; do., 5s, 1938-'70, 71@74; Memphis City 6s, 47@47½; Maryland Defense Loan, 101½@102; City Passenger R. R., 19@19¼; Baltimore and Catonsville, 4@6¼; George's Creek Coal, 71½@73; Santa Clara, —@1.00; Atlantic Coal, 2.12@2.50; Bare Hill, 0.06@0.15.

Hon. Jesse L. Williams.

The friends of the Grand Rapids and Indiana Railroad are greatly encouraged with the management of its affairs under its present officers. The resignation of Mr. Williams, as United States Director of the Union Pacific Railroad, is also an indication of "business." Mr. Williams has been identified with and acknowledged a leading spirit of the Grand Rapids and Indiana Railroad; and, at present, is the Receiver and Chief Manager of that road, its speedy construction being entrusted to his hands. He finds it impossible to give to both offices the attention justly expected of him. His obligations to the Grand Rapids Road make it out of his power either to attend the meetings of the Union Pacific road at so distant a point as Boston, or to visit the road as required. Under these circumstances he considered it proper to give the Administration a chance of appointing another in his stead. In 1864 Mr. W. received his first appointment as Government Director from Mr. Lincoln, and each successive year has been re-appointed, being the only member of the old board that President Grant retained. He was one of the Locating Committee of the Pacific Road, and personally took part in examining the passes and routes across the Rocky Mountains, and after assisting in the completion of the first railroad over the continent, he retires with the well merited esteem of the government for valuable services rendered.

☞ The Fort Wayne, Muncie and Cincinnati Railroad is completed for 18 miles south of Fort Wayne, and will probably reach Bluffton, seven miles further, by the 10th of November.

☞ The Suncock Valley (N. H.) Railroad was opened from Suncock to Epsom on the 1st inst.

☞ CHICAGO, DANVILLE AND VINCENNES RAILROAD COMPANY'S 7 PER CENT. GOLD BONDS pay annually, on an investment of $10,000 in currency, $698 25 IN GOLD, while only $475 are derived from $10,000 invested in Government Sixes.

$2,500,000 First Mortgage Sinking Fund Bonds, forty years to run, on 140 miles of road, or LESS THAN $18,000 PER MILE.

Starting at Chicago, the Road runs through the richest lands of Illinois, along the line of Indiana, and from which the local business, bound to this road, is estimated to net $733,000, or nearly THREE TIMES THE SUM required for interest and sinking fund on the WHOLE ISSUE OF ITS BONDS.

It forms part of the SHORTEST LINE FROM CHICAGO *via* Terre Haute, Vincennes, Evansville and Nashville to New Orleans, &c., and opens to the Chicago market rich ORE AND COAL BEDS, sufficient of themselves to insure large earnings.

It also brings the BRAZIL COAL MINES nearer to Chicago by 90 MILES THAN ANY other line.

Total cost of construction and equipment estimated at $4,500,000.

$2,100,000 of stock subscribed, which pays for right of way, grading, bridging, &c.

WHOLE AMOUNT OF IRON ALREADY OBTAINED.

From Chicago to Momence, 55 MILES, NOW OPEN TO BUSINESS, and a considerable part will be finished this autumn.

Pamphlets in more complete detail, with maps, can be had of us on application.

Purchasers may obtain Bonds through our advertised local agents, who will be responsible for their safe delivery, or directly of us, express charges prepaid, the buyer remitting $950 and 7 per cent. in currency interest from October 1, to date, funds current in New York. Any of the Eight Hundred Banks in correspondence with the National Park Bank of New York, will receive and transmit purchase money for these Bonds, and in return receive the Bonds direct from the bank and deliver to the purchaser.

Having personally examined this entire line of road, finished and projected, as well as the country through which it runs, we offer these bonds with entire confidence in their value and soundness.

W. BAILEY LANG & CO., Merchants,
No. 54 Cliff st., New York,
Agents for the sale of the Bonds.

Union Patent Stop Washer.

A desideratum appears to be obtained in the Patent Stop Washer advertised in our JOURNAL; it is so simple, and yet so effective, combining the essentials of all improvements, while it cannot be expensive. The fish joints of railways, now generally adopted, are only useful so long as they are kept perfectly tight; and by the jarring of passing trains, unless the nuts are secured, are constantly getting loose. This Washer appears to be just the right thing in the right place; it is so plain that the wonder is, it was not seen long since.

☞ The last rail of the New York and Oswego Midland Railroad, completing the line between Oswego and Norwich, Chenango County, was laid on the 1st inst.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were :

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool.....	$1,062,035	$1,184,051
" cotton...	585.419	490,047
" silk	1,432,882	1,284,716
" flax.....	637,084	675,668
Miscellaneous dry goods..	420,432	544,129
Total entered for consump.	$4,137,852	$4,178,511

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool	$907,935	$979,202
" cotton...	106,485	238,623
" silk	238,457	473,416
" flax	254,382	352,633
Miscellaneous dry goods..	76,221	108,495
Total withdrawn from warehouse	$1,583,480	$2,152,369
Add entered for consump.	4,137,852	4,178,511
Tot. thrown on the market..	$5,721,332	$6,330,880

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool.....	$688,952	$730,804
" cotton...	154,673	233,610
" silk	232,155	364,582
" flax	362,763	468,038
Miscellaneous dry goods..	125,794	83,563
Total entered for wareh'g..	$1,564,337	$1,880,597
Total entered for consump.	4,137,852	4,178,511
Total entered at the port..	$5,702,189	$6,059,108

The imports of foreign dry goods at New York for ten months from January 1, were :

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$13,616,007	$15,020,797
" cotton..	8,935,665	11,922,662
" silk	15,576,317	17,481,140
" flax	7,231,036	8,448,031
Miscellaneous dry goods.	5,030,950	6,124,591
Tot. entered for consump.	$50,389,975	$58,997,221

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$10,829,810	$10,789,649
" cotton..	3,535,262	3,709,015
" silk	3,705,665	4,291,363
" flax	4,075,911	4,212,839
Miscellaneous dry goods.	1,392,755	1,117,634
Total withdrawn from warehouse	$23,539,403	$24,120,500
Add entered for consump.	50,389,975	58,997,221
Total thrown on the market....	$73,929,378	$83,117,721

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$9,849,540	$11,051,578
" cotton..	3,193,068	4,252,750
" silk	3,742,180	5,019,674
" flax	3,298,177	4,766,811
Miscellaneous dry goods.	1,401,994	1,123,419
Total entered warehouse.	$21,484,959	$26,214,232
Add entered for consump.	50,389,975	58,997,221
Total entered at the port..	$71,874,934	$85,211,453

Jamestown and Franklin Railroad.

The Pittsburg *Chronicle* says that the Jamestown and Franklin Railroad is to be completed next summer, from Jamestown to Ashtabula, Ohio. The grading for the proposed extension was completed some time since and about all that remains to do is to build the culverts and lay the ties and rails. A large force is now at work on the bridge over French Creek, and that important portion of the work will soon be out of danger from floods and bad weather. Should the proposed extension be made, as is now contemplated, it will give the oil county another outlet to the lakes.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGE CAUSED BY FLYING SPARKS FROM DEFECTIVE ENGINES.

The facts of the late case of the Illinois Central Railroad Company *vs.* McClelland (42 Ill., 355,) are fully and clearly stated in the following opinion by

BREESE, J.—This was an action on the case brought in the Marion Circuit Court, by Samuel McClelland against the Illinois Central Railroad Company, and verdict and judgment for the plaintiff.

The record is brought here by appeal, and various errors assigned, the most important of which we have considered.

All the evidence is in the record, and it fully sustains the finding of the jury upon the third count in the declaration. We have often decided that it is negligence in a railroad company failing to provide all the most approved appliances to arrest sparks issuing from the smoke stacks of the engine. There was no proof that the engine which threw the sparks into the plaintiff's meadow was provided with any means by which they might have been arrested. Indeed, it is shown by the testimony of some of the engine drivers sworn on behalf of the defendant, that an engine thus provided, will not throw sparks one hundred feet, though the wind might carry them twenty or thirty feet. Now, as this meadow was one hundred feet from the track of the road, and the sparks were thrown into it by an engine running upon its road, the conclusion is irresistible, that the engine had not the proper appliances. Another engine driver says, a wood spark might be carried one hundred feet, coal would not. Another says, if the sparks went one hundred feet, he would lay it to the wind, and if no wind, then he would think the engine poor, or that something was out of order. Taking either view the company was liable, because they should not run "poor engines," or those out of order. If they do, they must be held liable for all casualties occasioned thereby.

It is proved, as a general fact, that this company had in use, on their engines, the most approved apparatus known for arresting sparks, but no witness stated that this particular engine had it, and the inference is strong it could not have had it if the testimony of the engine driver is to be credited.

To rebut the testimony of these men, three other witnesses were called by the plaintiff, who stated, that they had seen, in 1864, the year this accident happened, engines of the company throw sparks over one hundred feet. As rebutting testimony, this was right, and the Court properly overruled the objection to its reception, and the motion to exclude it from the jury. On the evidence the verdict was right.

As to the instructions, the first one asked by the defendant was this: If the defendant has shown to the satisfaction of the jury that the company was, at the time of the fire, using on all their engines the best known appliances to prevent the escape of sparks, then the defendant would not be liable, although the jury may believe, that by accident, the engines might occasionally get out of order during a trip. If the defendant used the best means at command, and employed competent servants they have done all the law requires.

This instruction the Court gave, after modifying it by striking out the words "although the jury may believe that, by accident the engines might occasionally get out of repair during a trip." To this modification the defendant excepted.

If for no other reason, then for this, the modification was perfectly proper and necessary because there was no evidence to that point. The jury are to believe nothing but what is testified to, and there was no testimony that this engine had met with an accident on the trip.

The second instruction is on the hypothesis that it was the duty of the plaintiff's son and servant, under the circumstances, to endeavor to extinguish the fire.

This has reference to the fire in July, and the injury caused by that fire may be the one for which the jury found the verdict; at any rate, it must have been a part of the finding, in view of the damages assessed. It was then a proper subject of inquiry by the jury, could the plaintiff's son and servant, by the exercise of reasonable diligence, have prevented the spread of the fire? He saw the fire in time to arrest its progress, or at any rate in time to make some effort to that end, but did not choose so to do. He left the scene and was absent near one hour, and on his return, the fire had reached the meadow. Common prudence required he should have made some effort to prevent this, and it was negligence on his part, for which the plaintiff is answerable, that he did not. The fire in the meadow, in July, may be charged to the negligence of the plaintiff's son, who was in a position to have prevented it. The Court should have given this instruction to the jury, and it was an error to refuse it.

As to the third instruction, it would have been entirely proper in the Court to have told the jury, as there were three counts in the declaration, that the plaintiff must make a case by the proof, to fit one or the other substantially. But we do not think the plaintiff was confined to the proof of the precise place where the fire originated, the gravamen of the action being, loss by fire occasioned by the negligence of the defendants, and whether that fire commenced on the right of way in the first instance, and then spread to the meadow, is not very material.

The third count was sufficiently established. It is a very strong presumption indeed, that this particular engine had not sufficient spark arrester, and having none, the defendants are liable for the injury done by it. For refusing to give the second instruction the judgment must be reversed, and the cause remanded. Judgment reversed.

Chenango and Allegheny Railroad.

We understand that the Chenango and Allegheny Railroad have made arrangements with the Erie and Pittsburg management to have the junction of the roads at the present station on the E. and P. at Greenville, instead of a mile this side, as was originally intended. This will prove of great convenience to the traveling public. The contractors of the road have finished their job for the season (from Greenville to the vicinity of Mercer.) As it is, some valuable coal mines have been reached, and the transportation of the mineral duly begun.—*Pittsburg Chronicle.*

Portchester and Ridgefield Railroad.

The route of the Portchester and Ridgefield Railroad, the survey of which is completed, runs through a beautiful tract of country lying between Portchester, in Westchester County, and through the western portion of Ridgefield County, Ct. The road will be twenty-three miles in length. Starting from Portchester, it runs through the village of Pemberton, then passing within a third of a mile of Glenville, strikes a point three miles north of Greenwich, and one and a half miles south of Stanwich, thence passes the south end of Longridge, three quarters of a mile east of Poundridge village, and running through Lewisboro, reaches the north end of Ridgefield, nine miles from Danbury, to which place the road is to be continued.

The road will not, according to the survey, vary one mile from a straight line.

The highest point of the road is at Redfield Summit seven hundred feet above tide water. The heaviest grade of the road will be fifty-eight feet one inch to the mile.

The estimated cost of the road is $672,000, exclusive of right of way. The average cost of the road per mile, equipped, is $29,000. Ground will be broken on the line of the road in about six weeks. It is intended to have the road in running order in about eighteen months from the time of breaking ground.

The road will connect at Portchester with either the Portchester and Harlem or the New York and New Haven roads, to transfer passengers and freight to the city.

Debt of Tennessee.

The following is a full statement of the debt of Tennessee to Oct. 1, 1869, presented to the Legislature now in session:

Bonds loaned to railroads—ante-war.	$13,115,000
Bonds to fund interest thereon—1866.	3,213,000
New bonds to railroads, since war, 1866–'69	13,297,000
Railroad bonds indorsed by State	2,196,000
Total railroad debt	$31,821,000
Bank, capitol, and other debt	3,473,000
Total debt Oct. 1, 1869	$35,294,000
Add July, 1869, interest unpaid	1,100,000
Together	$36,394,000

Represented as follows:

Railroads for bonds and indorsements, as above	$31,821,000	
Due from railroads for arrearages of interest due State	2,806,000	
		34,127,000
State capital, Bank of Tennessee, &c.		$2,267,000
Taxables of the State		223,862,243
Revenues of 1869–'70	$1,878,949	
Less for schools	450,000	
		$1,428,949

McGregor and Missouri Railroad.

This is now the legal name of the road owned and operated by the Milwaukee and St. Paul Company, first organized as the McGregor and Sioux City, and latterly known as the Yankton Division of the Milwaukee and St. Paul. It begins at Calmar, 48 miles west of McGregor, on the McGregor and St. Paul line, is completed about 50 miles west, and is aiming to cross northern Iowa in a westerly direction, to Yankton, the capital of Dakota.

Portland and Ogdensburg Railroad.

This road is located in almost an air line from Portland to Gambo, crossing the Presumpscot at Cumberland Mills and touching the river at Millison's Mills, and at Little Falls, between Cumberland Mills and Gambo. Crossing the river at Gambo the line bears southwesterly to the foot of Sebago Lake. The line then strikes across the Saco river at Steep Falls and the Great Falls in Hiram, reaching these places on the Saco.

All along the line the work is rapidly and satisfactorily progressing, under the contractors, Messrs. Fuller and Harding of Springfield, Mass. The terms of the contract require that the grading on the road from Portland to Sebago Lake must be done by July 1, 1870, and the rails are expected to be laid and the division opened by the fol lowing October.

Some 400 men are at work on the line, the surface grades showing rapid progress, and the deep cuts being opened for winter work. In the first fourteen miles there is no cut deeper than twenty feet, one at Inkhorn Brook, in Windham, reaching this figure. Some 20,000 yards of earth are to be excavated from a long cut at White Rock Hill, in Gorham. The heavy work for winter is all in the last two sections. An embankment, to contain 100,000 yards of earth, is commenced at Great Swamp, in Standish, and will have to be filled. Another embankment across Long Otter Pond will require 64,000 yards of filling. From the swamp to the lake the line runs straight through a broken country, coming out on the lake shore about 12 feet above the lake, or 260 feet above tide water level. The contract is not per mile, but in proportion to the amount of work done, stone excavated, embankments made and earth removed, thus proving a saving to the road. Gen. S. J. Anderson is President of the company, and John F. Anderson Chief Engineer.

Alexandria and Georgetown Railroad.

The work of construction on the railroad to connect Georgetown with Alexandria and the Loudoun and Hampshire Railroad has been commenced, and a large force of workmen has been employed for steady work. The proposed road will be four miles long, and will run along the berme bank of the canal. The work will be under the personal superintendence of Mr. Berkeley Ward, Chief Engineer of the Orange and Alexandria Railroad, who made the preliminary survey. This road is designed to be a connecting link between the Northern and Southern railroads over the Aqueduct Bridge, with the aid of the National Junction Railway, for the building of which road active steps are now being taken.

Pacific Railroad.

The cheap emigrant trains on the overland road have sensibly increased the arrivals of workingmen, and the fast through train recently started will augment the number of capitalists visiting our coast. We are glad to know that the success of the first weekly express train has been such as to suggest the sending of another, giving us two fast through trains weekly between New York and San Francisco.—*San Francisco Bulletin.*

☞ The Los Angeles and San Pedro (Cal.) Railroad has been completed. The opening celebration took place on the 26th ult. This road gives outlet to the ocean to one of the finest valleys in the State.

New York Central and Hudson River Railroad Company.

The agreement for consolidation of the New York Central and Hudson River Railroad Companies was ratified by a vote of the stockholders of both companies at their several meetings in this city and at Albany on the 1st inst. The new company is called the "New York Central and Hudson River Railroad Company." The capital stock of the consolidated company is $15,000,000—$207 per share to the New York Central, and $185 per share to the Hudson River Railroad. Consolidation certificates are provided, and are to be issued at the rate of twenty-seven per cent. of the capital stock held by the Central shareholders and eighty-five per cent. of the Hudson River shareholders. Arrangements are made for the capitalization of the Consolidation certificates, and of the interest certificates issued by the Central Directors. No further increase of the capital stock can be made except on a vote of two thirds of the stockholders. The officers of new company are: C. Vanderbilt, President; William Vanderbilt, Vice President; E. D. Worcester, Treasurer, and Augustus Schell, Secretary.

Loughridge Steam Brake.

An exhibition of the practical use of this brake was recently made on the Erie Railway, under the auspices of the managers and judges of the American Institute. The brake, as described by the *Times*, is designed for steam cars, and is constructed in such a manner as to enable an engineer to stop a train at pleasure, without the aid of brakemen. It is entirely worked by steam, but is easily attached to the ordinary hand brake without dispensing with the latter. It is claimed to possess several advantages over other brakes, chief among them being the saving of time in stoppages and prevention of sliding of wheels, together with its great security against accidents. It is also asserted by Mr. Thos. B. Oakley, agent of the Brake Company, that the motion of an express train can be completely checked in about eighteen seconds by means of the new brake. The brake is now in use on the Morris and Essex Railroad, where it gives great satisfaction.

Pacific Railroad Commission.

The Commissioners of the Union and Central Pacific Railroads have made their reports to the Secretary of the Interior. In concluding, they state that both companies are doing a large amount of work, and are day by day bringing them nearer the standard required by law. This great line, the value of which to the country is inestimable, has been built in about half the time allowed by Congress, and is now a good and reliable means of communication between Omaha and Sacramento. It is well equipped and fully prepared to carry passengers and freight with safety and despatch, comparing favorably in this respect with the majority of first class roads in the United States.

☞ The Dorcester and Delaware Railroad, extending from Seaford, Sussex Co., Del., to Cambridge, in Dorcester Co., Md., a distance of 31 miles, has been completed, and passenger trains will soon commence running regularly. W. Wilson Byrn, of Cambridge, is President; Thomas W. Anderson, Secretary and Treasurer; and D. S. Hessy, Chief Engineer.

☞ The route of the Northern Pacific Railroad will commence at Duluth, at the western end of Lake Superior, and run thence to Seattle, on Puget Sound, a distance of 1,174 miles. The whole distance from the Pacific Ocean at Seattle, to Chicago *via* rail and lake, will be 2,140 miles.

☞ The interest due November 1st on Orange and Alexandria Railroad, and James River and Kanawha Canal Co's bonds, is being paid at Lynchburg, Va. The interest on the first named bonds is $24,000, and on the second $18,000.

☞ The trains on the Yankton Division of the Milwaukee and St. Paul Railway now run through will to New Springs. By the first of January they run twenty miles further. This branch is being pushed forward to the Missouri rapidly.

☞ The last rail on Ben Halladay's Willamette Valley Railroad, in Oregon, was laid on the 29th of October.

☞ The cars are now running on the first five miles completed of the Virginia and Carson (Nevada) Railroad.

☞ The length of railroad to be built between Warren and Belfast, (Me.,) by the late survey, is thirty miles.

PORTLAND AND OGDENSBURG RAILROAD.

Western Division.

Essex County, Montpelier and St. Johnsbury and Lamoille Valley Railroads.

ENGINEER'S OFFICE,
ST. JOHNSBURY, VT., Oct. 7, 1869.

TO RAILROAD CONTRACTORS.

Proposals for the gradation and masonry of those sections of the above roads included between St. Johnsbury and the Lamoille Valley in the town of Hardwick, and also between Swanton and the Lamoille Valley in the town of Cambridge, will be received at the general office of the above companies in St. Johnsbury, up to and including Nov. 20. Much of this is desirable work, and can be prosecuted during the Winter. Contractors are invited to make an early examination before the ground is covered with snow.

The Executive Committee reserve the right to reject bids from irresponsible parties, and all which in their judgment may not accord with the interests of the companies.

By order of the Executive Committee,
ASA C. MITCHELL, Chief Engineer.

PORT HURON AND LAKE MICHIGAN RAILROAD CO., TREASURER'S OFFICE, PORT HURON, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER Cent. First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company, due Nov. 1, 1869, will be paid on and after that date, IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

4t44 W. L. BANCROFT, Treasurer.

PENINSULAR RAILWAY COMPANY, TREASURER'S OFFICE, BATTLE CREEK, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER Cent. First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, due Nov. 1, 1869, will be paid on and after that date IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

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I. A. WILLIAMS, Patentee.

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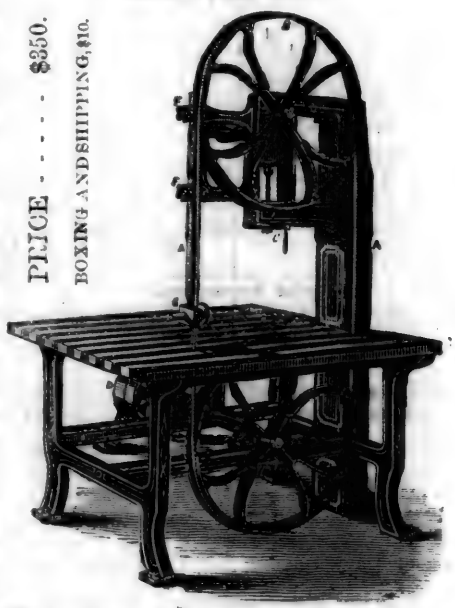
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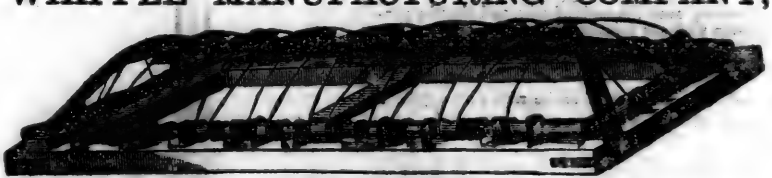
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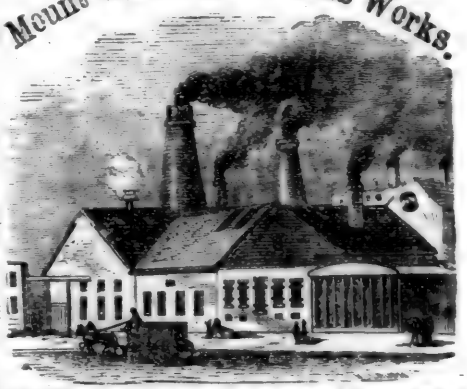
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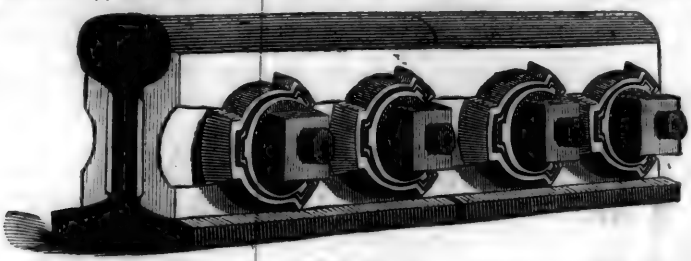
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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according to location of berth.

These rates include berths, board and all necessaries for the trip.

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ON NOV. 20.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 20, ALASKA, CAPT. GRAY, connecting with CONSTITUTION, CAPT. ———

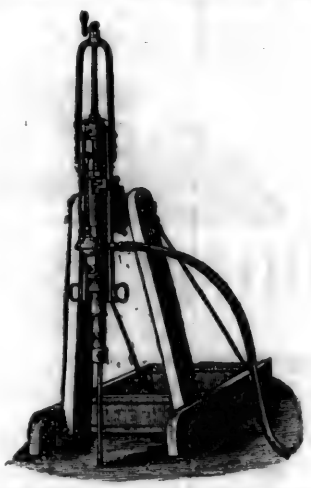
Steamer JAPAN, will leave San Francisco Dec. 4, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, Nov. 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXV., No. 46.] SATURDAY, NOVEMBER 13, 1869. [WHOLE No. 1,752, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 13, 1869.

Port Huron and Chicago Railway Line.

The sagacity and foresight of the projectors and engineers of this line, in determining on its present location, are now evidenced by the unusual amount of local and municipal pecuniary aid which has been, and is being, extended to it, by the communities through and near which its route has been laid. We have not at present before us the figures showing the amounts which have been voted in the Indiana and Illinois sections of the line, but in the Michigan portion alone there has already been donated as follows:

By Battle Creek City	$85,800
Battle Creek Town	14,600
Benton	7,800
Bellevue	12,100
Carmel	14,400
Climax	15,000
Eaton	13,900
Flint	30,000
Lansing	22,200
Lapeer City	13,000
Marcellus	15,000
Penn	15,000
Penfield	10,700
Port Huron	42,000

Other towns in same section soon hold elections for same purpose, and will doubtless more than double the above amount, as in all cases, thus far, the proposition, when acted on, has been adopted almost unanimously.

The value of public aid, given in this manner to a road, cannot be justly measured by the figures which represent the number of dollars thus added to the Treasury of the corporation; for, not only is it a gift of so many yards of excavation, or tons of iron, reducing by just so many hundred thousand dollars the requirements to be met by loan, and thus rendering the loan just so much more secure, and consequently easy of negotiation, but it is also an assurance that the people of the cities and towns upon the route are determined to do all in their power to hasten the completion of the enterprise, and to *sustain* it when completed.

The railway lines, which have realized the fullest measure of success, are those which not only possess the advantage of affording short and practicable routes between distant commercial centres, but which, in addition to the *through* freight and passenger traffic which they thus secure, also derive large accessions from the *local* business of the country through which they pass. This way traffic, which is so essential, can only be gathered from a country rich in natural resources, and peopled by liberal and enterprising citizens who will improve its agriculture, develop its mines, cut its forests into lumber, utilize its streams, establish mills, furnaces, factories and workshops, and more than all, give of their means to provide such lines of communication as will ensure easy and rapid conveyance of all their products and manufactures to a market. And there is no criterion by which such a people may be known more surely, than by the alacrity and liberality with which they respond to requests for material aid to railway enterprises in their own vicinity.

We regard, then, the success of the Port Huron and Chicago road as an assured fact. As a through line between New York and Chicago it commends itself by an unanswerable argument, viz., that it is the shortest of all the routes connecting with either the Erie or New York Central roads.

Connecting at Sarnia, (in Canada, opposite to Port Huron,) with the Grand Trunk, or Great Western Railway of Canada, the distance from Chicago to New York is twenty-one miles less than by either the Michigan Central or Southern lines. In addition to which, trains on this road will be able to cross the Peninsula of Michigan at an unusually high rate of speed, because the most abrupt grade on the line is less than forty feet to the mile, and the sharpest curve is 1,910 feet radius. By these facts, it will be made evident to all who have any knowledge of engineering, that very great speed may be attained, not only with comparative immunity from danger of accident, but also at a much reduced expense in the way of fuel, and wear and tear of machinery.

To these advantages as a through line, it also adds those of a local nature. There are certainly Railroads in the United States, which *equal* it in this particular, but it is also true that few *excel* it.

For fertility of soil its region is probably surpassed by a portion of that traversed by the Illinois Central Railroad, but by no other in America, (and even those Illinois prairies are behind Michigan in production of *wheat*.)

Its coal measures are exceedingly rich, though of course inferior to those of Pennsylvania, and salt and gypsum are largely produced in the Grand River and Saginaw Valleys.

Among the articles considered most profitable as Railroad freight, is lumber, and in this Michigan is pre-eminent, particularly that portion of the State which is traversed by the eastern end of this Line, (there being now annually manufactured in the single county of Genesee more than *twenty millions of feet*,) and the production of all this section will be very largely increased, because the Port Huron line affords a new means of transportation to water carriage and a market.

The municipal aid above noticed, carrying with it, as it does, an assurance of the good will and co-operation of communities which people the line, is not undeserved. The road has been, and is being, pushed with great rapidity; and it has been, from the first, the determination of the officers having it in charge that no superficial or inferior work, in any particular, should be permitted. All the iron upon the line weighs 56 lbs. per lineal yard, instead of the 50 lb. iron (often of inferior quality) which has been laid on too many of our Western roads. There has been no expense

spared in the ballasting or other details of track laying, and the road, as far as completed, has been pronounced by an old track master of the Michigan Central Road, to be fully equal to that of the last mentioned corporation. Certain it is, that one of the company's new locomotives, made by Messrs. M. Baird & Co., of Philadelphia, did recently run over the newly laid track between Battle Creek and Lansing at the rate of fifty miles per hour without inconvenience or danger.

We think the municipalities have done well in voting their aid to the line, and we think, too, that the company has fully deserved it.

Western Maryland Railroad.

Both branches of the Baltimore City Council have passed an ordinance authorizing and directing the city register to pay the coupons on the Western Maryland Railroad Company's bonds guarantied by the city, to the amount of $700,000, due on the first of July past, and the interest that may hereafter accrue and be unpaid by the company. The money has been already paid for the July interest, the passage of the ordidance referred to only being necessary to legalize said payment.

☞ The receipts from customs, in coin, at the port of Baltimore for the year 1868, were $6,217,496 41. For the ten months ending October 31, 1869, they were $7,736,843 08—excess, $1,519,346 67. The total receipts in coin and currency were in 1868, $6,302,457 93, and in the ten months of 1869, $7,811,172 92—an excess of $1,508,714 99. It is estimated that the receipts for the remaining two months of the year will approximate $1,200,000, bringing the entire receipts of 1869 up to fully $9,000,000, which will be nearly $3,000,000 in excess of 1868.

☞ The receipts of the Oil Creek and Allegheny River Railroad in October, were $200,000; and for the ten months ending October 31, $1,701,074 18. The company have a surplus of nearly $200,000 on hand, and no floating debt whatever.

☞ Ground was broken at Fremont, Nebraska, on the 5th inst., for the Fremont and Elkhorn Valley Railroad. A large force of graders were on the ground and immediately went to work. Ten miles of this road will be completed this year.

☞ Arrangements are being perfected for the construction of the Baltimore and Pikesville Railroad. The sum necessary to build the road complete, with turnouts, stations, cars and motive power, is estimated at from $75,000 to $90,000. The distance to Pikesville from the city limits is about 6½ miles. About $25,000 has already been subscribed.

☞ Trains will commence running on the Junction and Breakwater Railroad to Lewes, Del., about the 15th inst.

☞ The following gentlemen have been elected directors of the Atlantic Mail Steamship Co. for the ensuing year: S. G. Wheeler, Jr., O. W. Joslyn, A. W. Dimock, John Falconer, L. A. Jacobus, E. Y. Lansing and P. W. Holmes. Inspectors of Election—Charles F. Davenport, Charles H. Meigs and Homer M. Williams. At a subsequent meeting of the directors the following officers were elected: Samuel G. Wheeler, Jr., President; Henry J. Quinan, Treasurer; J. O. Baker, Jr., Secretary.

Memphis and Charleston Railroad.

The earnings of this road for the years ending June 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$589,824 41	$600,544 37
" freight	465,845 79	478,138 25
" mail	41,700 39	34,371 53
" express, etc.	77,543 54	69,710 07
	$1,174,914 13	$1,182,759 22
Expenses, viz:		
Conducting transp	$282,685 62	$254,125 91
Motive power	258,278 28	241,257 22
Maintenance of way	206,610 07	200,013 26
Maintenance of cars	82,533 89	86,149 88
	$830,107 86	$781,546 27
Net earnings	$344,806 27	$401,212 95

Compared with the previous year, the gross earnings show an increase of $7,845 09, with a decrease in expenses of $48,561 59—making the increase in net earnings, $56,406 68. The report says:

In the last Annual Report, it was estimated that the expense of operating the road for the future would be not more than $720,000 per annum. But owing to the unexpected high price of common labor, which has increased the prices of wood, lumber, cross ties, etc., this has been exceeded about $61,000; and so long as the present price of the staple production of the country is maintained, we cannot expect a reduction in the cost of labor. It has not been considered to the interest of the stockholders to reduce the outlay at the expense of the property of the company—the good condition of which has been fully maintained.

The necessity of running double daily passenger trains to connect with Virginia and Georgia still exists; although not profitable, our connections cannot be made without it. The probabilities are that, after the first of October, the Virginia line will meet us at Chattanooga with a double daily train, which must necessarily increase our passenger receipts.

From the General Superintendent's Report you will learn that our through freight business has largely increased during the past year. This has resulted mainly from the improvement made in the through freight schedule, and reduction in time between the Atlantic seaboard cities and the Southwest.

The indications of a heavy through freight business this fall and winter are promising, while our local business cannot be less than that of last year, with fair prospects of an increase.

The roadway department is in charge of a Chief Engineer, whose report states fully its condition, together with the details of his operations, as well as the itemized statement of new improvements made in roadway, buildings, bridges, etc. From his report it will be seen that there has been expended in permanent work and equipment, $226,592 93; while for the previous year it reached $375,421 52, showing a decrease in expenditures for permanent work of $148,828 59. This decrease is not obtained at the expense of the roadway or rolling stock, which will be found in an improved condition.

On the first of April a contract was entered into with Colonel M. B. Prichard for the building of the bridge over Tennessee River at Florence, to be completed by the first of October, but owing to high waters and bad roads, he has been unable to get the timber for his false work as anticipated, from which cause its completion will be deferred materially.

During the year 28,700 of the 24 inch rolled chairs, equal to about fifty-nine miles, have been laid in the track, which, added to those previously in use, makes about one hundred and thirty miles of track with this fastening, adding greatly to the security of the trains, and lessening liability to accident.

It will be observed that the expenses of this department, chargeable to operating the road, have also decreased.

As stated in the previous Annual Report, your finances are easy, the roadway and rolling stock in fine condition. All that is now needed to produce increased net earnings is an improvement in the general business of the country, and consequently an increase in your receipts. Out of a gross receipt of $1,182,759 22 during the past year your net earnings were but $401,212 95.

The receipts of the road may greatly increase without adding proportionally to the expenses.

If your receipts were increased 25 per cent., reaching	$1,478,000
Your expense could not, we believe, increase more than 5 per cent., reaching	820,000
Leaving your net earnings	$658,000

This amount of receipts is nearly $200,000 less than we obtained during the fiscal year ending June 30, 1867, and when the country fully recovers, our receipts should again be as great as then, in which event your net earnings would not be much under $800,000 per annum.

To illustrate this more fully, reference is made to the receipts and expenses of the fiscal year, stated quarterly, as follows:

	Gross Receipts.	Operating Expenses.	Net Receipts.
1st quarter	$212,702 07	$198,887 38	$13,814 69
2d quarter	342,145 27	189,151 76	152,993 51
3d quarter	384,750 27	191,186 70	193,563 57
4th quarter	243,161 61	202,320 43	40,841 18
Total	$1,182,759 22	$781,546 27	$401,212 95

The second and third quarter produced a net revenue of 44.7 and 50.3 per cent. respectively, while the operating expenses were below the average of the year. The first and last quarter only netted us 6.5 and 16.8 per cent. respectively, and the expenses were above the average quarterly expense. This apparent discrepancy in expenditures for the several quarters is explained by the fact that the Summer months, during which period our receipts are greatly reduced, is the most favorable time to repair roadway, and prepare for the Winter business; which being done, we are able to do the heavy business of the Winter months at reduced expense, and could conduct a traffic throughout the year averaging, with the Winter months, at no additional cost, or do a heavier business during the Winter with but small increase in expenses.

In the last Report reference was made to your future connections, the most important of which is from some point on our road to Atlanta, Ga. The prospects are now favorable to an early beginning of the work of building this line, as it is reported the contract has been let for that portion of the road between Guntersville and Jacksonville, Ala. The road from Decatur to Montgomery, Ala., is now under contract, to be completed by the first of January, 1872. These two southerly lines, taken in connection with the St. Louis and Iron Mountain road *via* Columbus, Ky., and Corinth on the one hand, and *via* Memphis on the other, will give us a short line from the grain markets of the West to the cotton regions of the Southeast, which must add materially to the traffic of your road. Besides this, it would give St. Louis a line shorter by one hundred and fifty miles to the Atlantic seaboard at Charleston or Savannah, than to the seaboard at New York, which must ultimately prove beneficial to your interests.

Negotiations are now pending between those representing the Winchester and Alabama Railroad and ourselves for the lease of that road for a term of years. Should the conditions be confirmed by the Legislature of Tennessee, it will be our interest to build, at once, a branch road from Fearn's Switch, six miles east of Huntsville, to the

Alabama and Tennessee State line, there connecting with the Winchester and Alabama Railroad. This will not only give us the trade of several large counties in Tennessee, but also a connection *via* Decherd and the Southwestern Railroad with the line of road to be built from Cincinnati south, by which we will have as short a line from Grand Junction to Cincinnati as by any other route, and from any point east of Grand Junction on our road a much shorter line than any other to Cincinnati. This we regard as promising to become one of our most valuable connections.

The Memphis and Little Rock Railroad is progressing, with indications of a completion within twelve months. This road is on the proposed line of the Southern Pacific route, and in connection with our line, will form the shortest and best great thoroughfare from the Eastern Atlantic seaboard cities to the Pacific coast, and its importance to us cannot be over estimated.

There is a line projected and being surveyed rrom Memphis *via* Jacksonport, Ark., Springfield, Mo., and Fort Scott, Kan., to Junction City, Kan., on the Union Pacific Railroad, Eastern Division, the distance being 420 miles. This would, with the completion of the road from Atlanta, before mentioned, form a line of about 1,000 miles in length from Charleston or Savannah to Junction City, which is less than the distance from St. Louis to New York, and places Junction City 425 miles nearer the seaboard by this line than *via* St. Louis to New York.

The number of bales of cotton transported over the road in 1868-'69, was 119,639, against 95,288 in 1867-'68—an increase of 24,351. The amount received at Memphis decreased 12,154, while the receipts at Chattanooga increased 29,702 bales. The number of through passengers westward was 20,189; do., eastward, 19,014—total, 39,203. Number of local passengers westward, 94,510; do., eastward, 100,753; do., commutation, 27,290—total, 222,553.

Of the 55 locomotives reported last year, 33 are in good order, 4 in running order, 1 requires rebuilding, 3 requires repairs, 4 undergoing repairs, 7 condemned, 2 on Southern roads, and one disposed of in exchange. The 44 engines in use during the year, ran 816,569 miles, at a total cost per mile of 23.5.

The company have 2 Palace sleeping cars; 24 first class cars (19 in good order, 1 rebuilding, and 1 condemned;) four postal cars; 11 second class cars (4 in good order, 2 require repairs, and 5 condemned;) 7 baggage cars; 563 freight, 175 platform, 18 stock, 1 pay, 1 street, and 80 road and hand cars.

CONDENSED BALANCE SHEET.

Construction		$6,354,943 79
Incidental to construction		1,025,818 75
Equipment		1,202,970 80
Stocks of other companies		354,166 16
Road materials		178,737 42
Road expenses		781,546 27
Tax account		26,038 39
Interest on State bonds		88,437 34
Interest and exchange		3,696 84
Interest on company bonds		156,555 00
Bills receivable	$39,564 86	
Coupon bonds	596,500 00	
Due from railroads	185,082 76	
" individuals	66,589 62	
" agents	6,394 02	
Sam Tate receiver	26,693 04	
United States	12,319 79	
P. O. Department	20,897 40	
Peoples' Bank of S. C.	16,555 08	
Georgia R. R. Bank	25,551 90	
Cash	66,040 67	
		1,062,039 14
		$11,229,949 90

Capital stock		$5,812,725 00
State of Tennessee		1,817,937 45
First mortgage bonds		1,293,000 00
Second mortgage bonds		1,000,000 00
Bills payable	$137,886 65	
Past due coupons	32,690 00	
Pay rolls	55,893 21	
Dividends	85,294 28	
Unpaid State interest	54,538 12	
Unpaid U. S. taxes	3,867 52	
Due to railroads	12,634 91	
Due to individuals	130,550 64	
		513,355 33
Profit and loss		99,667 03
Suspense account		10,505 87
Receipts		1,182,759 22
		$11,229,949 90

President.—M. J. WICKS.

Directors.—By the Stockholders.—W. B. Waldran, George P. Beirne, James I. Donegan, Joseph C. Bradley, William Dickson, Samuel D. Weakley, R. C. Brinkley, Pitser Miller, M. J. Wicks. *By the City of Charleston.*—W. S. Hastie, Edw. Willis. *By the State of Tennessee.*—Joel L. Pulliam, W. J. Smith, M. T. Ryder.

Gen'l Superintendent.—W. J. ROSS.

Chief Engineer.—NILES MERIWETHER.

Pacific Railroad.

REPORT OF THE COMMISSIONERS.

Hon. J. D. Cox, Secretary of the Interior:

SIR: The undersigned, members of a Commission for the examination of the Union and Central Pacific Railroads, appointed under a joint resolution for the protection of the Union Pacific Railroad Company, the Central Pacific Railroad Company, and for other purposes, approved April 10, 1869, have the honor to submit the following report:

Under instructions from the Interior Department, dated Aug. 14, 1869, four members of the Commission were in Omaha, on August 23, but the instructions of the fifth Commissioner having failed to reach him, he was not present, and it was informally decided to proceed to Sacramento. The Commission met at Sacramento on September 8, all the members being present. Organized by the election of Gen. Hiram Walbridge, President, and Gen. C. B. Comstock, Secretary, and commenced the inspection of the Central Pacific Railroad, usually working from 6.30 A. M. till dark, and occupying from September 8, until September 14, in the inspection of that road.

The inspection of the Union Pacific Railroad was begun Sept. 14, and completed Sept. 23, when the Commission adjourned to meet at Washington, Oct. 13, 1869; but the meeting was subsequently postponed until Oct. 23, when most of the maps and information asked for from the two roads had been received. The joint resolution, under which the Commission was appointed requires it to examine and report upon the condition, and what sum or sums, if any, will be required to complete such roads for the entire length thereof, to said terminus, as a first class railroad, in compliance with the several acts relating to said roads. The instructions of the Interior Department require that the report should be minute, and specify upon the several particulars relating to the construction and equipment of each of the roads which these instructions set forth, and that it should state to what extent, if any, the line of either road deviates from the most central, direct and practicable route mentioned in said acts of Congress. The instructions add: "You will not, however, be restricted to these instructions, but will, in the spirit of the resolution, include in your report any suggestions or facts relating to the road, elicted by your examination, which you shall consider necessary to be submitted to the President of the United States."

The first question that comes before the Commission is: What is meant by Congress in its various acts relating to the Pacific Railroad, by the word, "first class railroad?" Railroads now ranked as first class in this country are far from being perfect at their opening, and have been brought to their present high standard by large expenditures, which a small traffic in the beginning could never have justified. To require the Pacific Railroads to be brought at first to the standard other roads have reached after years of heavy and lucrative business, would be a waste of money. It is evident to the Commission that this was not what Congress desired or intended in requiring a first class railroad. If private corporations had built these roads without Government subsidy, it would undoubtedly have been for their interest to build them at first at the lowest sum consistent with keeping them in operation, and when built, if a paying business should be developed, to have gradually made the improvements which increasing traffic should render necessary. But Congress had made a large loan and an extensive land grant, part of which will be valuable, and in return it required a better road than private interests would have built, a road that should be capable of transporting passengers and freight, with rapidity and safety and certainty, a road as good as the majority of the roads in the thickly settled States. In the opinion of the Commission the requirements of the law will be satisfied, and the designs of Congress carried out if the roads be properly located with judicious grades and have substantial road beds of good width, ballasting, which with proper care shall be able to keep the track in good condition throughout the year, permanent structures for crossing them, good cross ties, iron and joint fastenings, machinery and adequate rolling stock, the more important meahine shops and engine shops being of masonry—and the Commission is glad to be able to say that in its opinion, while some expenditures need to be made, these two roads are such roads today. The expenditures needed for the completion will be given in detail for each road.

Report on the Central Pacific Railroad with Estimates of sums required to complete it.

LOCATION.

In the opinion of the Commission the general location is good, although they saw several places where, it appeared to them, it might be improved in some of its details, perhaps at a somewhat increased expense, but this could only be determined positively by an extended instrumental survey, for which the Commission did not have the time at its disposal. While, as was to be expected, the location is open to criticism, there are no errors, the immediate correction of which should be required by the Government. It is not thought that they exceed reasonable limits considering the haste with which the latter part of the road was built, nor that either bonds or land grants should be withheld for the small distance by which they increase the length of the road. The road is capable of doing all of its business with safety, and certainly the road bed is generally of good width both in cuts and embankments, but a few points were noticed where the embankments were narrow, and an estimate has been made of the cost of widening them.

TUNNELS.

There are fifteen tunnels on the road through solid rock and conglomerate or soft granite. A part of these are arched with heavy wood work, which will last many years. Those not through solid rock and not arched have stood without giving trouble for two or three years and show no signs of failure. We, therefore, make no estimate for arching any of them.

BRIDGES.

The bridges are usually Howe's truss, of good material and workmanship; several of them are, however, lighter, and especially in their suspension rods, than is advisable. They are bridges over the North Fork of the Humboldt over Donner Creek and the two long spans of that over the American River. The piers of the American River Bridge are of wood, and an estimate is made for replacing them with stone. The high trestles west of and in the Sierra Nevada are gen-

erally of a good character, but at least two of them should ultimately be filled and replaced by permanent structures, as also the trestles and temporary waterways east of the Sierra Nevada. An estimade is made for this. The immediate replacement of these trestles, however, should not be required, as they will be safe for four or five years, and in the meantime the necessary experience will be gained as to the waterways required. The masonry, especially on the mountain divisions, is well constructed and of good materials.

THE SNOW SHEDS AT THE SUMMIT OF THE SIERRA NEVADA.

The snow sometimes falls to the depth of 15 feet, making it a problem of great difficulty to secure the running of trains during the winter, but one, it is believed, which has been boldly and successfully met. Through the regions of heavy snow fall, except in some high embankments, the track has been covered with strongly built sheds, boarded in at the sides, thus thoroughly protecting it from snow. There are in these mountains snow slides, and in many places the road crosses their track. Whenever this occurs in excavation a heavy roof is built over the road and extended up the side of the mountain, to which its upper edge is fitted, and the whole securely, fastened to the rock, its slope being such that the avalanche will readily pass over it. These roofs, in some cases, extend up the slope of the mountain from 100 to 200 feet, and are strongly built, to carry the great weight that may be thrown on them. In a distance of forty miles there is an aggregate of thirty-two miles of sheds and galleries, costing, according to the statements furnished by the company, $1,781,000. The iron in the track varies from fifty-six to sixty-six pounds per lineal yard, and is thoroughly spiked on good size cross ties, numbering from 2,300 to 2,640 per mile. About 150 miles of the road are laid with chairs, and the remainder with fish joints. The whole is in good surface and line, and as well adapted to the high rates of speed as average first class railroads in the United States.

SIDINGS.

The sidings, which average about five per cent. of the length of the road, are ample for the accommodation of its business and are judiciously located.

BALLASTS.

A large portion of the road is well ballasted with good material. In making estimates to supply the deficiencies in this respect regard has been had to the character of the materials of which the road bed is constructed and the small rain falls of the Sierra Nevada.

STATION HOUSES.

The station houses west of the Sierra Nevada are not deemed sufficient, and an estimate is made for additional ones further east. While they are but common buildings they are yet sufficient for the present business of the road. When replaced they should be of better character.

WATER STATIONS.

These are sufficient in number and located in convenient places, except in the Alkali country, where some are too far apart for economy in operating the road—in some cases 34 miles—but it is so obviously for the great advantage of the company to get water at convenient distances that we do not think it necessary to estimate for the supply of additional ones.

MACHINE AND ENGINE HOUSES.

The machine shops are considered sufficient, except at the proposed junction of the two roads. There is a sufficient supply of tools and machinery on hand for all shops, except at this junction, east of Rockton. The engine houses are of wood, and these should have walls of brick or stone. Some additional ones are needed. Estimates are made for all these items. These wooden engine houses are first class buildings of their kind, but they should have been built of brick or stone originally.

EQUIPMENT.

The company have on the line of their road 166 locomotive engines, 18 sleeping cars, and 62 first class and 35 second class passenger cars; 28 baggage, mail and express cars; 648 box, fruit and stock cars; 1,293 platform cars; and in the course of construction, according to the statements furnished by the company, 18 sleeping, 31 first class and 25 second class passenger cars, which the Commission believe to be considerably in excess of the number required for the present and immediate future business of the road.

The telegraph line is well constructed and is supplied with a sufficient number of stations.

Estimates for supplying deficiencies on the Central Pacific Road.

For ballasting the track between Sacramento and Alta, $200,000; for ballasting the track between Verdi and Humboldt, $50,000; for ballasting the track between Humboldt and Carlin, $100,000, for ballasting the track between Carlin and Promontory Point, $50,000; widening embankments between Verdi and Humboldt, $5,000; do., between Carlin and Toano, $5,000; do., between Toano and Promontory, $3,000; additional station houses between Sacramento and Alta, $100,000; freight and passenger depot at the proposed junction of the roads, $10,000; engine house at Truckee of brick or stone, in addition to the amount already expended there, $20,000; substituting brick walls for frame in the engine house at Wadsworth, $14,000; substituting brick walls for frame in the engine house at Winnemacca, $11,200; substituting brick walls for frame in the engine house at Carlin, $11,200; for brick or stone engine house at Ferrace in addition to the material now there, $20,000; for brick or stone engine house at the proposed junction with the Union Pacific Railroad, $40,000; machine and repair shops at the said junction, $50,000; tools and machinery for shops at said junction, $20,000; strengthening two long spans of the American River Bridge, $20,000; putting in stone piers at the American River Bridge, $18,750; strengthening the Donor Creek Bridge, $500; strengthening the bridge over the north fork of the Humbolt River, $500; for abutments, straining beam bridges and filling at Arcade Creek, $1,500; to fill up Audubon trestle and put in arch culvert, $1,500; to fill up trestle at station, $450, and put in arch culvert, $1,600; filling trestles and making permanent water ways at $175; short openings of trestle work, $70,000; filling trestles and making water ways at thirteen larger openings of trestle works, $13,000. Total, $576,650.

SURPLUS MATERIAL.

On examining the list of surplus rolling stock, material and supplies, submitted by the company, the Commission is of the opinion that, after making a liberal allowance, this company has more than a million dollars' worth of such property on hand, beyond the immediate future demands of the road.

Report on the Union Pacific Railroad, with an Estimate of the Cost of Completion.

The location of the accepted line is highly creditable to the Engineer of the Company. There are fewer errors than might reasonably have been expected, considering the length of the road and the difficulties encountered. There are deviations from this accepted line at the Promontory Mountains and at Utah, which should be corrected, and at Omaha the bridge line should be built to avoid the present heavy grade. The adoption of this line removes the necessity of reducing the grades on the present location, as heretofore required. An estimate of these changes is made.

ROAD-BED.

The road-bed is a large part of the way of a proper width, both in cuts and embankments, though there are some places where a greater width is needed, for which an estimate is made,

TUNNELS.

There are four short tunnels, three through solid rock, not arched, and one arched with timbers. The Commission have not deemed it necessary to provide for arching with masonry.

BRIDGES, TRESTLES AND CULVERTS.

Several of the high trestles between the Blue Creek Station and Promontory ought to be filled up at once. They were evidently intended as temporary expedients to gain time in opening the road. Below Echo, on the nine hundred and seventy-first mile, two high trestles, and two of the same character near Piedmont, on the nine hundred and thiry-fourth and nine hundred and thirty-sixth miles, should be filled within the coming year, The high trestle at Dale Creek is a good structure, and no estimate has been made for filling this, it being a first-class work of the kind. The bridges are generally well built and of good materials. There are several, however, of 100 and 150 feet on Bitter Creek, where a water way of 40 feet would have been ample. The masonry of these is of an inferior character. The company are now engaged in changing the course of the stream so as to render eight or ten of them unnecessary, and fill the crossings with embankments. An estimate is made for completing those which are to remain. Some of the Howe truss bridges, like several of those on the Central, are light in their suspension rods for the maximum load of a train of locomotives. Several should be strengthened, for which estimates are made. In reference to many of the trestles, not heretofore mentioned, and culverts which we have estimated for replacing, we would remark that practical railroad managers, having due regard to economy, would not replace them by permanent structures so long as they are safe and reliable, which, in the opinion of the Commission, will be four or five years for many of them, at the end of which time experience will point out the size of water-ways with much more certainty than can now be determined.

SNOW FENCES.

Some protection against snow has already been provided and much more will be necessary. The officers of the road seem to be aware of the importance of these and are preparing the material for them. It will, undoubtedly, be expedient to erect snow sheds at some of the exposed points, but experience only can locate them. Properly the saving of expense in operating and repairs will be so large that no railroad similarly situated can afford to be without them. We think, therefore, that it will be safe to leave all this part of the work in the hands of the company, to be done as fast as their experience points out the right places and the character of the structures to be built.

TRACK.

The track is generally good, but a few miles were observed where the heavy traffic near Omaha had worn the rails considerably. To replace them is a matter of ordinary repair and not of construction, this part of the road having been in operation for four years. Abont 450 miles of the track is laid with rail weighing 50 pounds per lineal yard and with wrought iron chairs. The remainder is of 56 pounds and laid with fish joints. The cross ties are generally of pine of full size and good quality, excepting those on about 400 miles immediately west of Omaha, where originally a large proportion were of cotton wood. Many of these have been replaced with pine, oak and cedar, but a large number are still on the track. A part of the cost of replacement belongs to the road, but a portion should be borne by the construction account, as the cross ties were originally inferior; $100,000 above the ordinary repairs is estimated for their replacement, the company now having a large number on hand for that purpose. The cross ties number from 2,300 to 2,600 in each mile of the track.

SIDINGS.

The sidings are ample for the business of the road, amounting to fully 9 per cent. of its length.

BALLASTS.

A considerable portion of the road is well ballasted with good material. Quite a large amount is however, still needed between Promontory and Ogden, and in the Platte Valley. In the latter it can only be obtained for very large hauls, still we regard it so important as to justify us in estimating the expense of procuring it.

STATION HOUSES AND WATER TANKS.

The station houses are of good character, properly located and sufficient in number to accommodate the business of the road. The company have also erected, at convenient points on its line, several hotels and eating houses for the accommodation of passengers. There are several long intervals between the water tanks, but the Commissioner is satisfied all that is practicable is being done by the company to obtain an abundant supply of good water.

COAL.

The discovery of good coal in large quantities, easily accessible at several points on the line of this road, is of great value in reducing the cost of operating.

MACHINE SHOPS AND ENGINE HOUSES.

At several places there are permanent machine shops, well constructed, and fully supplied with machinery and tools. These are properly located. We have estimated for building one more at the poposed junction of the two roads. The engine houses are generally of stone or brick, and of good size. There are points at which others will be required, for which estimates are made.

EQUIPMENTS.

There are upon the line of the road 149 locomotive engines, 26 first-class and 15 second-class passenger cars, besides the sleeping cars in use upon the road, but not owned by the company; 18 baggage, mail and express cars; 88 caboose cars, which can also be used as emigrant cars; 1,107 platform cars, besides 300 leased to and used by other roads. There are three passenger and two express and baggage cars in the course of construction in the company's shop at Omaha. The freight cars are considerably in excess of the present and immediate future wants of the road. In view of the very large amount of material the company have on hand at Omaha, and their ample facilities for the construction of passenger cars, we have made no estimates for an addition to this class of equipment. The telegraph line and stations are sufficient fer present purposes, though many of the poles are not of the most desirable quality.

Estimates for supplying deficiencies of the Union Pacific Railroad from Promontory to Ogden.

Ballasting the track, $46,000; widening the embankments, $6,400; filling the high trestles between the 1076th and 1085th miles, inclusive, $38,000; abutments and piers at Bear river bridge, in addition to the materials on hand, $5,000; work on the Ogden river bridge in addition to the work done and material on hand, $4,000; filling up and making water ways at forty-four short water ways, $20,000; filling up and making water ways at three large openings, $1,200; filling and putting in straining beam bridges and abutments at three large trestles, $5,400; correcting construction and reducing grades to conform to the accepted location between the 1080th and 1085 miles, inclusive, $80,000. Total, $206,000.

Estimates for supplying deficiencies of the Union Pacific Railroad from Ogden to Omaha.

Ballasting the track from Ogden to Echo, $5,000; Echo to Bryan, $70,000; Bryan to Rawlins, $90,000; Rawlins to Laramie, $85,000; Laramie to Ogallala, $70,000; Ogallala to Omaha, $116,500; widening embankments between Ogden and Echo, $3,600; Echo and Bryan, $31,500; Bryan and Rawlins, $12,500; Rawlins and Laramie, $6,000; Laramie and Ogallala, $7,000; Ogallala and Columbus, $18,000; Columbus and Omaha, $9,000; for freight and passenger depot at the proposed junction with the Central Pacific Railroad, $10,000; for engine houses of brick or stone at said junction, $4,000; for machine shops at said junction, $50,000; for an engine house at Green River, of brick or stone, in addition to material on hand, $20,000; for an engine house of stone or brick in the vicinity of Walsitch or Evanston, $20,000; for replacing cotton wood ties in addition to repair account, $100,000; strengthening Pappillion Bridge, $50; widening the pier and changing the bridge at Crow Creek, $1,100; rebuilding the piers and abutments at Laramie, $6,000; for masonry and erecting a bridge at Little Laramie, $3,000; for improving abutments at Rock Creek, $1,000; for repairing masonry at Medicine Bar bridge, $2,500; for rebuilding and repairing the masonry of the Bitter Creek bridge, $21,000; for abutments and piers at Green River, $15,000; for widening the pier at the last crossing of the Black Fork, $1,000; for piers and abutments at Black Fork, 873d mile, $3,500; for piers and abutments at Black Fork, 880th mile, $12,000; for masonry at the crossing of the Big Muddy, 890th mile, $7,500; for masonry at the crossing the Big Muddy, 891st mile, $5,500; for masonry for straining beam bridges between the 946th and 949th miles, including the filling of trestles, $15,000; for abutments for six forty feet straining beam bridges, from 985th to 988th miles, inclusive, $2,400; for arch culvert, $500; for filling trestle at Weber river bridge, $3,000; filling and replacing with permanent water ways thirty-five small openings of trestle work between Ogden and Yellow Creek, $14,000; for filling and replacing with permanent water ways ten large openings between Ogden and Yellow Creek, $11,000; for filling two high trestles on the 973d mile, $12,000; for filling two hign trestles on the 971st mile, $32,500; for filling a trestle at the 970th mile, $2,000; for filling two trestles on Yellow Creek, $2,200; for abutments, filling and putting a straining beam to the bridges at the 960th and 996th miles, $2,500; for filling and replacing with permanent water ways ten small openings of trestle work between Yellow Creek and Piedmont, $2,000; for filling the trestle at the 968th mile, $500; for abutment and a straining beam at the bridge and filling at the 956th mile, $1,500; for filling four large trestles, between the 965th and 934th miles, inclusive, $33,500; for filling and replacing with permanent water ways seventeen small openings, between Piedmont and Bryan, $7,000; for abutments at the crossing of the Big Muddy at the 927th mile, and abutments at the crossing of the Big Muddy at the 923d mile, $3,000; for abutments, buildings and filling eighteen trestles between Bryan and Piedmont, chiefly crossings of Muddy Creek, $326,000; for filling and putting in three culverts between Piedmont and Bryan, $3,700; for filling and replacing with permanent water ways forty small openings of trestle work between Bryan and Rawlins, $16,000; filling and replacing with permanent water ways two larger openings between Bryan and Rawlins, $20,000; filling and replacing with permanent water ways sixty small openings of trestle work between Rawlins and Laramie, $17,000; filling three other large trestles, and putting in culverts, between Rawlins and Laramie, $25,000; filling and replacing with permanent water ways 125 small openings of trestlework between Laramie and Ogallala, $50,000; filling and replacing with permanent water ways 57 larger openings of treslework between Laramie and Ogallala, $29,600; for filling 18 large trestles between Laramie and Ogallala, $50,000; for filling and replacing with permanent water ways 150 small openings between Ogallala and Omaha, $30,000; for filling and replacing with permanent water ways 25 larner openings of trestle work between Ogallala and Omaha, $20,000 for changing the line to the original location at Wintah, $5,000; for reducing the grade and changing the line near Omaha, $60,000. Total, from Promontory to Omaha, $1,586,100.

SURPLUS, MATERIAL AND SUPPLIES.

After examining the lists of rolling stock, material and supplies on hand, submitted by the Companies, and making a liberal allowance for the immediate and future wants of the road, we find they have a surplus amounting to about $1,800,000 in value.

In concluding this Report the Committee desire to state that both companies are doing a large amount of work on their respective roads, and are day by day bringing them nearer to the standard required by law.

This great line, the value of which to the country is inestimable, and in which every citizen should feel a pride, has been built in about half the time allowed by Congress, and is now a good and reliable means of communicating between Omaha and Sacramento, well equipped and fully prepared to carry passengers and freight with safety and dispatch, comparing in this respect favorably with a majority of the first-class roads in the United States.

Respectfully submitted.

(Signed,)

HIRAM WALBRIDGE,
S. M. FELTON,
C. B. COMSTOCK,
E. F. WINSLOW,
J. F. BOYD,
} Commissioners.

Alexandria, Loudoun and Hampshire R. R.

The tenth annual meeting of the stockholders of this company was held in Alexandria on the 3d inst. The President, in his report, states that since the last annual meeting the extension has been completed to Hamilton Station, in Loudoun county, 44 miles from Alexandria. A new contract has been entered into for the construction of this line from Hamilton station to Winchester, as may be hereafter determined. The contract is with H. S. McComb, of Wilmington, Delaware, and other gentlemen, and is now being carried out in good faith. The board confidently expects by the next annual meeting to have the road extended across the Shenandoah river, well on its way to Winchester or its vicinity, by which its trade and travel will be largely increased. The receipts for passengers, freight and mails for the past eleven months amount to $75,673 02, and the expenditures for salaries, transportation expenses and repairs of track, and other items, amount to $58,622 92, leaving a balance of $17,050 10.

Of the first mortgage bonds there has been sold during the year $45,500, making in all $77,000 disposed of. The floating debt of the company, September 30th, 1869, was $124,228, and against this the company holds $71,000 in Clarke county bonds, $10,000 in Leesburg town bonds and other evidences amounting to $88,577.

Mr. Lewis McKenzie was unanimously re-elected president of the company, with the following directors: H. S. McComb, of Delaware; C. F. Lee, of Alexandria; John L. King, of Springfield, Mass.; John Janney, of Loudoun; Henry Lewis, of Philadelphia; Benjamin Morgan, of Clarke, and John S. Kennedy, of New York city.

A resolution was adopted authorizing the directors to apply to the Legislatures of Virginia and West Virginia for such alterations in the company's charter as they may deem necessary, with such increase of capital and authority to issue bonds as they may consider advisable.

☞ The earnings of the Lake Shore and Michigan Railroad in October, 1869, were $1,279,602 56, against $1,249,950 94 in October, 1868—an increase of $29,651 62.

☞ The receipts of the Philadelphia and Erie Railroad for the month of October, 1869, were $320,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...50	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J. A. J. & O.	Oct. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref..100	1,340,400	M. & N.	Nov.'69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun.'69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,380,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J. A. J. O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City.....10	1,000,000	F. M. A. N	Aug.'69 3
Brooklyn City & Newt'n..100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 5½
Buffalo and Erie..... ...100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	July '69 5
Cape May and Millvi le* * 50	447,000	J. & D.	Jun.'69 3
Catawissa, ... 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,800	J. & J	July,'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'67 2½
Chemung*.....100	380,000	J. A. J. & O	July'69 2
Cheshire, preferred 100	2,017,325	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref..100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,237,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger...	.....	J'n & J'ly	Jan.'68 2
" Street	.....	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,968,775	J. A. J. & O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen..100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar...100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,005	.....	.....
Do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000	.....	.....
Dayton and Michigan*.....100	2,390,648	.....	.....
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July'69 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Nov.'69
Dubuque and Sioux City..100	1,673,641	Annual	J'ly '69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia....100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J. A. J. & O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'69 4
Do. pref.....100	8,538,910	Annual	Jan. '68 7
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordav.100	1,143,446	.....	.....
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J. A. J. & O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,258,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '64 5
Joliet and Chicago*.....100	1,500,000	J. A. J. & O	Oct.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J. A. J. & O	Oct.'69 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan. '69 3
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F. M. A. N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	.....	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '69 5
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N. Alb. & Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	6,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehil*. 50	323,375	J. & J.	July'69 3
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates...100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,793,900	F. M. A. N	Nov.'69 2
North Eastern (S. C.) pref.100	155,000	.....	May'67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	8,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O	Oct.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J. A. J. & O	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....100	600,000	J. & J.	Jul.'69 3
Philadelphia and Erie*.... 50	5,990,700	.....	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.* 100	19,665,000	J. A. J. & O	Oct. '69 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	F. & A.	Aug '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	May'69 3
Sand., Mansf. and Newark.100	901,841	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	686,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'07 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	May'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	.....	.....
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian....100	357,408	.....	.....
Virginia Central 100	2,353,679	.....	.....
Virginia and Tennessee....100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 100	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jul. '69 3
Warren.....100	1,647,650	.....	..... 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 3½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,596	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,905	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh'p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal..... ..... —	.....	J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	F. M. A. N	Feb '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	F. M. A. N	Apr.'68 5
American Express..... 500	9,000,000	F. M. A. N	May,'68
Merchants Union Express.100	20,000,000	.....	.....
United States Express 100	6,000,000	F. M. A. N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	19,800,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	579,000	511,854	5-7,500	.....	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149.137	157,943	170,044	170,916	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	330,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,823	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,100	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260.268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442.275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	483,435	4,797,464
1869	351,767	319,441	645,780	362,900	419,100	508,000	440,300	480,900	579,000	581,000	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	583,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,420
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541.057	1,211.530	879,900	11,032,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122.140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359.463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423.578	640,179	799,236	661.391	657,141	603.402	6.329.447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643.887	518,088	7.181.208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	576,253	571,348	661,971	588,219	504,066	6.546.741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613.329	7.160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794.325	889,967	931,530	685,401	681,041	7.817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1.201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1.278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189.145	238,012	308,106	375.567	332.360	348.048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448.934	411,806	4.120.152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524.760	495,072	351,799	4.826,727
1866	312,846	277,234	412,715	413,970	418,024	364,684	338,858	384,401	429,177	496,655	429.546	352,218	4.650.328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4.663,808
1868	362,021	338,335	378,735	452,429	399,300	365.117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172.189	216,624	295,956	322.369	307.474	258.634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375.488	339,794	306.186	3.168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410.802	405,510	376.470	3.970.946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4.520.550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308.669	4.260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4.371.073
1868	343,316	304,315	326.880	415,758	369,236	325.501	321,013	392,942	456,973	511,820	410,826	390.671	4,569,251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458.191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	484,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1.117,858	14,575.128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480.929	1,530,518	1,211,108	935,857	14.143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	834,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,490	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.519	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302.426	281,613	3.380.583
1867	242,793	219,065	279,647	284,729	282,989	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217.082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254.285	388,725	414,707	448.994	463.873	466.557	454,826	4,088.837
1863	335,685	361,834	396,771	429,929	505,517	464.809	451,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936.188	711,457	1,170,241	1,125,635	754,551	1,032.149	812,178	9,555,519
1865	658,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,164	873.153	956.658	837.351	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249.419	277,380	397,525	401,290	364.334	370,983	3,745.310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8 489,062
1866	559,982	480,986	662.163	599,806	682,510	633,667	552,378	648,201	654,926	757.441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669.037	784,800	690,598	573,727	7.242.126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,803	102,138	170,485	168,699	162,532	166,015	222,953	198,884	244.834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,288	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	.....	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156.338	139,626	244,114	248,840	221.570	220,209	265,154	2.050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375.534	361.910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,750	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293.344	283.833	484,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	.....	.....	.....	.....
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61.770	37,830	689.383
1866	45,102	36,005	39,301	43,332	86,913	62,918	85,276	60,698	84,402	100,312	75,248	54.468	814,036
1867	39,078	27,667	36,392	40,710	57,852	60.558	58,262	73,525	126,495	120,208	79,431	54.719	774,957
1868	46,415	40,703	39,198	49,231	70,163	77,339	59,762	84,007	97,338	97,600	57,145	45 470	764,971
1869	41.991	42.202	54,554	41,592	68,474	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Nov. 1, 1869.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	113½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	124
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	117½
.. .. coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112½
(5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	112½
(5-20s).....coupon		6	" "	1884	113
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	112½
(5-20s).....coupon		6	" "	1884	113
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	113½
(5-20s).....coupon		6	" "	1885	113½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	115
(5-20s).....coupon		6	" "	1886	115½
.. .. 3d series (5-20s)...registered	379,588,950	6	" "	1887	116
(5-20s).....coupon		6	" "	1887	115½
.. .. 4th series (5-20s)...registered	42,5[illegible],350	6	" "	1888	115½
(5-20s).....coupon		6	" "	1888	116
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s)....coupon		5	" "	1904	107½
Union Pacific R. R. Bonds .....(currency)	62,188,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	47,640,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	206,502	var	.....	Due.	....
Treasury Notes (7-30s).....	888 400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,576,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	32,410	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,258	*nil.*	.....	Dem.	....
Fractional Currency	37,035,442	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	90½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
.. .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	97½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	600,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	91
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	65
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	81
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	102½
.. —Patuxent Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	105
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	121½
.. —	650,000	6	" "	'72-'73	121½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	104½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	106½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	88½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,287,000	6	April & Oct.	'69-'74	90½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	7	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	6	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47
.. — .. (new).....	3,059,045	6	" "	'92-'98	38½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	100
.. — .. (").....	4,095,300	6	" "	1881	102
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	.....	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. — .. Loan.....	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	108
.. —Military Loan.....	910,200	5	" "	'72-'87	....
Rhode Island—War Loan of 1861.....	2,820,750	6	" "	1871	....
.. — .. of 1862.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1863.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1864.....	776,000	6	Jan. & July.	1893	99½
South Carolina—Fire Loan, 1838	881,000	6	Feb. & Aug.	1894	....
.. — .. (stg.).....	314,454	6	J. A. J. & O.	1870	....
.. —State House Loans.....	484,445	5	" "	1868	....
.. —Blue Ridge R. R.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Funding Bonds	1,000,000	6	" "	'75-'79	....
Tennessee—State Bonds	1,282,971	6	" "	'70-'90	65½
.. —	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —Railroad Loans	1,706,000	6	" "	"	....
.. —Railroad Endorsements	25,903,000	6	Jan. & July.	long.	60½
.. —Funding Bonds	2,172,000	6	" "	Var.	....
Texas—No legal debt.....	4,677,950	6	" "	"	52½
Vermont—State Bonds.....	.....	...	.....	.....	....
.. — .. Certificates.....	1,026,000	6	June & Dec.	'71-'78	99
Virginia—State Stock.....	201,000	6	" "	'71-'78	....
.. — .. Bonds	20,653,962	6	Jan. & July.	long.	45½
.. — .. stg.....	10,963,000	6	" "	"	....
.. —Funding Stock.....	2,331,500	5	" "	"	....
.. — .. Bonds	2,880,801	6	" "	1870	55
.. —Guaranteed Bonds.....	3,446,000	6	" "	'80-'90	....
West Virginia—No Debt.....	1,735,380	6	" "	Var.	....
Wisconsin—War Loan Bonds.....	.....	...	.....	.....	....
	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6*	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051 520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	58½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	583,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	81½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	97½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct	New York.	1870	97½
Loan for $675,000	675.000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	84½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	78½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	92
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	24,371,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	89½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	107½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941.000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	94
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	89
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	87½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	92
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,500,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1886	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage sk'g fund	15,000,000	7	April & Oct.	New York.	1908	75⅛
Columbus and Indiana Central:						
2d Mortgage	821 000	7	May & Nov.	New York.	1886	74
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortg ge sk'g fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88⅛
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1883	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	8*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	88
Income Bonds	570,000	5	April & Oct.	"	1872	58
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct	" "	1880	79½
5th Mortgage	928,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186 400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	New York.	1886	....
Grand Trunk (Ca.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45.000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	117
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1873	....
2d Mortgage (do.)	794,000	7	—— & ——	" "	1883	....
3d Mortgage (do.)	237,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1890	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	85½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98½
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	95½
2d Mortgage	2,693,000	7	" "	" "	1877	89½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	88
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	100½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	49
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,500,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,800	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,600	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov	New York.	1915	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150.000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	99
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	—— & ——	"	18—	60
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	ured.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	101
Northern New Hampshire:						
Company Bonds of 1854	120.000	6	April & Oct	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York	18	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481.500	6	Jan. & July	Baltimore.	1875	95
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $500,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	92
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	93¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101¼
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	73¾
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	83¾
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70¼
Va. State Loan	249,962	6	" "	" "	1887	73
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	....
St. Louis Loan	700,000	6	" "	" "	'71–'73	90
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama.						97¼
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	97
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94¾
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'60–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage (General)	5,000,000	6	" "	"	1881	84¾
2d Mortgage	4,000,000	7	" "	"	1901	85¼
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100¾
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	89
Bonds of 1857, convertible	171,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102¾
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	99
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	93
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1880	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	72½
Consolidated coupon	1,298,000	6	May & Nov.	" "	'78–90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140¼
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 62 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	79
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81¼
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						....
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98¼
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1857	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'86	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	84
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	26,638,000	6*	Jan. & July.	New York.	'95–'99	82½
2d Mortgage (Gov. subsidy)	26,638,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	77½
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90½
Vermont Valley:						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	" "	"	1890	....
" " 3d class	154,000	7	" "	"	1890	....
" " 4th class	1,263,000	7	" "	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1866	64½
2d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1868	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'60–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Cam	**den and**	**A**	**mboy R. R.)**			
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	84½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	77
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	56
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	67
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: in progress.	Rolling Stock: Locomotives.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	—	—	2,241,250	4,000,000	1,801,543	—	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	15.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	165,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesee and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	124
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	—	379,340	30.0	425,776	.....	.....	408,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	148
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	10	12	8	223	Boston, Concord and Montreal.....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	15½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,426	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	133
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,869	150,288	4,299,724	—	396,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	141½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	135
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,288,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	876,234	—	43.2	26,326	69,068	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota.Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,805,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,488	10	100	118½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	.....	.....	—	—	(Leased to West Jersey.)			—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)			—	—	—	100	....
Dec. 31, 1868	271.6	—	25.8	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	—	15,000,000	3,084,675	.....	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	93½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	28½
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	—	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,843	1,987,896	10	100	150
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy...Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,155,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	155
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	70½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	103½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	—	Less	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13x	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	403,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	—	—	(Leased to Ind., Cin. and Laf.			.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased to Kentucky Central.)			.....	.....	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,824,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	—	—	(Leased to Ind., Cin. and Laf.			$ 54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	$253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	865,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	75
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)	—	—	—	—	8	100	—
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,190	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,802	2,493,214	937,788	6	50	85
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Pittsburg and Cincinnati and St. Louis.)	—	—	—	—	7	100	92
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—	—	—	—	—	—	—	8	50	25½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,580	81,106	1,786,200	248,000	80,667	85,846	—	—	—	—	—	—	—	—	—	—
Mar. 31, 1868	35.0	7.9	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	633,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont..New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	46,081	40,999	23,704	74,706	27,642	—	100	—
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to Concord,)	—	—	—	—	7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)	—	—	—	—	—	50	—
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	—
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	—
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,518	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	485,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	61,024	10	100	—
Dec. 31, 1868	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin...Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under construction.)	—	—	—	—	—	100	—
Apr. 30, 1869	—	—	—	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,382,341	3,423,500	660,700	—	141.4	—	—	—	985,853	273,497	—	100	—
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union .....Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	50	—
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western.....Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,365	loss.	—	100	—
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	364,270	61,942	6	100	—
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,102	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	105½
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Des Moines Valley.....Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee.....Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	—
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Winnipissogee....New Hamp.	825,199	*	—	—	480,000	—	—	—	—	(Leased to Boston & Maine.)	—	—	29,000	29,000	3	100	—
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to Illinois Central.)	—	—	—	973,186	—	4s	100	108
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	—
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	365,000	—	—	—	280,000	—	—	—	—	(In progress.)	—	—	—	—	—	100	—
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	—	(In progress.)	—	100	—
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	259,806	—	—	—	124,800	140,000	2,000	—	—	(Leased to Pennsylvania.)	—	—	—	—	—	50	—
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,462,212	558,939	8	100	115½
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶.....Massachusetts.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased to Phila., Wil. & Balt.)	—	—	—	—	—	100	—
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	391,604	—	—	—	392,550	—	—	—	—	(Leased to Phila. & Reading.)	—	—	—	—	6	50	—
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	1,589,847	—	—	—	654,600	576,000	—	—	36.0	244,880	293,720	481,273	565,168	191,035	—	50	74
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	—
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶..Tenn. & G.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	—
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	—	—	—	—	—	—	—	(Oper. by Evansville, Henderson & Nashv.)	—	82,923	8,095	—	100	—	—
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	—	—	—	—	—	—	—	—	—	(Leased to Northern Central.)	—	—	—	25,000	5	100	—
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)	—	—	—	165,000	5	50	64
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	—	—	—	—	—	—	—	—
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18,506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	27½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	—
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and North American ¶..Maine.	—	—	—	—	—	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	—
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶..N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	—	132.0	261,697	—	—	463,186	117,920	—	100	—
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	—	14,384	1,144,010	1,240,000	52,365	377,044	64.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville..Ky.	—	—	—	—	—	—	—	—	5.9	10,815	76,770	—	31,320	5,770	—	100	—
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	—	(Leased to Pittsburg and Connellsville.)	—	—	—	—	7.6	50	—
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	—	—	—	—	—	—	—	—
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	19	507	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,510,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	130
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	275,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	—
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	—	(Leased to Belvidere Delaware.)	—	—	—	—	—	100	—
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	—
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	—	—	3,000,000	—	—	—	164.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)	—	—	—	—	—	100	—
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	—
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	—
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	(57,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	61.0	—	....	20.0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	884.0	523.0	....	—	323	219	55	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	—
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	384.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	—
Sept. 30 1868	143.3	21.0	4.5	....	27	14	2	59	Greenville and Columbia ¶...S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	104.2	122,712	59,149	—	320,138	128,056	—	100	108
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	—
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased to Pennsylvania.)	—	—	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	252
Jan. 31, 1869	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,600	—	2,937,939	2,055,000	—	—	122.4	573,155	851,826	182,894	766,351	122,688	—	100	—
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	—
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	—	—	—	2,000,000	2,600,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	—
Dec. 31, 1868	50.0	—	....	....	2	5	1	16	Houston Tap and Brazoria.....Texas.	—	*	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	—
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River.....New York.	16,669 382	2,516,607	19,484	.....	13,932,700	6,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	161½
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	200,895	219,211	80,051	—	50	—
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central* .....Illinois	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,986	10	100	137
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	—	—	—	—	(Is now operating Terre Haute, Alton & St. Louis R. R.)				302.5	—	—	—	—	—	—	100	—
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	75.0	237,250	—	—	—	—	—	100	28
Dec. 31, 1868	76.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	—
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*	—	—	132,411	35,000	26,309	—	13.0	23,000	31,778	68,378	64,610	8,944	—	100	—
Oct. 31, 1868	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,392	2,107	—	50	—
Dec. 31, 1868	110.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,050	515,465	1,895,000	143,196	131,393	11.0	—	—	—	391,843	212,727	—	100	—
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,190	1,432,644	225.0	695,819	—	—	1,063,524	264,956	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)	—	—	—	152,927	7	100	92½
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)	—	—	—	—	8	100	—
Oct. 31, 1868	4.6	0.8	—	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,729	1,008,270	79,033	41,937	—	100	—
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	—	—	—	—	—	1,150,000	—	—	99.0	—	—	—	—	—	—	100	—
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	56	Keokuk and St. Paul.....Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)	—	—	—	—	—	100	—
Dec. 31, 1868	1.6	—	....	8.0	—	—	—	8	Knoxville and Charleston ¶....Tennessee.	—	—	—	—	—	—	—	—	1.6	—	—	—	—	—	—	100	—
Dec 31, 1868	31.0	—	—	31.0	3	3	1	20	Knoxville and Kentucky ¶....Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	—

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	36.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,251,358	521,772	.....	.....	1,335,000	2,248,000	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)		619.3	.....	.....	.....	.....	.....	—	109	89½
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coal	and Na	vigation.)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,789,356	10	50	107¼
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy.....Kentucky.	258,709	*	.....	.....	241,200	.....	39,000	.....	6.6	23,050	903,529	38,000	39,462	2,908	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,267	*	25,007	3,045	514,766	25,000	113,59	29,006	12.8	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			8	100	....		
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,500	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	100	62
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,486,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. and Read.)			.....	.....	4	50	85
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,080	—	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,468	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,568	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	20,321,009	2,228,609	919,094	6	100	70¾
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased to Boston and Lowell.)			21,807	6	100	....		
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			63,380	10	50	....		
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....		
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135		
Dec. 31, 1865	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In progress 66 miles.)		—	100	....		
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	351,360	138 055	.....	—	.....	.....	.....	(In hands of receiver.)	.....	—	100	....		
Oct. 31, 1868	12.5	25.1	38.3	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	—	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased to Phila. and Reading.)			.....	.....	—	50	....		
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	80		
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	—	.....	.....	1,000,000	—	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	125		
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	—	.....	—	(Owned by Concord.)			.....	.....	—	100	....		
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....		
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operated by contractors.)			.....	.....	—	100	....		
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	320,286	344,896	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50		
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	....		
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper. | by L. & | Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514,376	64,343	—	100	....		
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120		
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....		
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108.502	212,300	38,886	.....	—	(Oper. by Erie 5 mos.)			11,263	461	—	100	....		
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....		
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	69¾		
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			.....	302,048	8	50	106¾		
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....		
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9		
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825.407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....		
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....		
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....		
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	.....	17,921	15,302	—	100	....		
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,000	289,438	.....	116.9	172,918	.....	(9 mos.)	411,714	143,722	—	100	32		
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex.....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	87½		
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135		
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....		
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....		
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....		
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck.....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	52.0	.....	.....	.....	512,313	171,453	4	100	114		
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½		
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....		
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	22.0	(Leased to Pbg F. Wayne & Chicago.)			.....	.....	12	100	....		
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744.520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	—	50	....		
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....		
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250.000	850,000	.....	.....	47.5	(Included in United Companies)			.....	.....	10	100	120		
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....		
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½		
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....		
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	80.2	137,698	2,990,132	.....	378,198	118,326	—	100	46		
Sept. 30, 1868	297.7	290.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	132½		
Sept. 30, 1868	8.0	—	1.0	—	3	3	1	—	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....		
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....		
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	134½		
Mar. 31, 1869	62.8	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	5,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140		
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....		
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½		
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6	100	....		
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80		
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....		

Feb. 23, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	74.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)												—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	13	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	80½
Oct. 31, 1868	55.5	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839		—	67.3	421,267				1,015,394	388,240	5s	50	78
Dec. 31, 1868	94.3	2.5	17.0	—	18	19	10	419	Northern	Canada.									—	96.8		4,798,284	13,598,080		561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277		4,798,900	6,875 000	1,810,066	788,406	330.0	2,212,358	25,849,805	131,812,913		4,151,352	897,857	8	50	90
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362		3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	105½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373	—	35.3	129,710	5,306,825	541,215		279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210		2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170		684,877	221,975	8	100	112
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned		by Nova	Scotia.)			145.0	279,621		3,345,141		253,994				
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,666,222		898,981	301,742	4	100	63½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000		—	340.0		30,256,534			2,964,041	663,427	—	100	26½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880				1,197,090	663,185	—	50	74
May 31, 1869	72.5	68 5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308.013	227,855	141.0	869,867	40,214,034	11,028,842		1,404,295	531,078	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187		2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	—	Orange and Newark	New Jersey.	618,549	63,889		13,612		289,550	380,000	26,500	—	9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387	—	—					111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	673,500	4,000	55,341	36.3	106,764	4,002,895	2,350,471		269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598		3,340,024	7,550,375		1,560,766	285.0	1,594,535				3,086,542	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	6,000,000					7,000,000	1,192,000		—	47.6							24	100	210
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000			—		(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000		—		(Leased	to Erie)					—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000		—		(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					319,650	160,000		—			(Leased to Camden and Amboy.)					—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256		27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,700	70,830,225		17,233,497	5,372,513	6	50	107½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500			3,200,000	597,500	375,000	—	47.0							20	50	225
Dec. 31, 1868	40.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000		—		(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000		—								—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299	—	82.3					212,892	93,885	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*				218,000	800,000	212,500	—	39.0	87,111				156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,633	—	287.5					2,804,250		—	50	57½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950		—	24.3	342,776				642,639	205,901	10	50	141
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,316	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128		26,301,362	7,030,220		1,921,976	806.7	4,500,135				8,791,937	3,150,837	10	50	97½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063			1,259,120			—	26.5					995,196	280,585	10	100	117½
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099		9,084,300	2,935,000	514,390	1,101,105	103.8	897,200				2,393,897	905,891	8	50	101
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va.	13,788,000	*				5,000,000	4,008,000	4,750,000	—	222.5	1,568,097				2,338,581	646,465	—	50	
Oct. 31, 1868	68.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*				1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774		11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782		450,000			782	—	50,080	1,217,879	670,258		108,884	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R		eceiver.)				23.0	34,971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				783,500	1,232,760	4,510	—	109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923		1,500,000		399,709	6,680	51.3	258,977				518,592	130,420	6	100	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000					350,000			—	—	(Leased	to Concord.)				24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000		—	—	(Leased	to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				437,917	150,000		—	14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943		1,900,000		129,656	23,426	54.4	351,060	10,423,316	10,439,958		723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.									—								—	100	....
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,390	—	92.5					254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791			505,848	1,000,000		—		159,744				178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000		—	175.0	555,727	15,355,880	28,253,882		1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308		4,000,000	2,719,000	288,439	—	190.2	284,520	4,080,393	6,123,789		574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313		847,100	319,000	25,288	22,589	46.2	81,172	1,164,190	1,027,073		146,985	58,72	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*				650,000	600,000		—	—		(Not in operation.)					—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402			—	22.0							—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.						1,080,000	1,384,000		—	12.0		(Under construction.)					—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016		2,500,000	2,000,000	10,186	642,054	218.2					1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	*								166.3	694,409	4 060,421	11,712,202		993,239		—	100	29
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*				2,100,000	2,050,000		—	—		(About $5 0,000 a month.)					—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*				4,340,000	6,700,000		—	132.0		(Leased to Ind. & St.	Louis.)			517,941	—	100	29
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000					10,000,000	4,000,000		—	120.0					612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000		—	—	(Leased	to Chi. &	Alton.)		240,000		—	100	....
Dec. 31, 1868	68 7	8.2	....	—	—	—	—	—	St. Louis and St. Joseph	Mo.						2,000,000	1,000,030		—	—	(Under construction.)					—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.									—	—	(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	5	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					2,020,000		—	80.0					209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200		1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700			232,950	100,415	—	100	....
Nov. 30, 1867	10.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000		—	—	(Leased	to West Jersey.)				16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381.471	82,542		6,679		243,305	226,900	487	—	—	(Operated by Boston & L.)				17,500	16,788	—	100	....
Dec. 31, 1868	116 3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*				900,235	2,150,000	50,000	—	116.3	240,299				416,916	106,052	—	100	....
Jet. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84	*				1,299 150	97,000	148,578	—	54.0	152,360				167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050					576,050			—	—	(Leased	to Phila. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							200,000		—								—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*				999,050	796,830		—	119.5					312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,881,062	1,079,100		—	160.0					218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000		—	28.0	178,705				277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*				743,100	264,000	121,900	—	25.0		265,000	155,000		32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663					100,000	37,800		—	20.0	(Operated by Jeff. Mad. and			Louisville.)			—	100	....
May 31, 180	50.0	—	2 5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*				636,200	55,000		—	50.0	167,376				289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	4	80	*Sioux City and Pacific*	Iowa.						1,350,000	3,200,000		—	75.0					127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*				783,500	1,232,760	4 51	—	109.0	373,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	14.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300					438,300			—	—	(Leased	to Central of New Jersey.)					6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	36	South Carolina ¶	South Carolina.	7,597 444	*		1,020,406		5,819,275	3,860,741	514,388	1,295,967	243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.						900,000			—	—			(In progress.)				—	100	....
Nov. 30, 1868	31.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*				259,685	150,000	17,614	15,039	22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 186	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*				484,000	750,000	150 000	—	—		(Not in full operation.)					—	100	....
Sept. 30, 1868	123 0	6 5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynch'b'g)	Va.	3,796,159	*	36,379	57,879		1,365,600	1,708,000	475,160	9,401	132.5	255,714	1,944,588	8,066,425		380,360	66,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.						880,000			—	(Under construction.)							—	100	....
Dec. 31, 1868	60.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*							—	—					250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State and Railroads are distinguished by a "*."

Years ending.	Railroad. Main Line.	Railroad. Branch Lines.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0					*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	29	20	8	....	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302						100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.									68.0							100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	85,000	.....	13.0	52,797	2,798,824	.....	920,544	342,739	8	100	104
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	[illegible]	.....	7.6	11,925	8,702	486,794	277,622	103,680	7½	100	....
Nov. 30, 1868	21.9	—	1.1	—					Stockbridge and Pittsfield.....Mass.	448,700		2,700	.....	448,700	.....	.....	.....		(Leased	to Housat	onic.)	47,908	29,709	7	100	....
Nov. 30, 1868	13.2	—	1.6	—					Stony Brook.....Massachusetts.	267,393				267,300					(Leased	to Boston	& Lowell.	31,409	31,409	7	100	....
Oct. 31, 1868	—	—	—	22.0					Sullivan and Erie.....Pennsylvania.								1,126					19,773	15 970	5½	100	....
Dec. 31, 1868	12.0	—	12.0	—					Sussex.....New Jersey.	474,[illegible]	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	——	.....	67,705	25,942	5	50	....
Sept. 30, 1868	51.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30 1868	—	—	—	50.0					Syracuse & Chenango Valley. New York.	.....	*	(Will form a part of the Rondout and Oswego Line.)		654,000	2,620,000									—	100	....
Dec. 31, 1868	—	—	—	165.0					Tennessee and Pacific ¶.....Tennessee.			3,274,000												—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,999,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	—	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western. O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123.588	—	100	61
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,782	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—					Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....		(Leased	to Hudso	n River.)			7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0					Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....		(Leas	ed to Vt.	& Mass.,			—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—					Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....		(Leased	to Pennsy	lvania.)			—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	R. R.)	32,000	—	100	....
Dec. 31, 1868	100.0	—	....	....					*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	50	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563.608	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—					Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....		(Leased	to Vermo	nt Central.)			—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513.306	8	100	101½
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,660,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	58
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....		(Leased | to Rutland.)					—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,535	392,872	140.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554.017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—				—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—				—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—				—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—				—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of	Georgia.)	.....	.....	.....	.....	138.0	.....	.....	.....	943.607	266.320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—					Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased	to Pennsy	lvania.)	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0					West Wisconsin .....West Wisconsin.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)		537,378	252,544	10	50	125
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under const	ruction.)	.....	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5					White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—					Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	.....	(Oper. by	Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1868	142.0	—	....	—	1	4	1	14	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403.385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—					Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	.....	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—					Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....							—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.0	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	.....	.....	.....	1,983,563	2,089,400	.....	.....	13.6	.....	.....	.....	.....	.....	—	—	....
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	445,950	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	.....	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Nav. Co.)				.....	.....	—	25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,888,184	.....	.....	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	8	50	92
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	.....	.....	.....	4,999,969	(See Ca	m. & A	mb. R. R.)							14	100	120
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	.....	.....	.....	64,000	813,511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	.....	11,426	57,235	2,210,000	1,049,260	120,553	61,090	102.0	.....	.....	.....	603,067	397,786	—	50	67
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	.....	2,750,000	701,000	.....	.....	178.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	20
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	1,026.580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,350	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,307	—	50	....
Oct. 31 1868	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	.....	.....	.....	800,000	600,000	.....	.....		.....	.....	.....	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Mules.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000					—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.							—	100	100	19½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,718	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	701	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487			—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,900	150,000	94		89,058	9.0	100	100	97½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O							—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)...N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443	—			
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000					—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	280,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—			
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000		—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.							—			
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000					—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31,'68	—	—	—	Hoboken and Hudson City.N.J.							—			
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.							—			
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272			—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.							—			
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	43,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246		52,600		24,472		—			
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700					—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	65
Nov. 30,'68	42.86	701	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	75
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	71½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929		—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000					—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)....Pa.	110,907	104,028			16,063	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	25½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592			—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.	—	50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000					—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,287	109,300	—	524,611	177,857	11½	50	30	40½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	55½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000					—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,761	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000		—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750		—	227,369	95,876	32.1	50	19½	99
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.							—			19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000					—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)...N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000				—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000			—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Interest Rate.	Interest Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J	187.	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	187.	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	187.	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	300,000	7	M.& N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M.& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R....	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M.& N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9.300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1873	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	73½
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83½
Chicago and Alton, pref.	2,425,400	7	10	143
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	88½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44
Hannibal and St. Joseph, pref.	5,253,836	....	....	107
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	90
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	20
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	83½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	58
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	27½
Mariposa Mining, pref.	5,774,400	7	7	16½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	35 —	@ 37 —
Pig, American, No. 1 (good to best)		40 —	@ 41 —
Pig, American, No. 2		37 —	@ 38 —
Pig, American, Forge		36 —	@ — —
Bar, Refined, English and American		85 —	@ — —
Bar, Swedes, assorted sizes	(gold).	82 50	@ 85 —
Store Prices.			
Bar, Swedes, ordinary sizes		— —	@140 —
Bar, English and American, Refined		95 —	@ 1 —
Bar, English and American, Common		87 50	@ 90 —
Scroll		120 —	@180 —
Ovals and Half-round		120 —	@145 —
Band		120 —	@ — —
Horse Shoe		120 —	@ — —
Rods, ⅛@3-16 inch		100 —	@155 —
Hoop		125 —	@180 —
Nail Rod	per lb.	— 8½	@ — 9½
Sheet, Russia, assorted No.'s	(gold)	— 10½	@ — 11½
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold). per ton.	57 —	@ — —
Rail-, American		— —	@ 77 —
Anvils, Eagle	per lb.	— —	@ — —
		— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9	@ — 11½
English Blister (2d and 1st quality)		— 11½	@ — 19
English Machinery		— 12½	@ — 15
English German (2d and 1st quality)		— 14	@ — 16
American Blister "Black Diamond"		— 10½	@ — 16
American, Cast, Tool, do.		— 19	@ — —
American, Spring, do.		— 10	@ — 13
American Machinery do.		— —	@ — 13
American German do.		— 10	@ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

		All Cash.
Sheathing, New	per lb.	— — @ — 32
Bolts		— — @ — 33
Braziers'		— 33 @ — 35
Nails		— 38 @ — 40
Sheathing, &c., Old		— 20 @ — 21
Sheathing, Yellow Metal		— — @ — 27
Bolts, Yellow Metal		— — @ — 27
American Ingot		— 22½ @ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 33½	@ — 33½
Straits	(gold).	— 33½	@ — 33½
English	(gold).	— 31½	@ — 32

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 12½ @ 8 37½	11 — @ 11 50
I. C. Coke	6 75 @ 7 37½	9 — @ 10 25
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	7 75 @ 8 25	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 20½ @ — —
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 26
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 34 @ — —
Refined, Standard White (in ship'g order)		— 35 @ — 35½
Refined, prime White (in shipping order)		— 35 @ — 35
Refined, S. W. (in merchantable order)		— 35 @ — 42
Naptha, Refined, (60 @ 63 gravity)		— 11 @ — 12
Residuum	per bbl.	— — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 28 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.

6 by 8 to 7 by 9	per 50 feet. 7 75	@ 6 —
8 by 10 to 10 by 15	8 25	@ 6 50
11 by 14 to 12 by 18	9 75	@ 7 —
14 by 16 to 16 by 24	10 50	@ 7 50
18 by 22 to 18 by 30	12 25	@ 8 —
20 by 30 to 24 by 30	15 —	@ 9 —
24 by 31 to 24 by 36	16 50	@10 —
25 by 36 to 30 by 44	17 50	@12 50
30 by 46 to 32 by 48	20 —	@13 50
32 by 50 to 32 by 56	22 —	@14 50
Above	25 —	@16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10	per 50 feet. 8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40	(3 qlts.) 20 — @16 —
28 by 40 to 30 by 48	(3 qlts.) 22 — @18 —
30 by 50 to 32 by 56	(3 qlts.) 24 — @20 —
32 by 58 to 34 by 60	(3 qlts.) 27 — @22 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Canton Co.	51	....	....	....	53	....
Central Pacific 6s.	91½	91½	91½	....	91	92
Central of N. Jersey	97	96½	96½	96½	94½	94
Chicago & Alton	....	150	152	....	....	....
" pref.	148	....	....	....	....	....
" 1 M.	....	100	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	155	....	....	....	....	....
" 8s, 1883	107½	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	71½	71½	70½	71½	70½	69½
" pref.	86½	86½	86	86½	85½	84½
" 1st M.	....	....	....	....	89	....
" Interest	....	....	....	86	....	....
" S. F.	....	....	....	....	....	....
" Consol.	87½	....	....	....	87½	....
Chic., Rock Isl. & Pac.	104½	104½	104½	104½	103½	103½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	94	94½	93½	94	94	....
Clev., Col., C. and Ind.	77	....	....	77½	....	....
Clev. and Pittsburg	....	....	85½	86	....	84½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	90	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	27½	27½	....	27	26	25½
" 1 M.	76½	....	76½	....	76½	76
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	27	27½	27½	....
Del. & Hudson Canal	....	....	....	....	120	120
Del., Lack. & Western	107½	106½	106	105	105½	105½
" 1 M. 7s	....	96	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Erie Railway	28½	28	28½	28½	28½	27½
" pref.	50	49	49½	....	48	44
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	79½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	107½	107½	107½	108	108	108
" pref.	107	....	....	....	....	108
Hudson River	159½	158½	160½	162	161½	....
" 1 M. 7s, 1869	100	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	117	....	....	....
Lake Shore & Mich. S'th.	90½	91½	91	90½	90	89
" Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	20	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120	120½	....	120½	121½	....
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	....	95½	95	....
" 2 M.	....	89½	....	....	....	....
Mariposa Mining Co.	8	....	....	....	....	8
" pref.	....	15	15½	....	....	16
" Tr. 10s ctfs.	....	....	....	....	....	45
Milw. and St. Paul.	69½	70½	70½	70½	69½	69
" pref.	82½	83½	83½	83½	82½	83
" 1st mort.	87½	87½	87½	87½	....	88
" 2d mort.	....	....	....	....	....	....
" 8s.	100½	....	....	100½	....	100½
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	87½	87½	87½	....	88	....
" H. & St. J. 1ss.	....	....	....	....	87½	....
Morris and Essex	87½	87½	....	88	....	87½
" 1st mort.	95½	95½	....	....	96	96
" 2d mort.	....	....	....	....	....	....
New York Central	181½	181	183½	185½	183½	182
" 7s, S.F. 1876	....	....	....	99	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	89	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	138	....	134½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	....	....	46½	46½	....	....
" new	38½	38	38	38	38½	38½
" special tax	43	40	40½	41½	41	40½
Ohio and Miss.	25½	27	27½	27½	26½	26½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	60½	59½	61	62½	62½	60½
Panama	....	....	....	....	....	....
Phila. and Reading	96½	97½	98	97½	97½	98½
Pitts., Ft. W. & Chi. gtd.	85½	85	85½	85	85½	85½
" 1 M.	....	....	....	....	....	....
" 2 M.	93	93	....	....	....	93
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	13½	14½	14	....	....	13½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	70	....	....	....	....	....
" Income bds.	....	....	....	73	....	....
Tennessee 6s	60	60	60	60½	....	60½
" new	51	51	51½	52	52½	54½
Tol., Wab. & Western	61½	....	62½	62½	62½	....
" pref.	75	....	....	....	....	....
" 1 M. ex.	88	....	....	....	....	....
" 2 M.	....	....	81½	....	....	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	50	50	....	50½	51	
" new	53	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 10.

	Th.3.	F.4.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	113½	....	....	....	....
U. S. 5s, 10-40s, coup..107½	....	107⅜	107⅜	107⅝	107⅝	
U. S. 5s, 10-40s, reg....107	107⅜	....	107⅛	....	....	
U. S. 6s, 1881, reg.....117½	118¼	....	....	....	117⅜	
U. S. 6s, 1881, coup...117⅜	....	118¼	117⅜	....	....	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.112⅜	....	113½	112⅜	....	113	
U. S. 6s, 5-20s, c. 1862.115½	....	115⅜	115½	115⅜	115	
U. S. 6s, 5-20s, reg. '64.112⅜	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.112⅜	113½	113⅛	113¼	113⅛	113⅛	
U. S. 6s, 5-20s, reg. '65	112⅜	114¼	....	113⅜	....	
U. S. 6s, 5-20s, c. 1865.113⅜	113⅛	113⅜	114	116	113⅜	
U. S. 6s, 5-20s, r. n. '66	115	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.115½	115⅜	115½	116	116	115½	
U. S. 6s, 5-20s, reg. '67.115⅜	115½	115⅜	116	....	....	
U. S. 6s, 5-20s, c. 1867.115½	115⅜	116	116½	116	115⅜	
U. S. 6s, 5-20s, reg. '68	....	....	115⅜	....	....	
U. S. 6s, 5-20s, c. '68 ..115⅛	....	116	116	....	....	
U. S. 6s, Pac.R.R.issue107½	107⅜	107⅜	107⅜	107⅛	107⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	....	....	....	....	....	....
.. preferred	37½	....	....	36⅜	....	
Camden and Amboy...120	119	....	118½	118½	118⅜	
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	84⅛
.. mort. 6s, '89	....	....	93½	93½	....	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33	....	33	34	33⅜	
.. 6s, 1884 82	81	....	....	....	81½	
.. Gold L..... 94	....	....	....	....	94	
.. R. R. L	86½	....	....	86	85⅜	
Lehigh Valley R. R..... 52⅜	53½	....	54½	54½	53⅜	
.. 6s new coup	....	....	93½	....	....	
.. 6s new reg	....	....	....	95	....	
Little Schuylkill R.R	....	42½	42⅜	42½	....	
.. 7s	....	....	....	....	....	....
Minehill	53½	53½	53⅜	53½	53½	53½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	58	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania ... 39½	39	39	....	....	....	
.. 6s, 1880	....	....	....	....	88	
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	45
Pennsylvania R. R..... 54	54⅜	54⅛	54	54½	54	
.. 1st M	....	....	....	97	....	
.. 2d M	....	....	....	94⅜	....	
Penn. State, 6s, 1st series	....	....	102⅛	....	....	
.. 6s, 2d series	....	....	....	106½	....	
.. 6s, 3d series..... 108	....	....	....	....	....	
.. 6s, W. L...100½	....	....	....	....	100½	
Philadelphia City, 6s	95½	....	....	94⅛	95	
.. new 100⅜	100⅜	....	101	101	101	
Philad., Germ. & Nor	70¾	....	....	....	....	....
Phila. & Reading 48½	48½	48⅜	49	48⅜	48⅜	
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	28⅜	28½	29½	28⅜	
.. 6s	....	....	....	....	....	....
.. 7s	84¾	....	....	85	85½	
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	77	....	77	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	40½	40½	
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875. 93	....	....	92½	....	92½	
.. 1886	....	....	....	....	93½	
.. 1890 ..... 93⅜	....	94	93⅛	93⅜	....	
.. 1893	....	....	....	....	....	....
Balt and Ohio.....124	124	124	....	....	124	
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885. 92⅜	92⅜	....	92⅜	....	....	
Marietta & Cin. 1st M	87	....	87	87½	87½	
.. 2d M..... 66⅜	....	....	....	66⅜	66	
Northern Central..... 47	46⅜	46⅛	46	45⅛	45	
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	82⅛	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.... 19½	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany	147½	....	147½	....	148	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....141	....	....	142	141½	141½	
Boston and Providence	....	....	....	....	135	
Boston, Hartford & Erie 17	....	....	16½	16⅜	15½	
.. 7s, new	....	....	59⅜	59	58⅜	
Cheshire, pref	83⅜	....	83½	....	....	
Concord	....	....	....	....	75½	
Connecticut River	....	....	....	....	130¾	
Eastern 114¾	114¾	....	115	115	115½	
Fitchburg.....130½	130	....	130	....	130	
Manchester & Lawr'ce	....	....	125	....	....	
Michigan Central.....121	121	....	121	121	120⅜	
Northern, N. H	....	....	....	105½	....	
Ogdens. & Lake Champ	....	....	63⅜	....	....	
.. pref	105½	....	....	105½	103⅞	
Old Colony & Newport. 97½	....	....	97	97	96⅜	
Ph., Wil. & Baltimore	....	....	51	....	50½	
Portl'd, Saco & Ports	....	....	....	114	112⅜	
Union Pacific 6s..... 82½	82	....	82⅜	....	....	
" Land Grant 7s 56½	56⅜	....	56⅜	56½	56⅜	
Vermont & Canada	....	....	....	....	101⅞	
Vermont & Mass	....	....	....	....	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge ..	....	....	97	....	97½	
Metropolitan ..	....	....	....	....	65	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	....	....	....	....	....	
Franklin ..	....	....	11	....	....	
Huron ..	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	....	....	....	....	....	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. Oct. 22.	Oct. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	53 — 58	53 — 58
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	53 — 58	53 — 58
Do. Consol. 7 per cent. mort. 1890..	24½ — 25½	25½ — 26½
Detroit and Milwaukee 1st mort. 7s..	63 — 65	62 — 64
Do. 2d mort. 8 p. c.	64 — 66	63 — 65
Erie shares 100 dol. all paid	21½ — 22	22½ — 23
Do. sterig. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	98 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95½— 96½	93½— 94½
Marietta and Cin. R. R. bonds 7 p. c..	73 — 76	73 — 76
New York Central, 100 dols. shares..	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	104 —106
Penn. R. R. bonds, 2d mort. 6 per ct..	93 — 95	93 — 95
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881.	85 — 87	85 — 87
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, November 13, 1869.

Stock Exchange and Money Market.

The call loan market has been unusually well supplied with Money, and rates have been in favor of borrowers, in a temporary form, having ranged from 4@7 per cent. per annum. The large Government houses have had balances offered to them at 4@6; and the Stock firms at 6@7 per cent; in either instances, in amounts exceeding immediate requirements. On the other hand, the discount market has been unusually stringent. The depression in general business, particularly in the interior, the difficulties experienced by New York and Eastern creditors in making collections, and the consequent embarrassments of the mercantile classes, have operated against mercantile credits. Lenders have been very cautious in advancing on business paper; and even the very choicest names have not been quoted at less than 10 per cent., per annum; while good grades have been available at the ruinously heavy discount of 1½@2 per cent. per month. The dealings in business paper have been notably limited, and have led to employment of comparatively small additional sums of money. There has been a consequent accumulation of means, seeking controllable forms of safe and profitable investment, which circumstance has worked in favor of the speculative interest, of Wall and Broad streets, and against the more substantial business interests of the city and country. The city bank deposits were increased, during the week, over 2⅛ millions, and the specie reserve was augmented over 3¼ millions. The banks added nearly 1⅞ millions to their loan and discount averages. The unsatisfactory feature of the last bank return was the reported loss of nearly 2¼ millions of legal tender notes, which was accounted for by the demands for funds from the West and South West; where the financial pressure has been very severely felt. To Cincinnati and Louisville considerable shipments of currency have been made to aid in marketing the hog product, and this drain is likely to increase through the next month or six weeks. The currency balance in the U. S Sub Treasury here at the close of the week was $4,244,711 against $5,997,182 at the close of the preceding week, showing here also a decrease of $1,752,471. A loss of something less than $700,000 of specie was also reported by the Government office.

The specie reserve of the city banks according to the latest return is $25,219,066, against $16,446,741 same time last year. The city bank deposits are now $182,961,840, against $175,556,718 week ending Nov. 7, 1868. The legal tender reserve amounts to $49,857,599, against $47,167,207 same time last year. The circulation now stands at $34,188,663, against $24,353,687 same time last year. The loans are now $252,799,450, against $256 612,191 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $114,980,780 a day, against a daily average of $90,075,108 the preceding week, and $96,918,377 the week ending with Oct. 23, 1869. The current week's exchanges average about $115,500,000 a day. The city banks, last week, reported a gain of $3,293,020 of specie, and of $2,132,958 of deposits, with a loss of $2,220,284 of legal tender notes. They increased their loans, $1,850,617; and their circulation, $52,144.

The city bank exchanges on Wednesday were $83,710,204.

National Bank notes to the amount of $155,170 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $318,873,861, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,099,486, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,774,375. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,552,250; and for the public deposits, $19,508,000—making a total of $362,060,250. The Treasury Department last week redeemed and destroyed $492,197 of worn and mutilated fractional currency, and issued $879,914 of new. The outstanding amount of fractional currency on the 1st of Nov., was $37,035,442, against $33,001,299 on the 1st of October, 1869.

The U. S. Sub-Treasury receipts, week ending with Nov. 6, were $6,494,666 in coin, (including $2,392,000 from customs duties,) and $4,847,565 in

currency; payments, $7,150,011 in coin, (including $3,696,760 of coin interest,) and $6,600,037 in currency; balance at the close of the week, $95,412,313, (including $81,057,394 of coin, and $4,244,711 of currency,) against $94,689,062 at the close of the preceding week, showing an increase of $723,351. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $634,268 in coin, (including $397,046 from customs,) and $399,023 in currency; payments, $336,314 in coin, (including $316,554 of coin interest,) and $326,635 in currency. On Tuesday, receipts, $579,311 in coin, (including $348,000 from customs,) and $405,599 in currency; and payments $300,038 in coin, (including $316,000 of coin interest,) and $414,519 in currency. The balance at the close of business on Tuesday stood at $88,308,276, (including $4,200,178 of currency, and $81,634,620 of coin,) against $96,445,167 a week previous; and $91,209,913 on Oct. 26, 1869. The aggregate receipts of the office in Oct. were $58,880,033, including $11,194,159 from customs; aggregate payments, $53,555,362, including $7,715,080 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was $28,731,520, against $24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $2,253,837 of coin certificates through the receipts for customs.

Government revenues were on a slightly reduced scale, during the week. The excises yielded about three millions; customs at the port of New York, $2,392,000, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $7,069,800 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 64 millions.

Gold has been rather more sought after, on speculative account, and a more active market has been noted, within a range of from 126¼@127½, closing on Wednesday at 127. There has been a moderate call for Gold for Custom House purposes. The export demand has been of little moment, having absorbed less than 3-4ths of a million during the week. Government disbursed, during the week, nearly 3¼ millions of coin interest; while it marketed two millions more. The million sold on Tuesday of the current week brought from 127@127¼. By the *Alaska*, on Saturday, the deliveries of California gold were $19,565.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 81⅝ millions.

The customs of the port on Wednesday yielded $335,492. The U. S. Sub-Treasury disbursed $295,440 of coin interest, on that day.

The customs demand for Gold last week, averaged $398,666 a day; thus far, this week, it has averaged $372,523 a day, or equal to a weekly aggregate of $2,235,138. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $6,692, and since Jan. 1, $14,778,528, against $6,380,793 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $115,835 945, against $104,258,433 same time in 1868. At San Francisco, from Jan. 1, to Nov. 1, 1869, $7,122,605, against $7,153,308 same time last year.

The exports of specie, from this port, last week, were $640,653, against $264,829 same week last year; total, since Jan. 1, 1869, $29,889,341, against $68,207,430 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $3,696,760, and since Jan. 1, 1869, $80,635,846, against $74,577,609 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Nov. 1, 1869, were $32,489,688, against $30,458,877 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 30, were about 66½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $5,344,117.

Foreign exchange has been held rather more firmly, on a moderate offering of bills, while the demand has been restricted. Bankers' prime sixty day bills on London closed on Wednesday at 108⅞@109, and on Paris to 5.21¼@5.16¼; sight bills on London to 109½@109⅝, and on Paris to 5.15¾c.@5.13¾. The offering of produce bills has been quite liberal this week. The week's exports of domestic produce have been to the currency value of $4,901,510, making the total since Jan. 1, 1869, $169,157,261, against $141,564,277 same time last year.

Government securities have shown rather more activity, and have been steadier in price, though without buoyancy. The bulk of the business has been transacted in the later issues of the Five-Twenties, and in the six per cent. currency bonds issued in aid of the several Pacific Railroad enterprises. The inquiry for the latter has been, to a considerable extent, for the employment of the funds of saving's institutions and trust companies. The general market closed dull and easier. Government bought in on Wednesday two millions of 5.20s at 112.95 net, all of Messrs. Fisk & Hatch, out of an aggregate offering of nearly eight millions.

U. S. Sixes of 1881 closed here on Wednesday at 117½@117⅞; U. S. Five-twenties of 1862, ex coupon, 115⅛@115⅜; U. S. Five twenties of 1864 at 112¾@112⅞; U. S. Five-twenties of 1865 at 113⅜@113½; U. S. Five-twenties of 1865, consolidated, 115¼@115½; U. S. Five-twenties of 1867, 115½@115⅝; U. S. Five-twenties of 1868, 115¼@115½; U. S. Ten-forties at 107½@107⅝; U. S. Six per cent. currency bonds, 107½@107¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 27.	Nov. 3.	Nov. 10.
Consols	93½	93½	93⅜
U. S. 5-20's of 1862	82	83	83¼
U. S. 5-20s, 1865	81⅜	81¾	82⅛
" 1867	82⅞	83⅜	83⅜
" 10-40s	76½	76½	78
Erie	21¾	21	20
Ill. Central	98	98	98
At. and Gt. West	24½	....	....

There has been rather more doing in State and Railway bonds and mortgages, and prices of all really substantial properties in this line have been more satisfactory to sellers. The multiplicity of new railway loans, now being successfully marketed indicate the reviving demand for forms of secure and lucrative investment other than that afforded during recent years by the various issues of the national interest bearing obligations, which latter now command a high premium, and which will probably soon be consolidated as far as practicable into an uniform loan, bearing a lower rate interest than that which the Government had to contract to pay, conditionally, during the late war. The option of making the conversion attached to the Five Twenties has already accrued to the Government on the issues of 1862 and 1864, and will mature on those of 1865 in the coming year. On this account, thrifty people are now more partial to investments in first-class Railway bonds, than they have heretofore been since ante-war times. The first mortgages of the Central, and Union Pacific Railroads are in better request. A new loan, of $2,800,000 of a similar substantial character, to that of the Central Pacific, has been introduced to the market during the week, by Messrs. Fisk & Hatch, in the form of the First Mortgage bonds (bearing interest at the rate of 6 per cent. per annum, and interest and principal being made expressly payable in gold in the city of New York) of the Western Pacific Railroad Company, of California, which road is now in complete running order, between Sacramento and San Francisco, a distance of 130 miles, with a thirty mile fork to San Jose, where it intersects the Southern Pacific Railroad, by which it secures a double route to San Francisco. The road which is without other encumbrance, and is now receiving under the Government authority, the full measure of Congressional aid—forms the westernmost link of the great national central railroad route to the Pacific. With its local business and through traffic, it is already earning in coin nearly four times the amount of all anticipated interest obligations of the enterprise, which is under the same management as that of the prosperous, Central Pacific Railway. Its first mortgage bonds are offered for the present at 90 per cent. and accrued interest in currency. They will probably be all marketed in a few months. Railway and miscellaneous stocks have been moderately active, but irregular, and toward the close weaker in price.

General business has shown less animation, though prices, in most instances, have favored purchasers. Middling upland cotton closed heavily on Wednesday at 25¼ cts. per lb. The stock of cotton now here is given at about 18,500 bales. The receipts at the port this week, have averaged abont 4,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 519,750 bales, against 394,250 bales in 1868-'9; exports, same time 202,850 bales, against 128,000 bales same time in 1868-'9; stock on hand at latest dates, 215,300 bales, against 178,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,460 pkgs., against 21,503 pkgs., same time last year. From Boston, 6,667 pkgs., against 7,544 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been quite sparingly sought after, at from 8@16c., per lb.; week's receipts, 7,125. Milch cows very dull, at $40@$110 each, receipts, 110. Veal calves in fair request at from 4@13½c. per lb.; receipts, 1,697. Sheep and lambs very plenty and heavy at from 3@5½c., and 5@7½c. per lb.; receipts, 88,108. Swine in moderate request at 9@10¼c. per lb., all live weight; receipts, 21,650.

The week's dry goods imports were valued at

$1,239,156, and of general merchandise, $3,189,297, making an aggregate for the week of $4,428,453 specie value, against $3,863,311 same week last year. There has been less call for foreign goods, and some depression of values has been noted.

The ocean freight market has been less active, and rates have shown less firmness, closing rather irregularly. For Liverpool we quote flour at 2s. 4½d.@2s. 6d. by sail, and 2s. 9d.@3s. by steamer, per bbl.; grain at 8d. by sail, and 8½@8¾d. by steamer, per bushel; cotton at ¼d. by sail, and 3/8@7/16d. by steamer per lb.; and heavy goods 20s.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 394.

The New York exports, exclusive of specie, for the week ending Nov. 9, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$2,943,195	$4 901,510
Prev. reported	138,621,082	164,255,751
Since January 1	$141,564,277	$169,157,261

The imports for the week ending November 6, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,137,381	$1,239,156
Gen. merchandise	2,725,930	3,189,297
Total for the week	$3,863,311	$4,428,453
Previously reported	211,667,434	252,532,800
Since January 1	$215,530,745	$246,961,253

The balance in the Sub-Treasury on Wednesday was $86,736,239 11.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, 65½; New York State 7s, Bounty Loan, 109; do., 6s, 1878, 100⅞; Georgia 7s, 91; Louisiana 6s, 65; do., 6s, Levee bonds, 60; Alabama 8s, 90¼; Buff. N. Y. and Erie 1st mort., 86; Milwaukee and St. Paul 1st mort., Iowa Division, 86½; N. J. Central 1st mort., 100; New York Central 6s, Real Estate, 85⅛; New York and New Haven R. R., 140; do., scrip, 135; do., 6s, 94; Dubuque and Sioux City R. R., 108; Adams Exp. Co., 56; Am. Mer. Union Exp., 35½; U. S. Exp., 51; Wells-Fargo Exp., 18⅛; Western Union Telegraph, 35¼; do., 7s, 84; Grass Valley gold, 0.25; Quartz Hill gold, 1.30; Smith and Parmalee gold, 1.80.

Philadelphia.—Allegheny County 5s, 76; New Jersey State 6s, free, 102½; Phila. and Reading 6s, 1886, 97; do., 6s, 1843-'80, 89; Sunbury and Erie 7s, 96; Connecting R. R. bonds, 88½; Penna. and N. Y. 7s, 90; Belvidere Delaware 1st mort., 85; Oil Creek and Allegheny River R. R. 37; West Jersey R. R., 62½; Tenth and Eleventh streets R. R., 90; West Phila. R. R., 61; Camden and Amboy scrip, 65; Morris Canal scrip, 63; do., Boat Loan, 77; McClintock oil, ¾; New Creek Coal, ½. The latest quotations are: do., City 6s, 95@95½; do., free of tax, 101@101⅛; State 5s, conpon, 91@92½; do., 6s, W. L., 100¼@100½; do., 1st series, 102¼@102½; do., 2d series, 106½@107; do., 3d series, 107@108; Reading, 48⅜@48½; do., 7s, 1893, 100@103; do., mort. 6s, 1880, 89@92½; Camden and Amboy, 118@118¼; do., mort. 6s, 1889, 93@93½; do., 1883, 84@84¾; do., 1889, 85@86; Penn. R. R., 53¾@53⅞; do., 1st mort., 97@97¼; do., 2d mort., 92¼@94⅛; Little Schuylkill R.R., 42@42⅛; Morris Canal, 25@28; do., pref., 58@59; do., bonds, 80@85; Susquehanna Canal, 10@10; do., 6s, 53@60; Sch. Nav., 5@8; do., pref., 14¼@15; do., 6s, 1882, 55@56; Elmira and Williamsport, pref., 39@40; do., 7s, 1873, 88½@89; do., 5s, 58@60; Lehigh Coal and Navigation, 33½@33⅝; do., 6s, 1884, 81@81½; do., R.R., Loan, 85@86; do., Gold Loan, 94¾@95¼; North Pennsylvania, 38@40; do., 6s, 87¾@88; do., Chattle 10s,105@—; Philadelphia and Erie, 28½@29; do., 6s, 85½@87; Minehill, 52⅞@53; Catawissa, 14@18; do., pref., 36@37; Lehigh Valley, 53⅜@53⅝; do., 6s, 92½@95; do., 6s, reg, 94@95; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40¼@41½; Thirteenth and Fifteenth, 18½@19¼; Spruce and Pine, 25@26; Green and Coates, 35@38; Chestnut and Walnut, 45@46; Hestonville, 12@12¼; Union, 44@45.

Boston.—Vermont Central and Vermont and Canada 8s, 99¾; Old Colony and Newport 7s, 101¼; Vermont Central 1st mort., 77½; Burlington and Missouri R. R. pref., 75¼; Cedar Rapids and Missouri 7s, 85; South Shore R. R., 10; Taunton Branch R. R., 101½; Cincinnati, Sandusky and Cleveland R.R., 21; Worcester and Nashua R. R., 125; Summit Branch R. R, 28; Boston Water Power Co., 14¼; Cary Imp., 6½; Waverly Land, 1½; Short Mt. Coal, 10½; Quincy Bridge Co., 125; Massachusetts 6s, 1871, gold, 121¾; do., 5s, 1894, gold, 104¼; do., 6s, 5-20s, currency, 100; Maine 6s, 1871, 98¼; New Hampshire 6s, 1872, 98; Connecticut 6s, 1881, 98; Chicago 7s, 1899, 93¾; Cleveland, O., 7s, 1872, 96¾; Cincinnati 7 3-10s, 1899, 96¾; Portland 6s, 1887, 92¾; Hartford 6s, 1893, 94; Boston 5s, 1886, gold, 104; do., 1882, 103; Cambridge 5s, 1877, 85¼; Allouez Mining Co., 2¾; Dana, 23c.

Baltimore.—Maryland 6s, 1883, 102¼; Virginia 6s, reg., old, 44¼; do., 1867, 49; Memphis City 6s, 46½; Baltimore 5s, 71¼; Orange, Alex. and Manassas 7s, 73; Pittsburg and Connellsville bonds, 89; Northern Central 6s, 1900, gold, 101; Parkersburg R. R., 23⅛; Central Ohio R. R., 25; do., 1st mort., 78⅝. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88½@89¼; Balt. and Ohio, 123@126; do., 6s, 1875, 93@93½; do., 1880, 93@94; do., 1885, 92½@92¾; Northern Central, —@45; do., 6s, 1885, 85@—; do., 1900, 82½@84; do., 6s, 1900, gold, 100@102; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@96; do., 2d mort., 90@94; do., 3d mort., 1885, 86@89; Marietta and Cincinnati 7s, 1892, 87½@88; do., 2d mort., 65@65¼; Central Ohio, 25@26; do., 1st mort., 78@80; Western Md. 6s, 1890,65@67½; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 35@43; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 69@70; Baltimore 6s, 1875, 91¾@92½; do., 1886, 93½@94; do., 1890, 93@94; do., 1893, 90½@92; do., 5s,1838-'70, 71@74; Memphis City 6s, 46½@47; Maryland Defense Loan, 102@102⅛; City Passenger R. R., 18@19; Baltimore and Catonsville, 4@8; George's Creek Coal, 71@72; Santa Clara, —@1.00; Atlantic Coal, 2.00@2.50; Bare Hill, 0.06@0.15.

☞ The laying of the track of the Winchester and Strasburg railroad is progressing rapidly.

☞ CHICAGO, DANVILLE AND VINCENNES RAILROAD COMPANY'S 7 PER CENT. GOLD BONDS pay annually, on an investment of $10,000 in currency, $698 25 IN GOLD, while only $475 are derived from $10,000 invested in Government Sixes.

$2,500,000 First Mortgage Sinking Fund Bonds, forty years to run, on 140 miles of road, or LESS THAN $18,000 PER MILE.

Starting at Chicago, the Road runs through the richest lands of Illinois, along the line of Indiana, and from which the local business, bound to this road, is estimated to net $733,000, or nearly THREE TIMES THE SUM required for interest and sinking fund on the WHOLE ISSUE OF ITS BONDS.

It forms part of the SHORTEST LINE FROM CHICAGO *via* Terre Haute, Vincennes, Evansville and Nashville to New Orleans, &c., and opens to the Chicago market rich ORE AND COAL BEDS, sufficient of themselves to insure large earnings.

It also brings the BRAZIL COAL MINES nearer to Chicago by 90 MILES THAN ANY other line.

Total cost of construction and equipment estimated at $4,500,000.

$2,100,000 of stock subscribed, which pays for right of way, grading, bridging, &c.

WHOLE AMOUNT OF IRON ALREADY OBTAINED.

From Chicago to Momence, 55 MILES, NOW OPEN TO BUSINESS, and a considerable part will be finished this autumn.

Pamphlets in more complete detail, with maps, can be had of us on application.

Purchasers may obtain Bonds through our advertised local agents, who will be responsible for their safe delivery, or directly of us, express charges prepaid, the buyer remitting $950 and 7 per cent. in currency interest from October 1, to date, funds current in New York. Any of the Eight Hundred Banks in correspondence with the National Park Bank of New York, will receive and transmit purchase money for these Bonds, and in return receive the Bonds direct from the bank and deliver to the purchaser.

Having personally examined this entire line of road, finished and projected, as well as the country through which it runs, we offer these bonds with entire confidence in their value and soundness.

W. BAILEY LANG & CO., Merchants,
No. 54 Cliff st., New York,
Agents for the sale of the Bonds.

Mobile and New Orleans Railroad.

Track laying on the Mobile and New Orleans Railroad was commenced at Mobile on the 8th inst. This road is being built by Northern capitalists. The grading is well advanced, the iron has nearly all arrived, and an early completion of the road and connection with New Orleans is promised. The distance is 138 miles.

☞ The town authorities of Shelburne Falls, Mass., will soon build an iron bridge, to take the place of the one swept away by the flood. It will be Herthel's patent, cost $58 per foot, and be 360 feet long.

☞ The receipts of the Union Pacific Railroad for the month of October were, from passengers, $577,935; freight, $277,512, and from mails, $23,200—giving an aggregate of $878,617.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR INJURY TO CATTLE THROUGH DEFECTIVE FENCE.

The facts of the recent case of the Illinois Central Railroad Company *vs.* George Whalen (42 Ill., 396,) are fully and clearly stated in the following opinion by

BREESE, J.—This was an action on the case brought by George Whalen against the Illinois Central Railroad Company, in the Marion Circuit Court, to recover damages for the alleged killing of a black mare and a white mule, and injuring a sorrel mule, the property of the plaintiff, by the locomotive and train of the company owned and run by them on their railroad.

The issue was tried by a jury, and verdict for plaintiff.

There was no positive proof the animals were struck by the locomotive, but the presumption is strong they were, as they were found by the side of the road "badly smashed up" and no other reasonable cause could be assigned for the casualty. The jury were justified in finding the injury was done by the cars or locomotive of the defendants.

The injury was discovered on the 22d of October, and the presumption was, it occurred on the 20th of that month, by a train moving south on the night of that day. The principle ground of defense was, that the company had erected a good and sufficient fence at the place where the injury was done. There was no proof this fence was defective on the 20th, but there was proof it was defective on the 22d, the day the discovery was made of the injury to the animals. The jury must have inferred, inasmuch as the fence was defective on the 22d, it was equally so on the 20th, which is a *non sequitur*.

It by no means follows, because a fence was out of repair on a certain day, it was also in that condition on a previous day. There was an entire absence of proof that the fence was out of repair on the day the accident happened, and therefore the company cannot be made liable except on proof of negligence. When a railroad company fails to erect a suitable fence, and an accident happens to stock, negligence is inferred, but when they have performed this duty, then negligence must be proved as in ordinary cases. It is not proved in this case, as no witness saw the occurrence and nothing is shown to justify such an inference.

But it is said by the appellee, there is a count in the declaration, predicating negligence on a failure to ring a bell or sound a whistle, and, on the proof under this count, the verdict was right, whatever might have been the condition of the fence on the 20th of October.

There is no proof to sustain this count. The only witness speaking to this point was Salem David, who says "the train went down that night; did not ring bell or blow whistle as I heard; was at my brother's, one mile from the railroad; did not hear a bell or whistle that night; commonly hear a whistle."

Now, that he did not hear bell or whisle, being one mile distant, does not prove, that one or both was not sounded. Much depends upon the direction of the wind, and the relative positions of the objects. The witness does not say, that, situated as he was, on that night and under the same conditions, he commonly heard a whistle, he might commonly hear a whistle under certain circumstances, which did not exist on that night. There was no proof sufficient to establish negligence on this ground.

It is also insisted by the appellants, that the plaintiff's instructions were wrong particularly the second and third.

The instructions were as follows:

"1. The court instructs the jury, that if they believe, from the evidence that the stock of the plaintiff was killed and crippled by reason of negligence of the said operators of said train in not ringing their bell and blowing their whistle on their part, plaintiff using ordinary care to prevent such accident, the jury will find for plaintiff, and assess his damages as proved.

"2. That if the jury believe, from the evidence, that the stock got upon the road at a point where the company were bound to fence the road, and the road was not fenced, or that the fence was in such a bad condition, that it would not turn stock, and the stock was then killed and wounded, then they should find the verdict for plaintiff, and assess his damages at the amount proved.

"3. The court instructs the jury, that they must take and construe the evidence altogether, and if they believe from the evidence, that the stock was killed and wounded in a place where the company was bound to fence, or that the fence was in such a condition that it would not turn stock, and not within the limits of a town, city or village, and within five miles of a settlement, nor at a public crossing, then they should find for plaintiff, and assess his damages as proved."

To the first no objection is made. The second and third are both subject to just exception, inasmuch as they leave the question of the obligation of the railroad to fence their track, to the jury, whereas this court has always regarded it as a question of law. The statute defines the points and places whereat fences shall be made. The obligation to fence is created by statute, and that alone must be invoked to establish the duty, from the non-performance of which, negligence is presumed.

The judgment must be reversed and the cause remanded, that a new trial may be had.

Judgment reversed.

New York Central and Hudson River Railroad Consolidation.

The following are the terms of consolidation agreed on by the Directors of the New York Central and Hudson River Railroad on the 15th of September last, and ratified by a vote of the stockholders of each road at their several meetings in this city and Albany on the 1st inst:

Agreement of consolidation made the fifteenth day of September, in the year one thousand eight hundred and sixty-nine, between "The New York Central Railroad Company," party of the first part, and "The Hudson River Railroad Company," party of the second part.

Whereas, by an act of the Legislature of the State of New York, entitled "An act authorizing the consolidation of certain railroad companies, passed May 20, 1869," the said companies are authorized to merge and consolidate their several capital stocks, franchises and properties into one corporation. And whereas it is believed that such consolidation will be of advantage to the stockholders of said companies and to the interest of the State.

Now, therefore, this agreement witnesseth, that in pursuance of the said act of the Legislature the parties hereto do hereby prescribe the following terms and conditions of such consolidation, and do respectively agree thereto and to the mode of carrying the same into effect as herein provided.

ARTICLE 1. The said companies do hereby agree to merge and consolidate, and do hereby constitute and form one corporation, by the name of "The New York Central and Hudson River Railroad Company." Said corporation shall continue for the term of 500 years.

ART. 2. The number of the directors of the new corporation shall be thirteen, and the following named persons shall constitute the first Board of Directors, viz:—Cornelius Vanderbilt, of New York; Chester W. Chapin, of Springfield, Mass.; Augustus Schell, of New York; Daniel Torrence, of Albany; H, H. Baxter, of New York; William H. Vanderbilt, of New York; Horace F. Clark, of New York; James H. Banker, of New York; William A. Kissam, of New York; George J. Whitney, of Rochester, N. Y.; Joseph Harker, of New York; Samuel F. Barger, of New York; Samuel Barton, of New York. Said directors shall hold office as such until the first Wednesday of June, 1870, and until their successors shall be chosen.

ART. 3. The following named persons shall be the first officers of the new corporation, and shall hold their respective offices until others shall be appointed in their places by the Board of Directors: Cornelius Vanderbilt, President; William H. Vanderbilt, Vice President; Edwin D. Worcester, Treasurer; Augustus Schell, Secretary.

ART. 4. There shall be an annual election for directors of the new corporation on the first Wednesday of June in each year. Such election shall be held at such place as shall be prescribed by the Board of Directors. The said directors shall be chosen by a majority of the votes of the stockholders voting at such election in such manner as may be prescribed in the by laws of the corporation, and they shall continue to be directors until the others are elected in their places. In the election of directors each stockholder shall be entitled to one vote, either in person or by proxy, for each share of stock held by such stockholder for thirty days previous to any such election. Vacancies in the Board of Directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. The inspector of the first election of directors shall be appointed by the first Board of Directors. The officers of the new corporation enumerated in the preceding article, or such others as may from time to time be prescribed in lieu thereof, or in addition thereto by the by-laws or regulations of said corporation, shall be appointed from time to time by the Board of Directors, and shall hold their respective offices during the pleasure of the Board.

ART. 5. The capital stock of the new corporation to be now issued shall be $45,000,000, and the authorized number of shares of said capital stock shall be 450,000. The amount or par of each share shall be $100. Two hundred and eighty seven thousand nine hundred and fifty of said shares shall be forthwith issued to the holders of the capital stock of the said New York Central Railroad Company, on the surrender of their stock certificates, in exchange for the shares of stock of said company held by them, share for share, and 160,208 of said shares shall be also forthwith issued to the holders of the capital stock of the Hudson River Railroad Company, on the surrender of their stock certificates in exchange for the shares of stock of said company held by them, share for share. The said capital stock may at any time, at the option of the Board of Directors of the consolidated company, be increased to an amount sufficient to capitalize at par the interest certificates heretofore issued by the New York Central Railroad Company, under the resolution of the Board of Directors of said company, passed December 19, 1868, and also the consolidation certificates authorized to be issued in pursuance of this agreement.

No further or other issue of shares of capital stock, beyond the amount necessary for the capi-

talization of the said interest and consolidation certificates, shall be made, unless such increase shall be first authorized and approved by two-thirds in amount of all the stockholders of such consolidated company. Such increase must be first sanctioned by a vote in person or by proxy of two-thirds in amount of all the stockholders of the consolidated company, at a meeting of such stockholders called by the directors of the company for that purpose, by a written or printed notice to each stockholder, to be served on him personally or by depositing the same (properly folded and addressed to him at the post office nearest his usual place of residence) in the post office at least twenty days prior to such meeting. Such notice must state the time and place of the meeting and its object, and the amount to which it is proposed to increase the capital stock. The proceedings of such meeting of stockholders must be entered in the minutes of the proceedings of the Board of Directors of said company, and thereupon the capital stock may be increased to the amount sanctioned by such vote of the stock holders of the company, and for the purposes authorized by such vote, and none other.

ART. 6. All the bonded or other indebtedness of either of said corporations, including such portions of such indebtedness as may be secured by mortgage or otherwise, and all agreements made by the said corporations or either of them, including especially the debt certificates issued by the New York Central Railroad Company in pursuance of the consolidation agreement of May 17, 1853, and also the interest certificates issued by the said New York Central Railroad Company in pursuance of a resolution of the Board of Directors of said company, passed December 19, 1868, are hereby declared to be valid and binding on the new corporation, and are assumed by and are to be paid and performed by the said new corporation according to the terms, tenor and effect thereof.

ART. 7. For the purpose of equalizing the values of the property of said consolidating companies, and making compensation to the stockholders of said companies, respectively, for all differences in such values, the parties hereto do further agree that there shall be issued to the stockholders of the said companies certificates to be called consolidation certificates, and which shall provide that the same shall be payable rateably, at the pleasure of the company, out of its future earnings, and that until the same be wholly paid off and redeemed, dividends upon the amount thereof shall be paid at the same rates and times as dividends shall be paid upon the shares of the capital stock. Such consolidation certificates shall be issued for such purpose of equalization as follows, viz:

First—To the stockholders of the New York Central Railroad Company there shall be issued consolidation certificates for twenty seven per cent., or twenty-seven dollars on each $100 of the capital stock of said company.

Second—To the stockholders of the Hudson River Railroad Company there shall be issued consolidation certificates for eighty-five per cent., or eighty five dollars on each $100 of the capital stock of said company.

For the purpose of such equalization there shall be retained, out of the assets of the New York Central Railroad Company, the sum of $518,310, which sum shall be distributed rateably among the holders of the stock certificates and the holders of the interest certificates of the New York Central Railroad Company, at the time of the exchange of the stock certificates, after the perfection of the consolidation, as therein provided. The twenty-seven per cent. in consolidation certificates herein provided being the compensation to the stockholders of the New York Central Railroad Company, both in respect to their stock and their interest certificates for eighty per cent. of the par of such stock heretofore issued to the stockholders of said company, in respect to such stock. It is understood and agreed that each stockholder of the New York Central Railroad Company shall, at the time he shall receive his consolidation certificate of twenty-seven per cent., produce the interest certificate for eighty per cent. upon the par thereof corresponding thereto, to the end that the delivery of the consolidation certificate may be noted and receipted for both upon the stock certificate and the interest certificate; and in the event that any interest certificate shall have been separated from the corresponding stock certificate the holder of the stock certificate shall not be entitled to receive the consolidation certificate for twenty-seven per cent. until he shall produce, for the purpose of notation and receipt hereinbefore provided, interest certificates to the amount of eighty per cent. upon the par amount of the stock; but in case such stockholder shall be unable to produce such corresponding interest certificate he shall only be entitled to receive consolidation certificates for fifteen per cent. on par of the stock so produced; and the holder of the corresponding interest certificate shall, when producing the same and receipting therefor, be entitled to a consolidated certificate for the residue, being fifteen per cent. on the amount of said interest certificates.

ART. 8. It is further agreed that the consolidated company may at its option, at any time convert the amount of the consolidation certificates issued in pursuance of the preceding article into capital stock at par, and that such consolidation certificates may be transferred in any sums on the books of the company by the holders thereof, either in person or by attorney, on the surrender of the certificate.

And it is further agreed that the consolidated company may from time to time invest its surplus moneys in the said consolidation certificates by purchase thereof in the market.

ART. 9. It is further agreed that the outstanding interest certificates, issued by the New York Central Railroad Company, in pursuance of the resolution of said company, passed December 19, 1868, may, at the option of the holders thereof, be converted into or exchanged for certificates of the same tenor and effect as the consolidated certicates—the issue whereof is hereinbefore provided for—and that the consolidation certificates which may be thus issued in exchange for said interest certificates may at any time, at the option of said consolidated company, be converted into capital stock at par, as provided for by the article hereinbefore contained, fixing the amount of the capital stock of the consolidated company.

ART. 10. It is further agreed that the Board of Directors of said consolidated company may make and establish such by-laws, rules and regulations as shall from time to time appear necessary for the good Government of the corporation, for the security of the public in respect to their dealings in its stock and securities, and in general for the preservation and proper administration of the property, interests and affairs of the company.

☞ The Treasury Department has paid to the Union Pacific Railroad Company $437,000 in bonds for that portion of the road between the 1,020th mile post and Ogden, at the 1,034th mile post. The Union Pacific Company now owns up to the latter point, but the remainder of the distance, between Ogden and Promontory Point, is still in dispute. It has not yet been settled whether the Union Pacific Company shall have that part of the road, or whether it shall be given to the Central Pacific.

☞ The injunction lately obtained by the Rutland Railroad Company, staying further proceedings before the Supreme Court of Vermont in the case of Cheever & Hart, Trustees, *vs.* Rutland and Burlington Railroad Company and others, has been dissolved.

☞ Work on the upper end of the Bangor and Piscataquis Railroad is vigorously prosecuted.

National Junction Railroad.

The Alexandria *Gazette* says it is reported in railroad circles that the Baltimore and Ohio Railroad Company has determined to endorse the bonds of the National Junction Railroad Company, and to take $200,000 worth of stock in that company; that Assistant Engineer Richard Randolph, of the Baltimore and Ohio Railroad, has been detailed to take charge of the construction of the National Junction Railroad; that the Berme Bank Railroad Company is to take $125,000 of stock in the National Junction Railroad; and that the Berme Bank Railroad, now in progress of rapid construction, will connect with the Alexandria, Loudoun and Hampshire Railroad where that road crosses Four Mile run, and with the Orange, Alexandria and Manassas Railroad at the intersection of Duke and Fayette streets in this city. These arrangements, it is thought, will insure the completion of the Alexandria and Fredericksburg Railroad.

Pennsylvania Five Per Cent. Loan.

The Pennsylvania State Treasurer gives notice that the Commissioners of the Sinking Fund has authorized the payment of the five per cent. State loan maturing July 1, 1870, and that said bonds will be redeemed in full with interest to date, at the Farmers' and Mechanics' National Bank at Philadelphia, on the first and third Saturdays of each month, by notifying the State Treasurer. The interest on the bonds will cease July 1, 1870.

☞ The following gentlemen have been elected directors of the Southern Maryland Railroad: S. M. Johnson, W. H. Dunkinson, Samuel Fowler, C. E. Rittenhouse, B. G. Harris, Clement Hill, Thomas Young, J. H. Embry, J. T. Mudd, H. C. Christy, Lewis Johnson and John M. Brome.

☞ The city of Petersburg, Va., has voted $250,000 in bonds to deepen the channel of the Appomatox river, from seven to fourteen feet, from City Point to the wharves of Petersburg, a distance of nine miles.

☞ The Virginia City and Truckee Railroad is nearly completed.

THE WHARTON
Safety Railroad Switch.

☞ BOTH RAILS of the main track absolutely immovable, continuous and unmutilated. ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

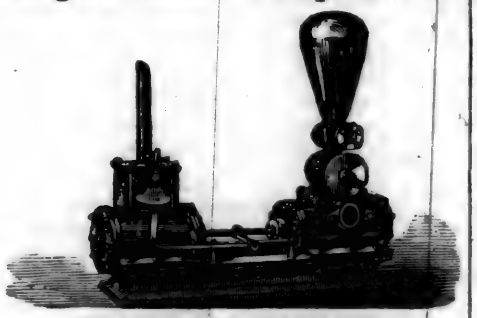
Address,

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Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
P. O. BOX, 2353, Phila.

☞ The St. Andrews N. B., *Standard* says that Mr. H. D. M'Leod is to be the manager of the European and North American Railway; and that Mr. Carvell is to manage the Western Extension for the present, but will soon be appointed Superintendent of all the Railways in the Lower Provinces.

☞ The town of Hudson, Mass., has voted to take 550 shares, and the town of Oakham 175 shares, in the Massachusetts Central Railroad, being five per cent. of the valuation of each town.

Niagara Steam Pump Works.



CHARLES B. HARDICK,
9 ADAMS ST., BROOKLYN, N.Y.,
Sole Manufacturer of
Hardick's Patent Double-Acting
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Patented in England, Belgium and France. Send for Circular.

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FASTENERS.
ALL the different varieties of A. Beebe's fasteners for rails, ships, bridges, trestle work, docks, etc., will be manufactured of steel shortly.
A. BEEBE,
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PORT HURON AND LAKE MICHIGAN RAILROAD CO., TREASURER'S OFFICE, PORT HURON, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER Cent. First Mortgage Sinking Fund Bonds of the Port Huron and Lake Michigan Railroad Company, due Nov. 1, 1869, will be paid on and after that date, IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

4t44 W. L. BANCROFT, Treasurer.

PENINSULAR RAILWAY COMPANY, TREASURER'S OFFICE, BATTLE CREEK, Mich., Oct. 14, 1869.

THE COUPONS OF THE SEVEN PER Cent. First Mortgage Sinking Fund Bonds of the Peninsular Railway Company of Michigan, due Nov. 1, 1869, will be paid on and after that date IN GOLD COIN, free of Government tax, on presentation at the office of S. W. HOPKINS & CO., No. 71 Broadway, New York.

4t44 C. WAKELEE, Treasurer.

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WHITE OAK, CHESTNUT AND CEDAR.
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UTICA HEAD LIGHT WORKS,
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Williams' New Patent Coal Oil Head Light,
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Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.
I. A. WILLIAMS, Patentee.

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FREIGHT CAR TRUCKS.
A line of upwards of 200 Freight Cars, with *Changeable Gauge Trucks*, are in successful operation
BETWEEN BOSTON, CHICAGO AND ST. LOUIS,
Running over Different Gauges of Tracks.
These Trucks are adaptable
To any and all Gauges of Track.
The Lobdell Car Wheel, Tire and Machine Co., Wilmington, Del., have been appointed Sole Agents, South and South-West of New York, for the Manufacture and Sale of the above Patent Adjustable Gauge Cars, and are prepared to furnish Cars constructed under these Patents. Trucks complete, or Wheels and Axles only.
CHARLES BOCKUS,
134 Washington St, Boston, Mass.

W. Churchill Oastler,
43 Exchange Place, N. Y.
AGENT FOR
JOSEPH ARMSTRONG & CO.,
Rotherham, England.

AGENTS IN BALTIMORE,
MORTON, REED & CO.,
65 South Gay Street.

Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.
SOLE AGENT FOR
AVELING & PORTER, Rochester, England.
STEAM ROAD ROLLERS, Traction Engines, &c.

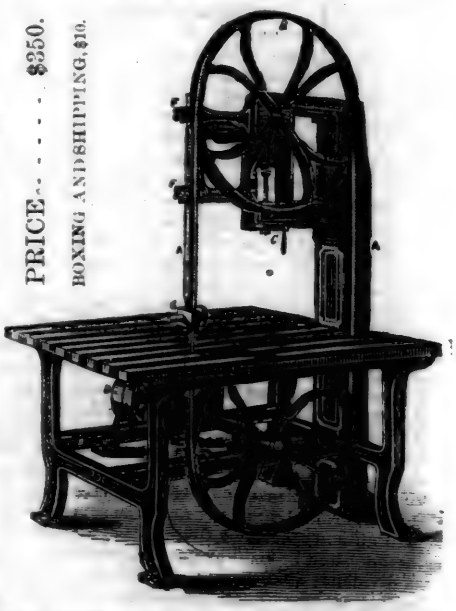
STAINED GLASS.
HENRY E. SHARP,
GLASS STAINER, EMBOSSER AND ENAMELER
FOR
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147 & 149 E. 32d St., N. Y.

FOR SALE.
SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to
PETER FIELDS & SON,
North Point Foundry and Machine Works, Jersey City, N. J.

Hemp Packing.
BEST HACKLED HEMP PACKING,
For Sale by
WILLIAMS, PAGE & CO.,
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FIRST & PRYIBIL'S
PATENT IMPROVED
BAND SAW MACHINE,
432, 434 & 436 Tenth Avenue,
NEW YORK CITY.

PRICE - - - - $350.
BOXING AND SHIPPING, $10.



This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1869, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.

TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

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STAR RUBBER CO.,

Late Mead Rubber Co.,

12 VESEY-STREET, New York,

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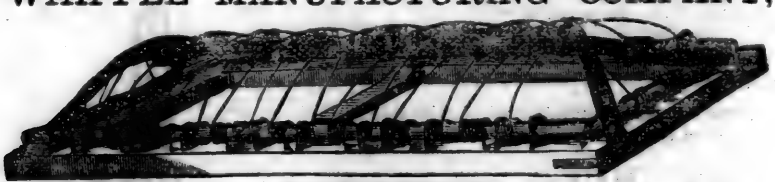
INDIA RUBBER CAR SPRINGS,

STEAM PACKING, &C.

The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

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WHIPPLE MANUFACTURING COMPANY,



MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

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Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.

"Linville and Piper" Patent Bridges, Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss.

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$18 IMPROVED WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES. R. R. Station and Steam PUMPS. SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

STEAM COAL,

From the Clover Hill Virginia Coal Mines,

A SUPERIOR ARTICLE FOR STATIONARY ENGINES.

FOR SALE LOW BY THE CARGO. Apply to

JAMES B. CUNNINGHAM & CO.,

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SEMI-BITUMINOUS COAL,

From the Mines of the

CUMBERLAND COAL AND IRON COMPANY,

Deliverable at the Ports of

GEORGETOWN, BALTIMORE AND NEW YORK,

FOR SALE BY THE CARGO.

Orders received at the office of the Company, 90 Broadway, corner Wall street,

WM. M. RICHARDS, President.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

Manufacturers' Agents for Sale

OF

American & Foreign Rails,

STEEL OR IRON,

AND

Railway & Machinists' Supplies

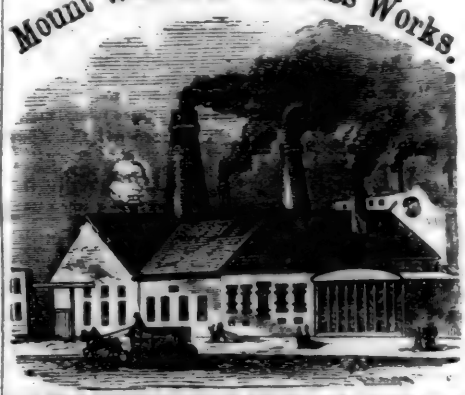
OF EVERY KIND.

OLD RAIL AND SCRAP IRON,

BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.

Mount Washington Glass Works.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the ***Lantern Globes and Chimnies*** produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.

Address,

W. L. LIBBEY,

61 Milk-St., Boston, Mass.

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-16th by 5½ inches. For sale by

W. P. CONVERSE & CO.,

6m39 **54 Pine st.**

PHELPS, DODGE & CO.,

Importers of Metals,

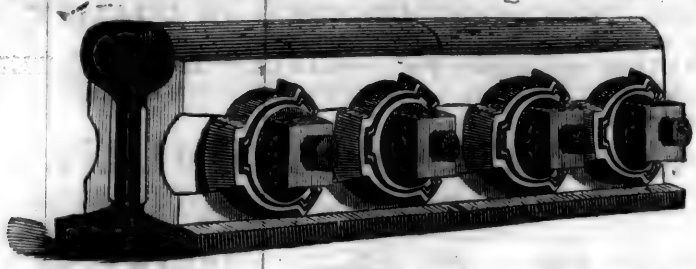
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NOS. 19 AND 21 CLIFF STREET, NEW YORK.

OFFER FOR SALE:

Tin Plates of every description.
Sheet Iron, R. G., 12 to 18.
Russia Sheet Iron.
Sheet Zinc and Spelter.
Block Tin, Banca and Straits.
Sheet Brass Kettles.
Sheathing Copper.
Extra-sized sheets Copper, rolled to order.
Terne Plate for Roofing.
Sheet Iron, Nos. 12 to 18.
Galvanized Sheet Iron.
Iron Wire.
Pig and Bar Lead.
Regulus Antimony.
Copper Bottoms.
Braziers' and Bolt Copper.
Rivets, Axle Bars, etc.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

THE HARLAN & HOLLINGSWORTH CO.,

WILMINGTON DELAWARE.



MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

SILVER PALACE SLEEPING CARS of the **finest finish**, also all kinds of PASSENGER AND FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

WEST POINT FOUNDRY.

Paulding, Kemble & Co.

Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

Office in New York, 30 Broadway.

RICH[illegible] S. OSBORNE,

[illegible] ENGINEER,

No. 4[illegible] Walnut street, Philadelphia.

HARRISBURG FOUNDRY

—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

COTTON CAR DUCK.

BEST 4 PLY, 100 TO 140 INCHES,

FOR CAR ROOFS,

For Sale by

WILLIAMS, PAGE & CO.,

91 Water St., Boston.

BORDEN & LOVELL

COMMISSION MERCHANTS,

70 and 71 West St., New York,

Fall River Iron Works Company's

NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S

CUMBERLAND COALS.

PACIFIC MAIL

Steamship Company's

THROUGH LINE TO

California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$140 to $180.	**$65.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Next steamer of the above line leaves Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON NOV. 20.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 20. ALASKA, Capt. Gray, connecting with CONSTITUTION, Capt. ———

Steamer JAPAN, will leave San Francisco Dec. 4, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, Nov. 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

BURLEIGH'S PATENT

Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.,) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1¼ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

J. T. & W. H. DALY,

43 New street, New York.

General Agents for the United States and Europe.

GRINDSTONES.

J. F. WHITNEY & CO.,

58 Washington St., & 26½ Broadway,

Importers of and Dealers in all kinds of

GRINDSTONES.

New Castle, Wickersley, Nova Scotia and Ohio Grindstones

OF ALL SIZES.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 47.] SATURDAY, NOVEMBER 20, 1869. [WHOLE No. 1,753, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 20, 1869.

Brady's Railroad Lantern.

In our advertising columns is a cut of "Brady's Railroad Lantern." Please turn to the advertisement and read the list of Railroads on which they are used. They have already become quite celebrated, and yet, a little over a year ago they were unknown, even to the manufacturers of them. They have been accepted and adopted by almost every railroad company that has seen them, and there can be no doubt that in a short time they will supersede every Railroad Lantern that is made in the United States. We say this because it is *so much* superior to anything of the kind we have ever seen, and the price being low, we see nothing in the way of its sweeping out all the rubbish in the way of inferior articles that are necessarily used on even our first class roads. We have heard "Railroad men" so often wishing they could get a Lantern that would not *fall to pieces*, we can say of Brady's: You cannot destroy them unless you choose to put them on the track and let a train of cars pass over them, or subject them to the gentle tap of a trip hammer. We purpose now to give a description of them, and this will be sufficient proof of their strength and durability, unless peradventure our readers prefer to buy and test them, which after all is the surest way.

The Patentee, whose name the Lantern bears, was an employee in a large Lantern Manufacturing Establishment in one of our Western cities about eighteen months ago, and his attention was drawn to the great number of lanterns brought (or sent) back from the railroads for repairs, then the idea found place "why cannot a lantern be made that will not have to be repaired, in any event as often as these," and after many experiments, including much time and not a little expense the following was decided upon. A *frame* of malleable iron with guards and rings; the guards being riveted in the top and bottom rings of iron, and the rings of wire firmly wound where they cross the guards. The frame is then tinned, uniting every part making them as one piece, and this frame will bear a weight upon it of *four or five hundred pounds.*

The *flange* which keeps in place the adjustable globe and the *bottom* are also of malleable iron tinned, and every one who is acquainted with this kind of metal, knows it to be nearly as strong as wrought iron. The globe being adjustable one colored light may be quickly and easily exchanged for another. The lantern is not at all complicated, but may be taken apart in two motions. The lamp is taken out in one motion, and the glass in another.

There have been over *one thousand dozen* sold in the last season, and they are just in their infancy. The company has used but little exertion to introduce them, orders coming in without it, faster than they could fill them.

The Taylor Manufacturing Company, New Britain, Conn., were incorporated June, 1868. Their success thus far has been remarkable, and we predict for them the envy of richer and far older corporations; even if their attention should be turned wholly to the manufacture of *Brady's Railroad Lantern* they cannot fail with good management, of becoming one of the first manufacturers of the Nutmeg State.

☞ The Danville, Hazleton and Wilkesbarre Railroad was formally opened on the 4th inst., between Sunbury and Riverside, opposite Danville, a distance of twelve miles. Thirty-two miles more are graded and bridged, and ready for the rails, and only seven miles more remain to complete the road through to Hazleton. It is expected that the entire road will be opened for business by April 1, 1870. Thomas Woods, Esq., of Philadelphia, is President of the company.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, BANKERS AND DEALERS IN GOVERNMENT SECURITIES, No. 5 NASSAU ST., N. Y., Nov. 8, 1869.

TO OUR CUSTOMERS AND CORRESPONDENTS.

The surprising development of our national resources and the rapidity with which the Government is now enabled to reduce the National debt, by weekly purchases, render it apparent that the time is approaching when the Five-twenty bonds may be funded at not over four or four and a half per cent. interest.

Meanwhile their high price, as compared with other classes of securities paying an equal rate of interest, is leading to general inquiry for more profitable forms of investment in which money may be safely invested.

During the war the necessities and peril of the Government, and the consequent cheapness of its securities, rendered them so attractive that, from this cause, combined with the patriotic faith of the people in their safety, they absorbed almost the entire floating capital of the country, and diverted attention from other classes of securities which had before been deemed sufficiently conservative and sound to meet the wants of the most cautious investors.

The Government is no longer a borrower. It no longer needs the country's capital, but desires gratefully and honorably to repay it.

The rapid accumulation of capital for investment, and the reduction of the National debt and improvement of the National credit—rendering it certain that hereafter but a comparatively low rate of interest can be derived from investment in Government bonds—is compelling the search for other safe and well-guarded channels into which capital not employed in business may wisely flow.

The enterprises of Peace, no less needful, in their time and place, for the common welfare, than were the waste and cost of war, now call for the capital which the Government no longer needs, and offer for its use a remuneration which the Government need no longer pay, and in some cases, a security as stable and enduring as the faith of the nation itself.

The desire to capitalize the premium which may now be realized upon Five-twenty bonds, and which a natural decline in gold toward par, and the ability of the Government to fund the debt at a lower rate of interest, may at any time extinguish, is felt by many holders who desire some satisfactory assurance as to which of the many low priced securities in the market would afford the necessary safety to justify an exchange.

The applications for information and advice which are addressed to us daily, show how universal is the desire for this assurance, as to what forms of investment, more profitable than Government securities at present market rates, are entitled to the confidence of investors.

The pressure of this want has led us to feel the importance of directing our own attention as bankers, our large experience, and our facilities for obtaining reliable information—to the work of supplying it in some measure, and to offer the results of our inquiries to those who may be disposed to confide in our good faith and judgment.

We are unwilling to offer to our friends and the public anything which, according to our best judgment, is not as secure as the National obligations themselves, with which we have hitherto principally identified ourselves.

Since closing the great CENTRAL PACIFIC RAILROAD LOAN, which meets all these requirements, we have carefully examined many others, but have found no other which would fully do so, until the following was placed in our hands:

FIRST MORTGAGE

SIX PER CENT. GOLD BONDS

OF THE

WESTERN PACIFIC RAILROAD COMPANY OF CALIFORNIA.

The Western Pacific Railroad connecting Sacramento with San Francisco, furnishes the final link in the extraordinary fact of an unbroken line of rail from the shore of the Atlantic to that of the Pacific.

It is 150 miles in length, including a short branch, and it will be the

METROPOLITAN LINE OF THE PACIFIC COAST,

connecting its chief cities, and traversing the garden of the rich and growing State of California; receiving, in addition to an immense and lucrative local traffic, the through business over the Union and Central Pacific Railroads—between the Eastern States and Sacramento.

It is completed, fully equipped, and in successful operation, and its earnings in October, the first full month, amounted to $105,000 in coin. The net earnings will, by a moderate estimate, amount to $600,000 per annum, in coin, while the interest on its Bonds will be but $168,000.

The value of the property and franchises is not less than

TEN MILLIONS OF DOLLARS,

and the mortgage is limited to

$2,800,000.

The bonds are of $1,000 each, have thirty years to run, and will be sold at

NINETY, AND ACCRUED INTEREST,

in currency. They are payable, PRINCIPAL AND INTEREST IN GOLD COIN, in the city of New York. Coupons due January and July 1.

The near approach of the time when the United States can probably re-fund the greater portion of its Six-per cent. debt is naturally causing inquiry for other forms of investment which will afford satisfactory security with the same rate of interest. The WESTERN PACIFIC RAILROAD FIRST MORTGAGE BONDS must have an immense advantage over all other securities based upon merely local or uncompleted railroad and may be held with as much confidence as Government bonds, or as first-class mortgages on New York city property.

The loan is small in amount. Its claims to confidence are apparent. It will be rapidly taken. Bonds will be delivered as the orders are received.

Government bonds received at their full market value in exchange.

FISK & HATCH, BANKERS.

East Tennessee and Georgia Railroad.

The earnings of this road for the fiscal years ending June 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$208,754 34	$208,949 16
" freight	251,923 77	271,587 97
" express	15,654 08	10,725 04
" transp. U. S.	4,053 00	511 89
" mail service	16,825 00	13,670 02
" other sources	15,654 32	10,550 48
	$512,864 51	$515,994 56
Expenses, viz:		
Transportation	$63,400 15	$59,813 74
Motive power	115,775 36	82,839 13
Maintenance of way	135,410 08	90,698 35
Maintenance of cars	46,485 30	53,846 55
General expenses	21,512 96	15,979 02
Equipment	9,162 10	.....
Depot buildings	1,841 69	3,379 77
Extraordinary exp	52,279 40	30,259 06
Real estate	240 00	.....
Taxes	5,761 46	5,534 51
	$451,868 50	$347,013 13
Net earnings	$60,996 01	$168,981 43

Compared with the previous year, the gross earnings show an increase of $3,130 05, with a decrease in expenses of $104,855 37—making the increase in net earnings, $107,985 42. The report says:

The gross earnings have been $515,994 56, and the expenses of every description, ordinary as well as extraordinary, $347,013 13, which, deducted from the gross earnings, would leave $168,981 43 nett, to pay interest to the State of Tennessee and on Second Mortgage Bonds, the interest on which amounts to $141,460 64 this, taken from the nett earnings, as above, would leave a balance of $27,520 89; of this sum $14,181 91 has been retained during the year by the Government, and credited upon our Bond, which leaves us on hand for the year's operations $13,338 98. By comparing these figures with those of the Annual Report of the year ending June 30th, 1868, you will find that while the earnings of the present year exceed that of the previous year $3,130 05, that the expenses have been reduced very greatly. Including extraordinary expenses and all, it has taken 67¼ per cent. of the gross earnings to operate the road, and we hope that a further reduction in expense during the next fiscal year may and can be made. The items making up the extraordinary expense account, for this year, as shown above, are principally made by the building of the Round House, at this place, and the weather-boarding, covering and painting of the Loudon Bridge.

In comparing the earnings of the first six months of this fiscal year with the same period of last year, we find that there was a heavy falling off; say of about $32,000—about one-half of this sum is from passengers, and the other half from freights. The falling off from freights is attributed to the small wheat crop of 1868, which is generally moved in the summer and fall, and the low rates at which all through business has to be done, in order to contend with competing lines. And the falling off in passengers for this six months, may be justly attributed to the fact that we have had but one daily passenger train, and thereby could not successfully control the number of passengers that our position entitles us to. But, unless a double daily line shall be established through, it would be ruinous to us to run it. The business, however, of the last six months is an increase over the same period last year; both in passengers and freight, to an amount sufficient to increase the gross earnings of the year. The increase in the freight was caused by the heavy corn crop moved during the year.

Since the last Annual Meeting of this Company, we have succeeded in effecting a settlement with the State of Tennessee, of our Interest and Sinking Fund Account, which has been the cause of so much annoyance and trouble since the war; because, from the Annual Reports of the Comptroler of the State of Tennessee, made to the Legislature, it was made to appear that we were largely in arrears, in our semi-annual payments of interest; which had the effect to damage our credit, from the fact that outside parties did not know but a Receiver might be appointed to take charge of the Road, for non-payment of interest due to the State. This apparent difference of the accounts of the Comptroler and the Company existed, not from a want on the part of the officers of the State to do us damage, but from honest convictions on their part, that they had no right to credit the Company with certain payments that had been made after the 1st of January, 1861. But, under a recent decision of the Supreme Court of this State, all payments made to legally authorized parties upon all contracts were legal and valid, when they were received without protest. And under this decision of the Court a full and complete settlement was made; this Company having made these payments to the Bank of Tennessee, the fiscal agent of the State, before the removal of the Bank from the State; which settlement, as made, is in accordance with our books, and is satisfactory to the State and to the officers of this Company.

The interest due to the State of Tennessee, as well as on our Second Mortgage Bonds, was paid in full on the 1st day of July last.

During the year a very substantial, neat and commodious Engine or Round House has been built, and does credit to Milton Wilds, who had the supervision of the structure. And, in addition, the Bridge at Loudon has been weather-boarded, covered and painted, and is in first rate condition. The building of the Round House, together with an Oil House, 20 by 40 feet, of brick, cost $11,937 20; and the covering of the Bridge, painting, &c., cost $13,352 64.

A side track has been put in at Loudon, from the main track of the road to the river, with all the necessary machinery for taking up freight from the river on an inclined plane to the depot, and delivering the same to boats, which is an improvement that was very much wanted; the Superintendent recommends that a similar improvement be made at the Hiwassee river, and we agree with him, and recommend that it be done.

On account of the great drought in the country, which has almost cut off the corn crop in East Tennessee, we cannot expect our local business to amount to a great deal during the year ending June 30th, 1870, and therefore must look for short receipts; and a strict economy in the management of the road will be required to enable us to pay interest on our debt, in January and July next.

In reference to the double daily passenger train, it is proper to say that we have sufficient power to run the trains and do all the freight business that will be offered.

From the Report of the Superintendent, you will see that we will need, within the next year, ten miles of new iron to take the place of old and worn out rails. This will require one thousand

tons. By the different acts of the Internal Improvement Law, under which we borrowed money from the State of Tennessee, we are required to use iron weighing one hundred tons per mile. The present cost of iron in New York is about seventy-nine dollars per ton, in currency; the freight from New York to this place would make the iron cost us over ninety dollars per ton: this would make the ten miles of iron cost us, delivered here, at least $90,000. From which you will see that all the earnings, and any surplus, of every description, is to be fully taken up, to enable us to keep the road in the condition that will be required for a safe transit of passengers and freight.

The condition of the Company's claim against the Government is in a very unsatisfactory state, and we beg to call your attention to the fact that, on the 23rd of August last, Col. C. W. Folsom called upon the President of this Company with a letter from M. C. Meigs, Quartermaster General, dated the 3rd of August, 1869, in which he informs the Company, through the President, that on account of the failure to pay the indebtedness claimed to be due the Government, that under the terms of the Bond "He has appointed the said C. W. Folsom Receiver of this road, with full power and authority to take possession of and control and operate said railroad," which, being declined, a formal application was made by Col. C. W. Folsom, in the form of a written communication, which is herewith submitted for your consideration and direction, together with the letter of M. C. Meigs, Quartermaster General, and the replies to each.

The company have 19 locomotives, 10 first-class and 4 second class passenger, 4 mail and baggage, 140 box, 38 coal, 25 platform, 1 pay, 1 wrecking and 6 stock cars.

The general condition of the company on the 30th of June, 1869, was as follows:

Capital stock	$1,290,067 25
State scrip	29,929 00
State loan—old	1,037,000 00
" new	430,277 50
Company bonds—old	640,000 00
" " new	136,400 00
Endorsed bonds	115,000 00
Coupons company bonds	7,050 00
" endorsed "	5,700 00
Bills payable	1,812 49
United States income tax	1,454 40
Pay rolls	16,236 40
Due to agents	324 46
" other roads	19,773 18
" individuals	1,420 84
Interest due 1st July on company and endorsed bonds	26,712 00
	$3,759,157 52
One State bond	$1,000 00
One endorsed bond	1,000 00
Four State coupons	120 00
Telegraph stock	750 00
Express company stock	5,000 00
Post Office Department	8,072 97
U. S. transportation account	90,134 87
Southern Express Company	704 06
Holston Salt and Plaster Co	1,184 00
Due from agents	2,953 00
" other roads	31,843 87
Funds on hand to pay interest, purchase iron, rails, &c	94,222 68
Funds in Augusta, Ga., to pay inter't	3,145 96
Cash	23,261 68
Road and fixtures	3,495,764 34
	$3,759,157 52

President.—THOMAS H. CALAWAY.

Directors.—Thomas H. Calaway, Joseph Jaques, C. M. McGhee, R. T. Wilson, Robert Snead, Daniel Heiskell, William Heiskell, A. G. Jackson, E. W. Cole.

Superintendent.—R. C. JACKSON.

Treasurer.—R. M. FISHER.

Pennsylvania and New York Railroad.

By the recent completion of the Pennsylvania and New York Railroad, which is an extension of the Lehigh Valley Railroad from Wilkesbarre to the New York State line, a new route has been opened into Northern Pennsylvania, interior New York, Buffalo, Niagara Falls and the great West, by the way of the North Pennsylvania, Lehigh Valley and Erie Railways. Passengers taking the North Pennsylvania Express Train at 7.45 A. M. reach Waverly the same evening, and can either lay over at Waverley and have choice of several Erie express trains the next day, or go directly on to any point with which the Erie Railway has connections. This route, in carrying out the first conception of the originators of the North Pennsylvania Railroad, passes through a region new to the majority of Philadelphia tourists, abounding in beautiful scenery and thriving towns; and being almost an air-line between its termini, offers to both business and pleasure-travel, speed, comfort and enjoyment. We learn that the volume of passenger and freight traffic that has offered since the opening of the line is such as to warrant the belief that it will be a favorite route for both business and pleasure.—*Phila. Press.*

Permanent Way.

We have several times referred to this important question, and it is gratifying to learn that men of practical minds are discussing the matter with much interest and a good degree of energy.

Up to the present time, however, the arguments and controversy seems to be in relation to rails, ties, subsils, balancing the ties with gravel, &c., &c. Occasionally the modes of fastening the rails to the ties is referred to, but only to condemn the common nail spike, without recommending anything better as a substitute.

It is our purpose at this time to treat upon this subject as, in our judgment, one which forms a vital link in successful railroading; and also a branch of the question of no less interest to the traveling public than to the managers and stockholders of railway companies.

It is a notorious fact that human life is held in less esteem in America than in any other civilized country. Men in all public places seem only to count cost, estimate profits, and count dollars, regardless of human comfort or the lives of their fellowmen; while in Europe, especially in England, safety to life is the first concern, and second the preservation of property entrusted to their care. No expense is spared to make their railroads secure and reliable. It may be that in England there are advantages favoring the railroad interest which cannot be so fully enjoyed in this country. The soil generally may be better adapted to solid, permanent road bed; and it doubtless is a fact that the mild climate favors them in the Winter. These may be advantages which cannot be had in the Northern States of this country; but this makes it the more important that great care should be taken in the construction of our railroads.

There is another disadvantage under which we labor, which seems to be the prolific source of nearly all poor railways, and consequently a large share of accidents on our roads, destruction of life, and loss of property. We refer to the want of sufficient cash capital to use when our roads are being constructed. A large proportion of our roads are burthened with debt from the start, hence economy becomes the necessity, and cheapness the watchword. It is no uncommon occurrence to hear the officers of a new railroad remark that "We will get the road in operation, and build it afterwards," meaning that they will do as little to the structure as possible till it begins to earn something, and then perhaps they can borrow money on the property to improve it. They leave out of sight the fact that the damage to property and loss of life, by the frequent accidents on a rickety road, will make the money they may borrow cost a fearful rate of interest.

It is a fact that cannot be disguised that a large majority of the accidents occurring on our railroads is directly caused by loose and broken rails, proving that they are not properly fastened to the ties. It is also a fact that these accidents are more frequent in the Winter than in Summer. The cause of this is charged to broken rails, and the breaking of the rails is said to be caused by the frosty weather. If the rails are alike, and all well fastened, why don't they all break since they are alike exposed. Obviously they are not properly fastened to the ties.

Perhaps there is not a road bed to be found where the ground over which it passes is solid and dry alike. There are alternate hard and soft spots, and wet and dry places, so that it is next to impossible that the ties should all have the same bearing, or the same dry foundations. In warm weather, by constant watching, the soft and wet spots may be found, and the ties may be kept tolerably level and fair on the top by a system of tamping with gravel; but when the weather is cold, and when the ground is covered with snow, it is impossible to detect these treacherous spots. Therefore the passing heavy trains of cars forms a weight, the rail forms a succession of levers, the ties forming the fulcrum to lift on the bearings beyond; add to this the constant jar that is caused by the frequent passing of trains, and it will be seen that the soft spots in the road bed will yield to the pressure. In this operation the strain upon the *spikes*, or fastenings, becomes very great. On all soft or yielding spots, while there is no frost in the ground and the spike or fastening continues to hold, the spring of the rail may bring the tie up to a level, and thus preserve the side pressure of the track; but experience proves that the common spike will not hold, but becomes loosened with the first lifting or upward strain upon it, and the tie will sink down from the rail thus being rendered unserviceable.

When the weather is cold the ties thus depressed freeze fast, and the alternate ties (as is often the case,) being upon solid ground, it will be seen that they form a fulcrum over which the heavy engine passing with such force that the rail breaks directly over the sunken tie. By the sinking of the tie the spike has been rendered useless, therefore the broken rail spreads, and the whole train is thrown from the track, often resulting in fearful loss of life and destruction of property. *Can such accidents be attributed to any cause but worthless or insecure fastenings.*

The quality of railroad spikes, or the best mode of fastening rails to ties has received much attention in Europe; while in America it seems to have been passed by as a matter of small importance.

In an article lately published in the London *Engineering*, the fastenings for rails has the following reference:

If I wish to fasten a piece of iron to a board, and do so by driving blunt ended nails into the timber, I find that a small force is sufficient to separate them; but if instead of nails, I use wood screws for the purpose, I find it impossible to separate the iron only by tearing away the wood that surrounds the screw. *Now the ordinary spike is nothing but a large blunt ended nail, and consequently most unfitting for the purpose it is applied to. On lines of even light traffic, when driven into new timber, it may be seen by the close observer to have given way within a few days of its being used.*

There are other reasons against the use of the spike, one I will mention; it often happens that from carelessness, or from the tendency many men have of slighting their work, that the spike is driven without first boring the timber, and this results in either splitting the sleeper or knocking a piece out of the bottom of it. In the first place, the sleeper is useless, in the second, it is greatly damaged.

The devices for fastening rails to ties have been numerous; and it is a remarkable fact that inventors (and not practical railroad men,) have done all that has been accomplished in this line. The common nail spike seems to have been in use from the commencement of the railroad era; but as it has always been considered most unfit for the purpose, there seems long to have been some effort made to produce a substitute. The only points which recommend this spike are, first, its cheapness, and second, the simple easy way of putting them down, but it is chiefly the low price. The square spike *twisted* was tried and found valueless. The barbed spike was once used to some extent, but lacerated the wood to such an extent that it proved to be a very poor affair, and was therefore abandoned. The split end spike, with the points of the prongs beveled, was thought to be an improvement, but on trial it was found that it would vary very much in its operation according to the kind of timber used for ties, by which means it was unreliable, and its use abandoned.

The corrugated spike was found to have no holding power beyond that of the common nail, therefore it is not used.

The spike with a notch or stop near the point was tried, and failed because it breaks the grain of the wood badly, thereby becoming loosened.

The spike with a single spiral thread, intended to drive, has been invented, but not used; it would be difficult to make, and it seems to present no advantages over the twisted spike which has been discarded.

A spike with three spiral threads has been invented, but we cannot learn that any have been made.

A spike with a screw thread on two round sides, and two plain flat sides, has been invented; it is intended to be driven nearly down, and then fastened by giving it a half turn, when the screw part would gripe the wood. None of these have yet been introduced. We see no advantage in this spike, as it also would badly crush the wood while being forced in, and the half turn given to it would loosen the point thereby destroy its holding power.

A wooden treenail was at one time used in England, but soon abandoned for want of strength and substance to be serviceable.

A spike with a beveled point, with a jog on the backside designed to clench in the wood, and then be fastened with a key, has been invented, but none have been made.

A spike with a champered point, intended to clench in the wood, was tried and found a failure.

A round blunt end spike, designed to be driven into the tie by first boring for it, has been largely used in England, but discarded on account of the tendency of workmen to put them down badly.

The fang bold, commonly called a screw bold, has been extensively used in England. The operator, to use them, is obliged make an opening under the tie in order to adjust the nut; it has been discovered that this work is often slighted (or scamped as the English call it), that the nuts often work loose and come off, besides being very expensive, they are becoming very unpopular.

A concave sided spike has been invented, but we are unable to learn what advantage the inventor claims for it.

In 1864, a gentleman by the name of MONTIGNANI invented what he termed the *Double Hook Headed Screw Spike.* He placed it before some of the prominent railroad Presidents and scientific men of this country; and while they thought it possessed considerable merit, they seemed unwilling to aid or encourage its introduction—the chief points of objection raised being first the difficulty of putting the screws into the ties, and second their high cost. These difficulties seemed to form a barrier to the use of these screws. Two years later, this screw was brought to the notice of several capitalists in this city, who took a more practical common sense view of it, and believing they saw such qualities in it as would recommend itself to the public, if not to railway managers, they concluded to form a stock company with a view to manufacture and introduce these screws to the railroad companies. Machinery was prepared, and a factory built. When the screws were put upon the market the objections before named were urged with great energy against them. On another page of this week's issue may be seen a cut of this screw, also a double handed tie boring machine, with description of the mode of putting the screws down. If this machinery will do all that is claimed for it (and it seems very simple), namely, to prepare the ties in a mill by machinery, with the screws in, ready to receive the rails, the ties being ready gauged, then the first objection to the use of the screw spike is entirely removed; and it may safely be said that railroad track can be laid more accurately and much more rapidly in this way than it possibly can be with the common spikes.

The second objection, viz., *the price, should have no weight at all.* The only question should be are they safe, will they afford any new security to the lives of railroad passengers, and will they add anything to the safe transit of property? The carelessness of men generally who are employed on public works is very remarkable. Railroad employees, especially become very reckless of danger; they seem to have but slight hold on their positions, therefore they seem unwilling to take the trouble to make any improvements, particularly if any trouble is likely to be attached to the effort.

Others, again, seem very afraid that they may make some mis-step which may cause them the loss of their situation. On these accounts the subordinate railroad officers are slow to act, and the leading officers seem to be so full of business that they cannot find time to attend to any new matter.

This question naturally presents itself to our mind in this form: Suppose this Double Hook Headed Screw Spike had been in use from the time the first railroad track had been put down to the present; it was known to be expensive and difficult to put down, and yet it performed its work perfectly; and then suppose that in order to save trouble and expense some one should introduce the nail spike—it was shown to have no holding power, would give no security, it has nothing but ease of use and cheapness to recommend it—can any one imagine that its use would be tolerated either by railroad officers or the public? We think not.

We are informed that these screws are now in use to more or less extent on more than fifty different railroads, and that in every case they have performed all that is claimed for them.

The New York and Oswego Midland Railroad Company have laid their entire track from Oswego to Sidney a distance of one hundred and fifty miles, and have used these screws to fasten the rails to the ties. Competent judges pronounce this to be the best track yet put down in this country.

In concluding to use these screws, the President shrewdly argued that in his opinion the safety of life and property on the railroads of this country was beginning to occupy a large and growing place in the public mind, and in cases where competition was any way active that the road offering the best assurance of security would have greatly the advantage, therefore he wisely concluded to use none but the best and most approved materials—hence the use of the screw spikes with so much satisfaction.

The inventor of this screw claims that its holding power is five tons, and the lateral strain will bear three tons. That these screws will hold the tie so firmly to the rail that the track forms an easy connected spring. That in ordinary dry soil the spring of the rail will keep the ties up so near the level that the sand and gravel will work under them and cause them at all times to have a firm bearing with very little attention from the road masters; and in cold weather, the ties being held firmly to the rail, they cannot freeze down unevenly, but in soft spots, the tie being lifted up by the spring of the rail, the ground and water will freeze under the tie, and this way form a solid bearing—all of which seems to keep the track level, and prevent the breaking of rails.

The inventor still further claims that these screws will not damage the ties when they are inserted, and by this means the ties will last much longer than when used with the common spike. The inventor claims that a track put down with these screws will be kept in repair at much less expense than any heretofore has been.

In conclusion we will say, whether this screw has all the merit claimed for it or not, it is but well and proper for the managers of railway companies to give it a fair trial, and then if it will do all that is claimed for it it is safe to assume that it will be universally adopted.

HENRY YOUNG, President. AGENCY OF G. B. HUBBELL, Secretary.

THE UNITED STATES RAILROAD SCREW SPIKE CO.,



MONTIGNANI'S PATENT

NO. 45 CLIFF STREET, N. Y.

WORKS AT OSSINING, WESTCHESTER COUNTY, N. Y.

To all persons engaged in the construction and management of railroads.

We respectfully call your attention to the DOUBLE HOOK HEADED SCREW SPIKE for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw. It has been thoroughly tested on several of the most important railroads in the country and in every case it has stood the test in the most admirable manner.

The SCREW SPIKE possesses the following advantages over the common spike.

First. They are made of the best refined iron, the thread being forged (not cut,) refines and toughens them.

Second. The holding power of each SCREW is from four to five tons, and the side pressure, three to four tons.

In three years' experience no SCREW has moved from its place and the rails in every case have been held as firmly to the ties as when first put down. By its use therefore the numerous accidents constantly occurring from loose and broken spikes, and loose and broken rails, and consequent spreading of the track will be obviated.

Third. In order to remove the rails it will only be necessary to reverse the SCREW one-quarter, and when replacing it, turn the SCREW back to its original position (the same as turning a button,) when the rail will be held firmly as before. *The ties* will thus be saved from the injury the splits, and the numerous holes made in them by repeatedly drawing out and replacing spikes. By the use of the SCREW therefore the durability of the ties will be greatly increased.

The saving to railway companies in ties alone, it is estimated (by experienced trackmasters) will more than pay the whole cost of the SCREW.

Fourth. Where the SCREW is in use in addition to the saving of time in relaying rails, a much less number of men are required to watch the track, and keep it in repair, thereby causing a great saving.

In corroboration of the foregoing, we could present the testimony of many of the most experienced trackmasters and engineers in the country, but deem it only necessary to refer to the following railroad companies selected from more than forty who have used these SPIKES in more or less quantities, viz:

Philadelphia and Reading, Hudson River, Philadelphia, Wilmington and Baltimore, New York and New Haven, Chicago and Rock Island, Fond du Lac and Sheboygan, Albany Bridge Company, Quincy Bridge Company. During the year 1869 The New York and Oswego Midland Railroad Company has used more than four hundred Tons of our Screws. We are now prepared to manufacture these SCREWS in any quantity desired.

We call particular attention to the following mode of putting down our Screw Spikes:

Figure 1.—Represents a double handed Machine for boring and guaging Railroad Ties which is done with one operation. The Machine is placed upon the Tie, is easily worked by two men, and bores four holes at once, it may also be used by Steam or Water power and in this way the holes for the Screw Spikes are bored very rapidly.

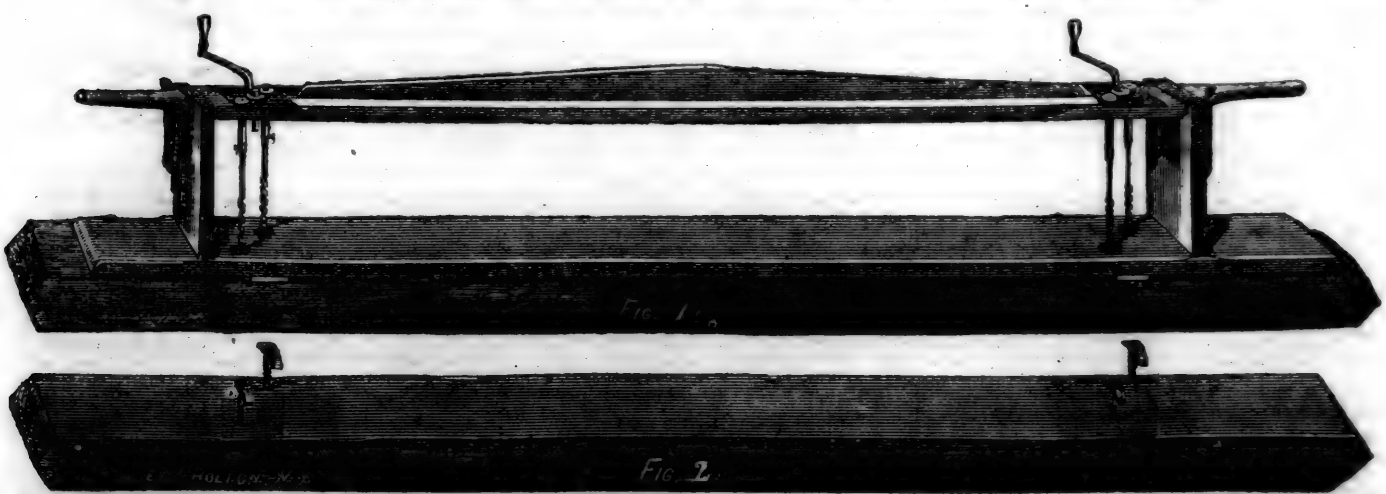


FIG. 1.

FIG. 2.

Figure 2.—Represents a Tie with the Screw Spikes set in it, preparatory to placing the same on the road bed. The Screws may be put in the Tie by hand, in the woods, in a Mill, or any other place where a large number of Ties are collected. The Screws will be set to the proper guage for the track and may be so nearly screwed down that it will only be necessary, after the Ties are properly distributed on the Road Bed to drop the Rail in its place and give the Screw a quarter turn, or at most three-quarter turn when the Rail will be firmly fastened to the Tie. The Screws may be turned into the ties with an upright Power Drill such as is used in any machine shop, or, two such machines could be so placed that one could bore the holes while the other was turning in the Screw; such machines can also be so arranged to bore two holes and turn in two Screws at the same time, the Tie can be moved along on a carriage or endless apron.

It will readily be seen that the work of preparing the Ties with the Screws in, may be done under cover, in cold or stormy weather at a time when no work can be done on the Railroad. With Ties thus prepared the Track can be laid in much less time than it can be with common Spikes, thus giving additional proof of the great value of the SCREW SPIKE.

We are now prepared to furnish the double handed Tie boring Machines and hope bye and bye, to be able to publish cuts of improved Screw driving Machines. We also furnish other Tools for putting down the Screws which are used for repairing or replacing Ties.

For further particulars, addres.

G. B. HUBBELL, Secretary, 45 CLIFF STREET, N. Y.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,923	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 1½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br. 100	2,650,000	A. & O.	Oct. 69 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A.J&O	Oct. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'69 3½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,800	----------	----------
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J.A.J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jun '69 4
Brooklyn City.....10	1,000,000	F.M.A.N	Aug.'69 3
Brooklyn City & Newt'n.100	399,800	----------	----------
Buffalo, Bradford & Pitts.100	1,100,000	----------	----------
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	----------	----------
Camden & Burlington Co.100	331,000	----------	July '69 3
Cape Cod 60	721,926	J. & J.	July '69 5
Cape May and Millvi le* ! 50	447,000	J. & D.	Jun.'69 3
Catawissa.....50	1,150,000	----------	----------
Catawissa, pref.....50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,900	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,800,000	J. & D.	Dec.'68 3
Do. pref.....100	400,000	J & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000	----------	Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	July'69 2
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,800,000	J. & J.	July'69 5
Chicago and Milwaukee*.100	2,227,080	----------	----------
Chicago & N. Western....100	14,590,162	J. & D.	Jun.'69 5
" " pref.100	18,159,097	J. & D.	Jun.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5
Cincinnati City Passenger....	----------	J'n & J'ly	Jan.'68 2
" Street.....	----------	J. & J.	Jan.'68 2
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J.A.J &O	Oct. '69 2
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000	----------	----------
Columbus and Xenia*.....50	1,786,200	J. & J.	Jul. '69 3½
Concord.....50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 3½
Coney Island & Brooklyn 100	500,000	----------	----------
Conn. & Passum'p Rivers.100	139,000	----------	----------
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley.....100	1,316,900	A. & O.	Oct. '68 4
Danbury and Norw'k ...100	400,000	----------	----------
Dayton and Michigan*....100	2,390,646	----------	----------
Delaware*.....50	594,280	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July'69 5
Des Moines Valley.....100	1,820,200	----------	----------
Detroit & Milwaukee.....100	1,047,350	----------	----------
" " pref.100	1,500,000	----------	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'69—
Dubuque and Sioux City..100	1,673,641	Annual.	J'ly'69 3½
Do do. pref 100	1,987,351	J. & J.	J'ly'69 3½
East Mahanoy 50	302,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jul. '69 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '69 4
East Pennsylvania 50	654,600	----------	----------
East Tenn. and Georgia....100	1,290,067	----------	----------
East Tenn. and Virginia...100	1,902,000	----------	----------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	800,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'69 2½
Do. do. pref. 50	600,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,538,910	Annual.	Jan. '68 7
Erie & Pittsburg 50	962,990	----------	----------
Evansville & Crawfordav.100	1,143,445	----------	----------
Fitchburg 100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	800,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	July '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	----------	M. & S.	Sep. '69 4
Greenand Coates St.(Ph.) 50	150,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do. pref.100	5,253,330	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River.....100	13,932,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,330	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'69 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug.'69 4
" " guar.100	633,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	16,731,400	J.A.J&O	Oct.'69 2½
Lehigh Luzerne.....50	844,650	J. & J.	Jan.'69 4
Lexington & Frankfort ...100	514,646	J. & J.	Jan.'69 3
Little Miami.....50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint'n.100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island.....50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex. pr.100	211,122	J. & J.	J'n.'69 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '69 3
Louisville and Nashville..100	7,869,186	F. & A.	Feb. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	----------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
New York Central.....100	28,795,000	F. & A.	Aug.'69 4
" Int. certificates..100	22,829,600	F. & A.	Aug.'69 4
New York and Harlem.....50	5,500,000	J. & J.	July'69 4
" " pref. 50	1,500,000	J. & J.	July'69 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,793,900	F.M.A.N	Nov. '69 2
North Eastern (S.C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh.,100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500,000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	----------	----------
Panama.....100	7,000,000	J.A.J&O.	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul.'69 8
Philadelphia and Erie*.... 50	5,996,700	----------	Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,581,800	J. & J.	July'69 5s
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.100	19,665,000	J.A.J&O	Oct. '69 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	J. & A.	Aug '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	----------	----------	Jul. '69 3
Rensselaer and Saratoga ..100	2,100,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g.100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	88,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand. Manuf. and Newark.100	901,841	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,269,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,685	----------	Jul. 68 3
South Western, Georgia...100	3,929,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	257,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------- 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 5
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama .100	595,922	----------	----------
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000	----------	----------
Thirteenth and Fif. (Ph.).. 50	----------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	----------	----------
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref.100	1,300,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Jun.'69 4
Vermont Central.....100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'69 0
Vicksburg and Meridian....100	357,408	----------	----------
Virginia Central 100	3,353,679	----------	----------
Virginia and Tennessee....100	3,506,300	----------	----------
Western Union 100	2,707,693	----------	----------
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,468,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jul. '69 3
Warren.....100	1,547,650	----------	---------- 3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4½

CANALS.

Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4

MISCELLANEOUS.

Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 3
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'66 5
Fulton Coal.....	----------	J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 50	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb '69 5
Roaring Brook Coal.....	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,350,000	F. & A.	Aug. '68
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 500	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000	----------	----------
United States Express 100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	622,000	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,149	267.094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	351,149	345,556	391,685	353,736	501,667	501,259	463,109	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,614
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,455	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,324	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	505,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,032,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242 509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,630	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	457,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,786	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,650	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,924	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,982	123.802	1,201.239
1867	94,136	78,976	92,910	92,768	90,528	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3 302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,054	4,663,908
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,951,1. 3
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151.902	175,696	186,039	174,002	172,189	216.624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	305,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,325	5,683,608
1868	389,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524.434	1,526,639	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135.461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	294,963	223,242	268,177	302.596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,226	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302.426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	326,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	253,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,230	292,803	328,044	.....	.....	.....
Phi adelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	388,725	414,707	448.994	463,873	466.557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	740 955	526,009	6,324,093
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436 980	10,637,124
1867	500,488	534,561	703,615	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,593	461,965	462,787	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	582,911	506,641	625,547	675,360	701,352	691,556	914,062	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,904	8 489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,593	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250.142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3.717 386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3.809.353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484.269	450,203	429,898	323,279	399,439	4,013,206
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Union:													
1860	.....	.....	.....	.....	501,420	706,602	623,559	617,585	755,084	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1869.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	112½
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	124
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	282,732,000	6	" "	1881	117½
and March 3, 1863 ..... } coupon		6	" "	1881	117½
Oregon War Bonds of March 2, 1861	945,000	6	July.	1881	....
.. ..		6	May & Nov.	1882	113
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,000	6	" "	1882	115½
.. .. .. (5-20s).....coupon		6	" "	1884	112½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1884	112½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	112½
.. .. .. (5-20s).....coupon		6	" "	1885	113
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	113
.. .. .. (5-20s).....coupon		6	Jan. & July.	1886	115½
.. .. 2d series (5-20s)...registered	232,998,950	6	" "	1886	115½
.. .. .. (5-20s).....coupon		6	" "	1887	115½
.. .. 3d series (5-20s)...registered	379,588,950	6	" "	1887	115½
.. .. .. (5-20s).....coupon		6	" "	1888	115½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	115½
.. .. .. (5-20s).....coupon		6	" "	1888	115½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s).....coupon		5	" "	1904	107½
Union Pacific R. R. Bonds .....(currency)	62,188,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	47,640,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	206,502	var	.....	Due.	....
Treasury Notes (7-30s).....	888,400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,576,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,410	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,258	*nil.*	.....	Dem.	....
Fractional Currency	37,035,442	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	90½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
.. .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	97½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	81
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	84½
.. — .. .. (" ")....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	6	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	65
.. — .. .. (Charity Hospital)...	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	59½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	81
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	" "	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	90
. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39.....	525,006	6	" "	'89-'90	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1864-'68	2,040,100	6	" "	1883	102½
.. —Sterling Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	105
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	121½
.. —	650,000	6	" "	'72-'73	121½
.. —	720,000	6	" "	'74-'75	122
.. — .. .. .. dol.	4,379,500	6	" "	1894	102
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	102
.. —Coast Defense Loan of 1863..	888,000	6	Jan. & July.	1883	101½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	88½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	88½
Nebraska—(No Account).....	.....	..	.....	.....	....
Nevada—(No Account).....	.....	..	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	900,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	47
.. — .. (new).....	3,059,045	6	" "	'92-'98	38½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1868	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	102
.. — .. (")....	4,095,309	6	" "	1881	102
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	Due.	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	65½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	59½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	52
Texas—No legal debt.....	.....	..	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	6	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	55
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	..	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000	7	— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898*	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	48
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	330,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	81½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	97½
California Pacific:						
1st Mortgage, sinking fund	2,950,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,280	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £389,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	84½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	460,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'80–'75	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'96–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	8	March & Sept.	New York.	1890	78½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	92
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	24,371,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	107½
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1861	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	94
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	89
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	86½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1886	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1883	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	99½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	92
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1866	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1896	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	72
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1899	64

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	74
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	69
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	296,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1883	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,011,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.L)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1850	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	88
Income Bonds	570,000	5	April & Oct.	"	1872	58
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$8,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	85½
4th Mortgage	4,441,000	7	April & Oct	" "	1880	79½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1903	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1*st Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2*d Preference Bonds*	7,355,986	5*	" "	"	18—	....
3*d Preference Stock*	3,414,094	4*	" "	"	18—	....
4*th Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.		....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	32
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	117
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	600,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Kookuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	96½
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	800,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	.....	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87½
1st Mortgage, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	95½
2d Mortgage	2,693,000	7	" "	" "	1877	89½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1896	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	89
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1896	100½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,800	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	99
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1863	....
Bonds for railroad stocks	592,000	6	" "	" "	1863	87
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	96½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110.500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360.000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	84
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	101
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	451,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	100
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	83
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73½
3d Mort. " "	573,500	6	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	6	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	300,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	92½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94½
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	200,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage (General)	5,000,000	6	" "	"	1881	84½
2d Mortgage	4,000,000	7	" "	"	1901	84½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1893	....
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,800	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$250,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	99
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	93
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (65 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	69½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	79
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73
St. Louis and Iron Mountain						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	360,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	26,638,000	6*	Jan. & July.	New York.	'95–'99	80½
2d Mortgage (Gov. subsidy)	26,638,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	77½
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	99
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	88½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,300	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds (£1,000,000)	736,000	8	" "	" "	1890	72⅝
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	80½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	77
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	56
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	60

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lins.	Railroad: 2d Track and Sidings.	Rolling Stock: Railroad in progress.	Rolling Stock: Cars: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	lands, &c.	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*			4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	oss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	28.5	5.0	4.9	—	5	6	4	110	Androscoggin.....Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,600	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,324	1,746,527	4,846,048	1,857,286	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	—	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Genesco and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	124
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*...Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,011	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	146
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,004	*	—	—	624,600	400,000	69.598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.8	777,049	1,913,253	370,191	1,238,657	223,834	—	100	10
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,736	957,144	235,139	8	100	133
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	1 0,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	244,136	1,565,462	453,780	10	100	141
Nov. 30, 1868	47.0	7.0	48.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pitts..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	—	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	—	—	—	841,653	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	.....	9,999,999	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,466	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod .....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	.....	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.0	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.0	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	92
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	28½
Dec. 31, 1868	695.0	....	—	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	....	....	....	....	....	....	....	Central Br., Union Pacific R.R.....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	—	—	—	—	—	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	—	—	—	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,936	Chicago and Alton .....Illinois.	11,433,523	*	1,002,962	603,449	7,547,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	150
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4.794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,493,422	6,812,809	3,145,287	10	100	18 0
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	00	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249 259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	70½
Mar. 31, 1869	498.0	50.0	62 7	—	107	49.	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	103½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick .....Ohio	.....	.....	.....	.....	500,000	500,000	.....	.....	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Less	ces	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ind. & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	.....	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Centra	l.)	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374.100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	75
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to Atl. & Gt. Western.)					8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,130	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	82
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(Leased to Lake Shore.)					7	100	92
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	(Leased to Pittsburg Cincinnati and St. Louis.)						100	25½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by Little Miami.)					8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord.....New Hampshire.	1,500,000	*	.....	.....	1,500,000	.....	.....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont..New Hampshire.	698,258	*	.....	.....	.....	.....	.....	.....	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	350,000	—	—	—	595,587	374,500	.....	.....	—	(Leased to Concord.)					7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,260	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River .....Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	130
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased to Phila. & Trent.)					—	50	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	21,710	15,047	8,828	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania..Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	.....	34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk .....Connecticut.	436,538	*	26,000	44,586	400,000	100,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin...Ill.	5,000,000	*	—	—	3,000,000	2,000,000	.....	.....	—	(Under construction.)					—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	.....	141.4	.....	.....	.....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	—	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	158,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	.....	42.0	.....	.....	.....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	.....	112.5	.....	.....	.....	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	.....	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18	50	105
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley.....Iowa.	.....	.....	.....	.....	1,820,000	2,892,000	.....	.....	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee.....Michigan.	9,698,548	*	.....	.....	2,547,360	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee....New Hamp.	825,199	*	.....	.....	480,000	.....	.....	.....	—	(Leased to Boston & Maine.)			29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6 1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to Illinois Central.)				973,186	.....	4	100	108
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western.....Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	365,000	—	.....	.....	280,000	.....	.....	.....	—	(In progress.)					—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	—	—	—	—	500,000	1,000,000	.....	.....	—	.....	.....	.....	(In progress.)		—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	—	—	124,800	140,000	2,000	.....	—	(Leased to Pennsylvania.)					—	50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	78	24	666	Eastern ¶.....Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	115½
Dec. 31, 1868	38.5	—	1 8	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	.....	.....	—	(Leased to Phila. Wil. & Balt.)					—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	.....	.....	.....	—	(Leased to Phila. & Reading.)					6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania.....Pennsylvania.	1,589,847	—	.....	.....	654,600	576,900	.....	.....	36.0	244,880	293,720	481,273	565,168	191,033	—	50	74
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶..Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	130.0	350,378	82,303	71,288	557,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶.....Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	Evansville, Henderson & Nashv.)				82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased to Northern Central.)				25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased to Northern Central.)				165,000	5	60	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,502,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194 348	3,908,243	14,376,872	3,244,583	—	100	27½
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	80	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	....	....	....	....	European and North American ¶..Maine.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶..N. Brunsw.	4,044,903	*	112,472	24,880	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10.815	76.770	.....	31.320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	.....	—	(Leased to Pittsburg and Connellsville.)					7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	130½
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester..Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	—	—	150,000	100,000	125,000	.....	—	(Leased to Belvidere Delaware.)					—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*.....Michigan.	.....	*	.....	.....	1,098,800	1,620,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	164.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	.....	.....	.....	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	.....	.....	.....	.....	.....	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	.....	.....	—	(In progress.)					—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural..N.J.	329,305	*	.....	.....	230,845	.....	97,000	.....	17.0	30,930	67,586	44,055	83,493	14,361	—	100	....
Dec. 31, 1868	50 3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	283.0	657,607	.....	.....	1,003,724	491,889	6	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	—	—	30 0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	1,000,000	1,000,000	.....	.....	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶.....Canada.	92,798,500	*	.....	.....	14,367,950	78,430,550	.....	.....	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,384,695	8,917,940	.....	608,825	384.5	2,344,814	732,416	.....	3,792,310	1,781,667	3½	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶...S. Carolina.	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	104 3	122,712	39,149	.....	320,138	128,055	—	100	....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶.....Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	.....	271 0	.....	.....	.....	2,184,167	.....	—	100	107½
Oct. 31, 1868	36 0	18.0	20 6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	22,441	—	(Leased to Pennsylvania.)			133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,334	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,666	.....	2,037,939	2,055,000	.....	.....	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101.962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶.....Texas.	4,600,000	*	.....	.....	2,000,000	2,600,000	140,000	.....	135 0	.....	.....	.....	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria.....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1 059	Hudson River.....New York.	16,669 8 2	2,516,607	19,484	.....	13,932,700	6.074,960	1,167	.....	150.0	1,870,180	2,626,303	716.263	5,674,215	1,780,896	8	100	164½
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	206,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central* .....Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	140
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	—	—	—	—	(Is now operating Terre Haute, Alton &				St. Louis R. R.)						—	100	28
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	.....	.....	302.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron .....Ohio.	314,897	*	.....	.....	132.411	35,000	26,399	.....	13.0	23,000	31,778	68,378	64,610	8,944	—	100	....
Oct 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	.....	11.0	.....	.....	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,106	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3.120.000	732,290	1,432,644	225.0	695,819	.....	.....	1,083,524	284,955	—	100	67
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago and Alton.)				152,927	7	100	92½
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,098,270	70,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)					—	100	....
Dec. 31, 1868	18.0	—	53.0	—	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	16.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	31.0	—	113	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	31.0	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,243,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	88½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coal	and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325.468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	107
Nov. 30, 1868	6.6	—	0.6	—	2	0	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,000	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	85
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	—	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	35.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,209,140	407,711	1,996,818	561.3	923,471	21.410,247	29.321,009	2,228,609	919.094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851.360	138 055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	125
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Owned by Co		ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.6	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,702	578,030	5,312,725	3,888,530	330,286	344,896	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514.376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	751,871	11,197,348	5,153,489	752	800,034	329.3	2,394.934	.....	.....	4,716,293	1,681,848	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126.931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484.605	—	100	69
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	105½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1.620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13.469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	87½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,937	36 7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil.,W.	and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126.871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341.278	*	.....	.....	6,250.000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486.023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119.295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199.679	14,381,303	5,143,140	8	100	186
Sept. 30, 1868	8.0	—	1.0	—	3	8	8	1	New York and Flushing.....	245.000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746.220	29.632,027	15,852,537	2,756,232	983,545	8	100	134½
Mar. 31, 1869	62.8	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	141
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,300	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361.017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60.000	6	100	....
Sept 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0				254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas.....	La.					(In progress.)												100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶.....	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania.....	Pennsylvania.	5,895,759	799,232	721,132	.....	.....	3,160,000	3,463,839	.....	.....	67.3	421,267	.....	.....	1 015,394	388,240	5a	50	78
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.	.....	.....	.....	.....	.....	.....	.....	.....	.....	96.8	.....	4,788,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.5	—	111	63	43	4,817	Northern Central ¶.....	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406	.....	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	87
Mar. 31, 1868	69.0	13.0	.....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	.....	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	104½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey.....	N. J. and N. Y.	524,226	*		.....	159,400	400,000	47,373	—	.....	35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143	.....	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	110
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶.....	Nova Scotia.	6,436,167	*		(Owned	by Nova	Scotia.)				145.0	279,621	.....	3,345,141	263,994	.....	—	100	....
8 ept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963	.....	.....	4,417 500	938,100	83,148	.....	.....	122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	63½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*	.....	.....	23,354,125	4,964,000	.....	.....	.....	340.0	.....	30,256,534	.....	2,964,041	663,427	—	100	26½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River.....	Penn.	6,742,065	807,721	.....	.....	4,259,450	3,170,000	—	173,897	.....	101.5	248,880	.....	.....	1,197,060	653,185	—	50	75½
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*	.....	.....	4,943,420	2,888,000	308,013	227,855	.....	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶.....	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	—	291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	....	Orange and Newark	New Jersey.	618,549	63,889	.....	13,612	289,550	380,000	26,500	.....	.....	9.0	.....	.....	.....	147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	....	Oswego and Rome.....	New York.	925,799	*	.....	.....	222,987	717,000	2,387	—	.....	.....	.....	.....	.....	111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186	.....	.....	482,400	573,500	4,000	55,341	.....	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶.....	Missouri.	11,646,888	2,260,241	.....	33,598	3,340,024	7,550,375	.....	1,560,756	.....	285.0	1,594,535	.....	.....	3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.0	—	....	—	15	23	—	131	Panama.....	New Granada.	8,000,000	.....	.....	.....	7,000,000	1,192,000	.....	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	210
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....	New Jersey.	630,000	—	—	—	630,000	—	—	—	—	—	(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark.....	New Jersey.	10,000,000	.....	.....	.....	5,000,000	500,000	.....	.....	.....	—	(Leased	to Erie)					—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo.....	New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	.....	—	(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown.....	Penn.	533,786	.....	.....	.....	339,650	160,000	.....	.....	.....	—	(Leased to Camden and Amboy.)						—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	.....	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	106½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal.....	Pennsylvania.	2,000,000	*	2,172,500	.....	3,200,000	597,500	375,000	.....	.....	47.0	.....	.....	.....	.....	.....	20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....	Illinois.	1,800,000	—	—	—	1,200,000	600,000	.....	.....	—	—	(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	....
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville...	Illinois.	2,000,000	*	.....	.....	1,000,500	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶.....	Virginia.	1,550,337	*	.....	.....	1,323,200	67,926	154,299	—	—	82.3	.....	.....	.....	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,561	*	.....	.....	21 ,000	800,000	212,500	—	—	39.0	87,111	.....	.....	156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶.....	Pennsylvania.	19,350,998	*	.....	.....	6,004,200	13,000 000	328,633	.....	.....	287.5	.....	.....	.....	2,804,250	.....	—	50	56½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,880	.....	.....	1,587,700	63,950	.....	.....	.....	24.3	342,775	.....	.....	642,639	295,901	10	50	141
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	.....	1,921,976	.....	806.7	4,500,135	.....	.....	8,791,937	3,150,837	10	50	97
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	.....	329,063	.....	1,259,120	.....	.....	.....	.....	26.5	.....	.....	.....	995,196	290,586	10	100	117½
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	.....	103.8	897,200	.....	.....	2,393,897	905,891	8	50	102
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pitg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	13,758,000	*	.....	.....	5,000,000	4,008.000	4,750,000	—	.....	222.5	1,568,097	.....	.....	2,338,531	646,405	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶.....	Penn.	4,103,728	*	.....	.....	1,794,592	5,500,000	77,592	919,106	.....	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400.985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	.....	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....	Mass.	443,678	*	8,322	782	450,000	—	—	782	—	—	50.080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	...	—	3	2	1	30	Plattsburg and Montreal.....	New York.			(In hands of Receiver.)							23.0	34.971	.....	.....	60.642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec.....	Maine.	2,000,000	*	.....	.....	783,500	1,232,760	4,510	.....	.....	109.0	373,501	7,127,219	.....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	.....	51.3	258,977	.....	.....	518,592	130,420	6	100	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—	—	—	350,000	—	—	—	—	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway.	N. H.	370,000	—	—	—	170.000	200,000	.....	.....	.....	—	(Leased to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.	R. I. & M.	485,813	*	.....	.....	437,917	150,000	.....	.....	.....	14.5	50,896	.....	.....	112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	.....	.....	.....	.....	Raleigh and Gaston ¶.....	North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	73 8	8.5	....	—	.....	.....	.....	.....	Raritan and Delaware Bay	New Jersey.	4,098,592	*	.....	.....	2,630,700	1,524,800	1,226,390	—	—	92.3	.....	.....	.....	254,899	30,067	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	.....	505,848	1,000,000	—	—	—	—	159,744	.....	.....	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	.....	.....	3,000,000	1,500,000	.....	.....	.....	175.0	555,727	15,355,890	28,258,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶.....	Virginia.	9,929,000	*	.....	81,308	4,000,000	2,719,000	288,439	.....	.....	190.2	284,520	4,086,393	8,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	.....	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶.....	Virginia.	978,073	*	.....	46,313	847,100	319,000	25,288	22,589	.....	46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶.....	Virginia.	6,250,000	*	.....	.....	650,000	600,000	.....	.....	.....	—	(Not in operation.)			—	—	—	100	....
Sept. 30, 1868	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....	Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....	Illinois.	.....	.....	.....	.....	1,080,000	1,384,000	.....	.....	.....	12.0	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1868	141.3	48.5	20.8	—	35	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	.....	218.2	.....	.....	.....	1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000	.....	.....	.....	.....	.....	.....	.....	.....	166.3	694,409	4 069,421	11,712,202	993,239	.....	—	100	29
Dec. 31, 1868	175.0	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	.....	.....	2,100,000	2,050.000	.....	.....	.....	.....	(About $5 0,000 a month.)			.....	.....	—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	.....	132.0	(Leased to Ind. & St. Louis.)			517,941	—	100	29
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	.....	.....	.....	10,000,000	4,000,000	.....	.....	.....	120.0	.....	.....	.....	612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago	Ill.	.....	.....	.....	.....	.....	2,725,000	.....	.....	.....	—	(Leased	to Chi. &	Alton.)	240,000	.....	—	100	....
Dec. 31, 1868	63 7	8.2	....	—	.....	.....	.....	.....	St. Louis and St Joseph	Mo.	.....	.....	.....	.....	2,000,000	1,000,030	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	.....	.....	.....	2,020.000	.....	.....	.....	80.0	.....	.....	.....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City.....	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700	.....	232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....	New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	—	(Leased to West Jersey.)			16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542	.....	6,679	243,305	228,900	487	—	—	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1868	116 3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	.....	.....	900,235	2,150,000	50,000	—	—	116.3	240,299	.....	.....	416,916	106,052	—	100	....
Jet. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,84	*	.....	.....	1,269 150	97,000	142,578	—	—	54.0	152,360	.....	.....	167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....	Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	—	(Leased to Phila. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	.....	.....	.....	.....	.....	290,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....	Alabama.	2,103,564	*	.....	.....	999,050	798,830	.....	.....	.....	119.3	.....	.....	.....	312,577	12,909	—	100	....
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	.....	160.0	.....	.....	.....	218,441	.....	—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—	—	—	869,450	700,000	.....	.....	.....	28.0	178,705	.....	.....	277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	986,000	*	.....	.....	743,100	264,000	121,900	.....	.....	25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	96	Shelby and Rush.....	Indiana.	187,663	—	—	—	100,000	37,800	.....	.....	.....	20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	....
May 31, 186	50.0	—	2.5	—	10	15	8	35	Shore Line.....	Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	.....	50.0	167,376	.....	.....	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	—	96	*Sioux City and Pacific*	Iowa.	.....	.....	.....	.....	1,330,000	3,200,000	.....	.....	.....	75.0	.....	.....	.....	127,000	.....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec.....	Maine.	2,020,770	*	.....	.....	783,500	1,232,760	4,51	.....	.....	109 0	373,510	7,127,219	.....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch.....	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	—	(Leased to Central of New Jersey.)					6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567.4 4	*	.....	1,026,400	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431	.....	.....	1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.	.....	.....	.....	.....	900,000	.....	.....	.....	.....	—	(In progress.)			.....	.....	—	100	....
Nov. 30, 1868	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*	.....	.....	259,685	150,000	17,614	15,039	22.0	45,312	2,002,440	.....	77,017	15,961	3	100	....
Sept. 30, 186	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	.....	.....	484,000	750,000	150 000	.....	—	—	(Not in full operation.)					—	100	....
Sept. 30, 1868	123 0	0 b	12.0	—	15	7	4	173	South Side (Petersb'g & Lynch'b'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,300	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central.....	New York.	.....	.....	.....	.....	880,000	.....	.....	.....	(Under construction.)							—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,600,000	*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	250.000	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	.....	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.									91.0								
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	68.0	—	.....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.									68.0						—	100	.....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	25,900	.....	13.0	52,797	2,798,824	.....	920,544	342,739	8	100	104
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	—	100	.....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			47,908	29,709	7	100	.....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.			19,773	15 9:0	5½	100	.....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	—	—	—	—	—	—						—	—	—
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	...	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	.....
Sept. 30, 1868	61.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	.....
Sept. 30 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)														
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	*	3,274,000	.....	654,000	2,020,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	—	50	.....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,665	12	100	90
Dec. 31, 1868	230.0	—	.....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	.....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,125,588	—	100	60
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	.....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)					7	100	.....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			32,000	.....	—	100	.....
Dec. 31, 1868	900.0	—	.....	.....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	100.0	—	.....	.....	...	...	...	...	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1868	405.0	33.0	.....	.....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	.....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	.....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	1,351,594	—	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	.....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	.....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	—	(Leased to Vermont Central.)					8	100	101
May 31, 1869	23.7	—	.....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	.....
Feb. 28, 1868	140.0	—	.....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	57½
Sept. 30, 1867	188.6	—	.....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	140.0	(Leased to Rutland.)					—	100	.....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	...	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,049	.....	205.4	300,405	4,936,004	5,225,008	488,407	122,367	—	100	.....
Dec. 31, 1868	18.3	—	.....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	113.5	.....	7,261,382	15,554 017	863,212	75,075	—	100	.....
Sept. 30, 1868	10.3	—	.....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased to Del. Lac.&W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	.....	—	...	...	...	...	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	.....
Dec. 31, 1868	23.0	—	.....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23.0	(Opened Nov. 20, 1867.)					—	100	.....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	.....
Dec. 31, 1868	43.0	—	.....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	.....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	.....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	Leased to Pennsylvania.)					—	100	.....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	50	80
Dec. 31, 1868	32.0	—	.....	121.0	...	...	...	...	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)	.....	200,000	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	125
Dec. 31, 1868	28.0	—	.....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	(Not in operation.)					—	100	.....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Not in operation.)					—	100	.....
Dec. 31, 1868	23.0	—	.....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					—	100	.....
Aug. 31, 1868	142.0	—	.....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	6	100	.....
Sept. 30, 1868	271.0	—	15.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	.....
Nov 30, 1867	15.5	—	.....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	.....	.....	.....	596,169	.....	—	100	.....
Dec. 31, 1868	38.1	—	.....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	.....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg.Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	.....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	.....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	120
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	.....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	.....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	—	108.0	—	—	—	603,067	397,785	—	50	67
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	—	11,426	57,235	2,2 0,000	1,049,260	120,553	61,090	102 0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	258,300	80,107	—	50	31¾
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	—	—	—	1,026,580	.....	—	50	20
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	60.830	5,307	—	50	.....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	.....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.								100	100	19½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	20,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,858	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flath..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	97
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	148	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,418	8,721	3,443				
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	409	8,653	159				
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	29⅝
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31,'68	13.17	345	78	Heat., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12½
Dec. 31,'68				Hoboken and Hudson City..N.J.										
Dec. 31,'68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50.241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361.500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	71½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburn..Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110.907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	59	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	25⅞
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	....
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300		524,611	177,857	11½	50	30	40½
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila..Pa.	116.918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401.030	400,000		12,047	209,164	20,976	9½	100	100	5½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25.978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31.000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	93
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 15th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363.967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	99
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305.828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297.145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct 31,'67	1.02	10	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston).....Mass.	62.152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing	Interest Rate.	Interest Payable.	Principal Payable.	Market. Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	187.	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flath.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1875	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm. 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1877	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1886	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	300,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1877	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	187.	...
Union (Boston): Real estate mortgages	30,200	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	187	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	....	44
Catawissa,* pref. and guar.	2,200,000	7	7	72
Cayuga and Susquehanna,* guar.	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	149
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref.	18,159,097	7	10a	85½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	....	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	44
Hannibal and St. Joseph, pref.	5,253,836	....	....	107½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	8	....	20
" " 2d pref.	4,051,744	6	....	8½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred	8,050,892	7	....	83½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	....	5	....
Peoria and Bureau Valley,* guar.	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.	1,551,800	....	10	....
Philadelphia and Trenton,* † guar.	1,099,120	....	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	....	7	....
Rutland, preferred	....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	58
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	....	6	....	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	....	6	....	28
Mariposa Mining, pref.	5,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 per ton	35 — @ 37 —
Pig, American, No. 1 (good to best)	40 — @ 41 —
Pig, American, No. 2	37 — @ 38 —
Pig, American, Forge	36 — @ — —
Pig, Refined, English and American	85 — @ — —
Bar, Swedes, assorted sizes (gold)	82 50 @ 85 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @140 —
Bar, English and American, Refined	95 — @ 1 —
Bar, English and American, Common	87 50 @ 90 —
Scroll	120 — @180 —
Ovals and Half-round	120 — @145 —
Band	120 — @ — —
Horse Shoe	120 — @ — —
Rods, ⅜@3-16 inch	100 — @155 —
Hoop	125 — @180 —
Nail Rod per lb.	— 8½@ — 9½
Sheet, Russia, assorted No.'s (gold)	— 10½@ — 11½
Sheet, Single D. and T. Common	— 5½@ — 7
Rails, English (gold) per ton.	57 — @ — —
Rails, American	— — @ 77 —
Anvils, Eagle per lb.	— 9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.. (2d and 1st quality). per lb.	— 18 @ — 22
English Spring (2d and 1st quality)	— 9 @ — 11½
English Blister (2d and 1st quality)	— 11½@ — 19
English Machinery	— 12½@ — 15
English German (2d and 1st quality)	— 14 @ — 16
American Blister "Black Diamond"	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

	All Cash.
Sheathing, New per lb.	— — @ — 32
Bolts	— — @ — 33
Braziers'	— 33 @ — 35
Nails	— 38 @ — 40
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— — @ — 27
Bolts, Yellow Metal	— — @ — 27
American Ingot	— 22 @ — 22½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 37 @ — 37½
Straits (gold).	— 33½@ — 33½
English (gold).	— 32 @ — 32½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 12½@ 8 37½	11 — @ 11 50
I. C. Coke	6 75 @ 7 37½	9 — @ 10 25
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	7 75 @ 8 25	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).. per gall.	— 20½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 26
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 34 @ — —
Refined, Standard White (in ship'g order)	— 34½@ — —
Refined, prime White (in shipping order)	— 35 @ — 34½
Refined, S. W. (in merchantable order)	— 40 @ — 41
Naptha, Refined, (60 @ 63 gravity)	— 11½@ — 12
Residuum per bbl.	— — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9 per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10 per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 28 by 40 ....(3 qlts.)	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.)	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.)	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.)	27 — @23 —

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Canton Co.	....	52	....	....	....	....
Central Pacific 6s.	92	....	92½	93	92½	92½
Central of N. Jersey	93	90½	91	91½	92½	92
Chicago & Alton	150	150	150	....	....	150
" pref.	149	149	149	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	147	150	150	150	150	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	70⅜	69⅞	69⅞	69⅝	70⅞	70⅝
" pref.	85½	....	85	84½	85⅜	....
" 1st M.	89	....	....	....	....	89
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	86⅞
Chic., Rock Isl. & Pac.	103½	103½	103½	103⅜	103⅜	103½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	93	92½	93½	93½	93½	93½
Clev., Col., C. and Ind.	....	76	75½	75	....	....
Clev. and Pittsburg	85	83½	83⅝	82½	82	82
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	72	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	25⅜	24½	23½	23½	25½	....
" 1 M.	75⅜	75½	....	74½	74	....
" 2 M.	69	69	....	....	....	....
Cumberland Coal pref.	27½	27⅜	....	28	....	....
Del. & Hudson Canal.	120	120	120	....	....	....
Del., Lack. & Western.	105½	....	106	105	....	105½
" 1 M. 7s.	....	....	96	....	....	....
" 2 M. 7s.	....	....	....	....	....	....
Erie Railway	27½	28	27⅞	27	27⅝	27⅞
" pref.	45	45	....	....	44	45
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	85½	85½	....	....
" 4 M. 7s, 1880.	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	78½	....	....	....	....	....
Hannibal & St. Joseph	....	107½	....	107	....	....
" pref.	107	107½	....	....	107½	....
Hudson River	158	158½	157	160	164½	....
" 1 M. 7s, 1869.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875.	....	....	....	....	....	....
Illinois Central	137	....	....	140	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	89	88⅜	87⅞	88½	88⅜
" Div. bonds	....	83	....	....	....	....
Marietta & Cin. 1st pref.	....	....	20½	20	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120	120	120	119½	120½	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69.	....	....	....	....	....	....
M. S. and N. I.	....	....	....	....	....	....
" 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	89½	....	89½	....
Mariposa Mining Co.	....	....	....	....	8	....
" pref.	16	16	....	15½	15½	....
" Tr. 10s ctfs.	45½	45	....	42	....	....
Milw. and St. Paul.	69⅜	68½	67⅜	68	69	....
" pref.	83½	82½	82⅝	83⅜	83½	83½
" 1st mort.	88	....	....	88½	89	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	88	....	....
Missouri 6s	88½	88⅝	88½	89½	89½	90
" H. & St. J. 1st.	88	88	89	....	89	....
Morris and Essex.	87½	87½	87½	88	....	87⅞
" 1st mort.	....	....	96½	....	....	....
" 2d mort.	92	....	....	92½	92½	....
New York Central.	182⅜	181½	181½	181½	183⅜	186
" 7s, S.F. 1876	99	99	....	....	....	....
" 7s, conv. '76.	....	....	....	....	....	99
" 6s, S.F. 1883	89½	89	....	....	....	....
" 6s, S.F. 1887.	....	....	....	90	....	....
N. York and Harlem.	134½	132	132	132½	....	134½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	96½	....	....	....
N. Carolina 6s	47	47	....	47	....	....
" new	38½	....	38	40½	....	39½
" special tax.	40½	40⅜	40⅜	40	40	....
Ohio and Miss.	26⅜	....	26	25⅞	26½	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	101	....	....
Pacific Mail S. S. Co.	60½	58	55⅞	55½	54⅞	53½
Panama	....	....	....	....	....	....
Phila. and Reading.	97½	97	96⅜	96⅜	97½	97
Pitts., Ft. W. & Chi. gtd.	85⅜	85½	85⅝	....	85⅛	85⅜
" 1 M.	....	....	....	101	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" Equip. 8s.	....	....	....	....	....	....
Quicksilver Mining Co.	13½	13½	13½	13	13½	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	92½	....
" 2 M. pref.	79	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s.	60⅜	60	60	60	....	59½
" new.	52½	....	52½	52⅝	52½	52
Tol., Wab. & Western.	....	....	59½	57	60	60
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	88	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment.	....	....	....	75	....	....
Virginia 6s, ex-coupon.	50½	....	....	....	51	....
" now	55	54	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	112½	....	....
U. S. 5s, 10-40s, coup	107½	107⅜	107⅜	....	107⅜	107⅜
U. S. 5s, 10-40s, reg	107⅜	....	....	107⅜	....	....
U. S. 6s, 1881, reg	117⅜	117⅜	....	....	....	....
U. S. 6s, 1881, coup	117⅜	117⅜	....	117½	117⅜	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	112⅝	112⅞	112⅞	....	113	....
U. S. 6s, 5-20s, c. 1862	115⅛	115⅜	115⅜	117½	115½	115⅜
U. S. 6s, 5-20s, reg. '64	....	112⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112⅞	113	112⅞	112⅝	112⅝	....
U. S. 6s, 5-20s, reg. '65	....	112⅜	....	....	113	....
U. S. 6s, 5-20s, c. 1865	113⅛	113⅛	113⅜	113	....	....
U. S. 6s, 5-20s, r. n. '65	....	115⅛	....	....	115⅜	....
U. S. 6s, 5-20s, c. n. '65	115⅛	115⅝	115⅛	115⅝	115⅝	115⅝
U. S. 6s, 5-20s, reg. '67	115⅛	115⅝	115⅝	115⅝	115⅝	....
U. S. 6s, 5-20s, c. 1867	115⅛	115⅜	115⅜	115⅛	115⅛	115⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	115⅛	....
U. S. 6s, 5-20s, c. '68	115⅛	115⅛	....	....	....	115⅜
U. S. 6s, Pac. R. issue	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	....	....	36¼	....	....	....
.. preferred	....	....	36	....	....	....
Camden and Amboy	118½	....	117½	119½	119¾	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	.... 84½	....	84⅜	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	93⅜	93	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33⅜	....	33⅜	....	33½	33⅜
.. 6s, 1884	.... 81½	81	....	....	....	80½
.. Gold L	 95	95½	95⅜	96	96	96
.. R. R. L	....	....	....	....	89	....
Lehigh Valley R. R.	.... 53⅜	53½	53⅜	53⅝	53⅝	53½
.. 6s new coup	....	....	....	94	....	94
.. 6s new reg	....	95	....	....	95	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	 53	....	....	....	52⅜	52⅜
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	58½	....	59½
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	87½	....
.. 7s	....	....	....	....	....	84
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	43½
Pennsylvania R. R.	.... 53⅞	53½	53⅛	53⅛	53⅜	53⅜
.. 1st M	....	97	....	....	97	98
.. 2d M	....	....	....	....	....	94⅜
Penn. State, 6s, 1st series	102½	....	....	102	....	102½
.. 6s, 2d series	....	....	106½	....	....	106½
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W. L	.... 100⅜	100½	101	....	....	....
Philadelphia City, 6s	.... 95½	....	....	....	....	....
.. new	 101	100⅝	101	101½	101½	101½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	.... 48⅜	48⅛	48⅜	48½	48⅛	48⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	.. 28⅜	....	28	28⅛	....	28⅛
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	....	84⅛
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	77	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	41	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	91¾	91¾	....	92½	....	....
.. 1886	....	....	92	93	92	91¾
.. 1890	....	93½	93½	93	92¾	93½
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	87½	....	....	....	....
.. 2d M	....	....	63	....	....	....
Northern Central	.... 44¾	....	44½	44¾	43½x	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	146½	147½	146	....	....	146⅝
Boston and Lowell	....	....	....	....	....	132
Boston and Maine	141½	141	141½	141	141	140⅝
Boston and Providence	....	....	134½	....	....	....
Boston, Hartford & Erie	14	12¾	12½	11½	10	8⅜
.. 7s, new	....	49½	47⅜	47½	48	43⅜
Cheshire, pref	 82	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	130
Eastern	....	115	115	115	....	114½
Fitchburg	....	....	130½	....	130½	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	.... 120½	....	120½	120½	120½	120½
Northern, N. H	....	....	....	....	104½	....
Ogdens. & Lake Champ	....	....	....	....	....	63¾
.. pref	....	105½	....	....	....	104½
Old Colony & Newport	....	....	97	....	96¾	97
Ph., Wil. & Baltimore	.. 50⅜	50½	50½	....	51	51
Portl'd, Saco & Ports	....	....	....	....	....	112½
Union Pacific 6s	....	81	....	....	80½	80½
" Land Grant 7s	56½	....	....	....	....	....
Vermont & Canada	 102	....	....	101¾	101	....
Vermont & Mass	....	....	57½	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	97	97	....	....	....
Metropolitan ..	.... 65½	....	67	....	....	65
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	4½
Franklin ..	....	10	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	33	....	....	23	

London Stock Exchange.

	Closing Prices. Oct. 22.	Oct. 29.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 65	60 — 65
Do. do., 2d mort., 1881	53 — 58	53 — 58
Do. Penn., 1st mort., 1877	60 — 65	60 — 65
Do. do., 2d mort., 1882	53 — 58	53 — 58
Do. Consol. 7 per cent. mort. 1890	24½— 25½	24 — 25
Detroit and Milwaukee 1st mort. 7s	63 — 65	63 — 65
Do. 2d mort. 8 p. c.	64 — 66	64 — 66
Erie shares 100 dol. all paid	21½— 22	21½— 21⅝
Do. sterlg. 6 p. c. convertible bonds	65 — 70	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	98 —101	99 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	95½— 96¼	98 — 99
Marietta and Cin. R. R. bonds 7 p. c.	73 — 76	73 — 76
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	93 — 95
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881.	85 — 87	85 — 87
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, November 20, 1869.

Stock Exchange and Money Market.

Money has been less freely offered in both forms, of call loans and of discounts. The city banks have not been in a position to make considerable fresh advances to their customers, while private lenders have been less liberal of accommodation. Call loans have been generally quoted up to 6@7 per cent. to the leading street borrowers. Mercantile credits have ranged from 8@10 per cent. per annum for the best names, to 15@18 per cent. for good grades of business paper. The currency drain from this point has not been very heavy, since our last. The main call has been from Cincinnati and Louisville, for means to be used in marketing the hog crop. Northwestern collections have improved a little, more than equalizing the currency movements here, so that the city banks have been enabled, not only to maintain, but to moderately increase their reserve of legal tender notes. The banks added 1⅛ millions to their specie hoard, and made a gain of about ¾ths of a million, in their deposit averages. They reduced their loans, about 1⅝ millions, but added a little to their circulation. The U. S. Sub-Treasury augmented its currency balances nearly 1¾ millions, but cut down its specie reserve about ¾ths of a million. The aggregate of specie in the banks at the close of the week was 26¾ millions, and in the Sub-Treasury 80¼ millions. The legal tender reserve of the banks was about 51⅛ millions, and of the Sub-Treasury nearly 6 millions.

One of the gratifying announcements of the week is that the old and eminently respectable banking firm of Messrs. Legrand Lockwood & Co., forced into suspension, during the Gold and Stock panic in September, is about to resume business.

The specie reserve of the city banks according to the latest return is $26,755,693, against $16,155,608 same time last year. The city bank deposits are now $183,754,306, against $175,150,589 week ending Nov. 14, 1868. The legal tender reserve amounts to $51,095,661, against $51,466,693 same time last year. The circulation now stands at $34,212,867, against $24,249,564 same time last year. The loans are now $251,180,557, against $249,119,539 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $95,143,215 a day, against a daily average of $114,980,180 the preceding week, and $90,075,108 the week ending with Oct. 30, 1869. The current week's exchanges average about $102,441,000 a day. The city banks, last week, reported a gain of $1,536,727 of specie, and of $792,466 of deposits, with a loss of $1,138,062 of legal tender notes. They reduced their loans, $1,618,893; and increased their circulation, $24,204.

National Bank notes to the amount of $153,070 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $319,026,931, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,405,218, leaving, with the existing 1,620 banks, (having an aggregate capital of $422,659,260,) an actual circulation at this date, of $299,621,713. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,552,250; and for the public deposits, $19,508 000—making a total of $362,060,250. The Treasury Department last week redeemed and destroyed $309,452 of worn and mutilated fractional currency, and issued $316,000 of new. The outstanding amount of fractional currency on the 1st of Nov., was $37,035,442, against $33,001,299 on the 1st of October, 1869.

The U. S. Sub-Treasury receipts, week ending with Nov. 13, were $4,975,604 in coin, (including $1,952,000 from customs duties,) and $6,184,218 in currency; payments, $5,760,263 in coin, (including $1,795,645 of coin interest,) and $4,439,269 in currency; balance at the close of the week, $87,374,787, (including $80,272 735 of coin, and $5,989,661 of currency,) against $95,412,313 at the close of the preceding week, showing a decrease of $8,037,526. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $439,676 in coin, (including $333,554 from customs,) and $426,462 in currency; payments, $239,458 in coin, (including $217,955 of coin interest,) and $277,351 in currency. On Tuesday, receipts, $498,581 in coin,

(including $446,995 from customs,) and $461,311 in currency; and payments $143,297 in coin, (including $124,230 of coin interest,) and $416,240 in currency. The balance at the close of business on Tuesday stood at $87,128,396, (including $6,183,843 of currency, and $80,828,236 of coin,) against $88,308,276 a week previous; and $90,445,167 on Nov. 2, 1869. The aggregate receipts of the office in Oct. were $58,880,083, including $11,194,159 from customs; aggregate payments, $53,555,362, including $7,715,080 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was $28,731,520, against $24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,676,765 of coin certificates through the receipts for customs.

Government revenues have been on a reduced scale, since our last. The excises yielded about 2¾ millions; customs at the port of New York, $1,780,765, and at the outports about $600,000 (in coin) more, making the grand total income for the week equal to about $5,785,775 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 66 millions.

Gold has shown rather more firmness, on a somewhat livelier speculative movement. The range of the week has been from 126½@127⅜, and the closing quotations were 127⅛@127¼. Government marketed a million of Gold on the 12th inst., at from 126.55½@126.64, and another million on the 16th inst., at from 127.02@127.20. The specie exports, last week, were confined to $123,221. On Tuesday, the *Westphalia* took out $33,000. The customs drain has been on a reduced scale, having averaged less than $300,000 a day. The coin interest disbursements through the U. S. Sub-Treasury were nearly up to the daily customs. Government was to have disposed of another million of Gold on Friday, Nov. 19. At a meeting of the Gold Exchange on Monday afternoon, a resolution was adopted by which the clearings at the Gold Exchange Bank were to have been resumed on Wednesday Nov. 17, the ascertained differences between the members to be settled through the Metropolitan Bank.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 80⅞ millions.

The customs demand for Gold last week, averaged $296,694 a day; thus far, this week, it has averaged $390,279 a day, or equal to a weekly aggregate of $2,341,674. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $60,509, and since Jan. 1, $14,839,087, against $6,404,299 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $117,788,423, against $105,968,433 same time in 1868. At San Francisco, from Jan. 1, to Nov. 6, 1869, $7,268,661, against $7,278,235 same time last year.

The exports of specie, from this port, last week, were $123,221, against $252,050 same week last year; total, since Jan. 1, 1869, $30,012,562, against $68,459,480 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $1,795,649, and since Jan. 1, 1869 $82,431,495, against $77,245,609 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Nov. 6, 1869, were $32,967,551, against $31,239,951 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Nov. 13, were about 69 millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $5,366,117.

Foreign exchange has been quoted rather stronger in price, on a reduced offering and a moderate call from buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109@109⅛, and on Paris to 5.21¼@5.16¼; sight bills on London to 109½@109¾, and on Paris to 5.15¼c.@5.13¾. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of $3,890,927, making the total since Jan. 1, 1869, $173,048,188, against $145,340,173 same time last year.

Government securities have been in quite moderate supply most of the week, and with a rather more active demand, especially for the later Five-twenties, and the currency sixes, prices have shown a little more firmness. Government bought in three millions of Five-twenties. On Wednesday at fair average market rates.

U. S. sixes of 1881 closed here more steadily at 117½@117⅝; U. S. Five-twenties of 1862, ex-coupon, 115⅜@115½; U. S. Five twenties of 1864 at 113@113⅛; U. S. Five-twenties of 1865 at 113⅜@113½; U. S. Five-twenties of 1865, consolidated, 115½@115⅝; U. S. Five-twenties of 1867, 115⅝@115⅞; U. S. Five-twenties of 1868, 115½@115¾; U. S. Ten-forties at 107½@107⅝; U. S. Six per cent. currency bonds, 107¾@108.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 3.	Nov. 10.	Nov. 17.
Consols	93½	93⅜	93¾
U.S. 5-20's of 1862	83	83¼	83⅜
U. S. 5-20s, 1865	81¾	82⅛	82
" 1867	83⅜	83⅜	83½
" 10-40s	76½	78	77¾
Erie	21	20	20
Ill. Central	98	98	98½
At. and Gt. West	....	....	....

State and railway bonds have been in fairly active request throughout the week at generally well supported prices, the several Pacific Railway First Mortgage Bonds taking the lead; and of these the favorites were the First Mortgage Bonds of Central Pacific, Western Pacific, Union Pacific, and Kansas Pacific.

The Western Pacific six per cent. First Mortgage Bonds were brought on the market only about a week ago, yet they have been selling at so liberal a rate, that it is confidently believed the whole issue, which amounts to only $2,800,000, will be disposed at an early day. The loan which has thirty years to run from date of issue, constitutes a lien on the entire property of the company, which is estimated as being worth more than three times the aggregate of this First Mortgage, and which is otherwise wholly unencumbered. Interest and principal of the loan have been made payable, expressly in coin, at the city of New York. The interest is at the rate of six per cent. per annum in coin. The bonds are now available at 90 per cent. and accrued interest in currency; through the financial agents of the Western Pacific Company, Messrs. Fisk & Hatch, Bankers, No. 5 Nassau street, who give elsewhere in the JOURNAL more specific information, relative to the nature of the loan, and the magnitude of the property, which forms the very substantial basis of its claims to public confidence. The Western Pacific Road was completed and placed in thorough working order early in September. In October it made a handsome traffic exhibit as regards both passengers and freight. It is the connecting link between the extreme Western terminus of the Great Central National Pacific Railroad route at Sacramento and the city of San Francisco. It runs through the most populous portion of California, traversing, in its course, the three great agricultural valleys of Sacramento, San Joaquin and Contra Costa.

Railway and miscellaneous stocks have been more freely purchased at advanced prices, closing as a rule, quite buoyantly.

There has been a moderate movement in domestic produce, prices of which have been variable, closing generally weak for Breadstuffs and Petroleum, and rather buoyant for Cotton and Provisions. Middling upland cotton closed rather more buoyantly at 25⅜@25½ cts. per lb. The stock of cotton now here is given at about 21,000 bales. The receipts at the port this week, have averaged about 5,100 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 613,000 bales, against 467,500 bales in 1868–'9; exports, same time 258,200 bales, against 173,000 bales same time in 1868–'9; stock on hand at latest dates, 236,500 bales, against 191,100 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,483 pkgs., against 21,838 pkgs., same time last year. From Boston, 6,762 pkgs., against 7,583 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been rather more sought after, at from 8½@16c. per lb.; week's receipts, 5,950. Milch cows inactive, at $40@$110 each, receipts, 94. Veal calves in less request at from 4@13½c. per lb.; receipts, 1,568. Sheep and lambs in more demand at from 3½@6½c., and 6@8c. per lb.; receipts, 29,340. Swine in fair request at 9¾@10¾c. per lb., all live weight; receipts, 19,796.

Freights have been more active, rates having been quoted lower, though rather more firmness was apparent toward the close. For Liverpool we quote flour at 2s. 3d. by sail, and 2s. 6d.@3s. 9d. by steamer, per bbl.; grain at 7¼d. by sail, and 7½@7¾d. by steamer, per bushel; cotton at ¼d. by sail, and ⅜d. by steamer per lb.; and heavy goods 20s.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 363.

The New York exports, exclusive of specie, for the week ending Nov. 13, and since the beginning of the year, compare as follows:

	1868.	1869.
Dry goods	$1,191,268	$1,164,943
Gen. merchandise	2,403,256	2,988,017
Total for the week	$3,594,524	$4,152,960
Previously reported	215,530,745	256,961,253
Since January 1	$21,9125,269	$261,114,213

The imports for the week ending November 16, and since the beginning of the year, have been as follows:

	1868.	1869.
For the week.....	$3,775,896	$3,890 927
Prev. reported.....	141,564,277	169,157,261
Since January 1.....	$145,340,173	$173,048,188

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 81; New York State 7s, Bounty Loan, 109; Louisiana 6s, Levee bonds, 59¾; South Carolina 6s, new, 65½; Ohio 6s, 1875, 102; Brooklyn 6s, W. L., 92; N. Y. City 5s, 1887, 98; Toledo, Wabash and Western consol. bonds, 83; Great Western 1st mort., 1888, 84; Pacific 7s, guar. by Mo., 92½; Morris and Essex conv. bonds, 82; St. Louis and Iron Mt. 1st mort., 81; Toledo, Peoria and Warsaw 1st mort., R. D., 82½; New York and New Haven R. R., 141; Dubuque and Sioux City R. R., 108; Adams Exp. Co., 58¼; U. S. Exp., 53½; Wells-Fargo Exp., 20¼; Am. Mer. Union Exp., 35; Western Union Telegraph, 85; Consolidated Gregory gold, 1.35; Grass Valley gold, 0.18; Liberty gold, 0.02; Quartz Hill gold, 1.30; Smith and Parmalee gold, 1.75.

Philadelphia.—East Penna. R. R., 37; Oil Creek and Allegheny River R. R. 37¾; Phila. and Reading 6s, 1844–'80, 90; West Jersey 6s, 91; Belvidere Delaware 3d mort., 78; Delaware Division Canal, 45; Morris Canal scrip, 63; do., 2d mort., 70; Penna. Canal, 15⅞; State 5s, coupon, 91½; Allegheny County 5s, 76; St. Nicholas Coal, 3⅛; Big Mt. Coal, 6; New Creek Coal, 0.44. The latest quotations are: do., City 6s, 95@96; do., free of tax, 101¼@101⅜; State 5s, coupon, 91¼@91¾; do., 6s, W. L., 100¼@100½; do., 1st series, 102¼@102½; do., 2d series, 106½@107; do., 3d series, 107@109; Reading, 48½@48¾; do., 7s, 1893, 100@103; do., mort. 6s, 1880, 89@90½; Camden and Amboy, 119¾@120; do., mort. 6s, 1889, 94@—; do., 1883, 84@85; do., 1889, 85@86; Penn. R. R., 53¼@53⅜; do., 1st mort., 97@97½; do., 2d mort., 94¼@94½; Little Schuylkill R.R., 41¾@42⅛; Morris Canal, 25@20; do., pref., 58¾@60; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@7½; do., pref., 14@15; do., 6s, 1882, 55@56; Elmira and Williamsport, pref., 39@40; do., 7s, 1873, 89@90; do., 5s, 58@59; Lehigh Coal and Navigation, 33½@33¾; do., 6s, 1884, 80@81; do., R.R., Loan, 85½@86; do., Gold Loan, 95⅞@96; North Pennsylvania, 37@40; do., 6s, 87½@88; do., Chattle 10s,105@—; Philadelphia and Erie, 28@28⅛; do., 6s, 85¾@87; Minehill, 52¾@53; Catawissa, 14@16; do., pref., 34½@35; Lehigh Valley, 53⅜@53½; do., 6s, 92½@95; do., 6s, reg., 94¾@95; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40½@41; Thirteenth and Fifteenth, 18½@19¼; Spruce and Pine, 25@26½; Green and Coates, 38@38; Chestnut and Walnut, 45½@46; Hestonville, 12@12¼; Union, 44@45.

Boston.—Norwich and Worcester R. R., 110; Conn. and Passumpsic Rivers pref., 89¼; Cheshire R. R. 6s, 90; Vermont Central and Vermont and Canada 8s, 99; Burlington and Missouri River R. R. 8s, 1879, 97⅛; Eastern R. R. 6s, 1885, 92¾; Vermont and Massachusetts 6s, 88½; Ogdensburg and Lake Champlain R. R. 8s, 100; Boston Water Power Co., 13¾; Cary Imp. Co., 6⅛; Massachusetts 6s, 1876, gold, 112; do., 1883, gold, 101⅞; do., 5s, 1894, gold, 102; Maine 6s, 1889, 97½; Rhode Island 6s, 1894, 97; Boston 6s, 1876, currency, 101; do., 5s, 1886, gold, 101; Chicago 7s, 93; Hartford 6s, 1879, 94; Quincy, Ills., 6s, 1888@1898, 65; Allouez Mining Co., 2½.

Baltimore.—Richmond and Danville bonds, 69½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@—; Balt. and Ohio, 123@124; do., 6s, 1875, 92@93½; do., 1880, —@92; do., 1885, 92¼@93; Northern Central, 43@44; do., 6s, 1885, 86@87; do., 1900, 82½@84; do., 6s, 1900, gold, 100@101½; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@94; do., 2d mort., 90@94; do., 3d mort., 1885, 86@88; Marietta and Cincinnati 7s, 1892, 87½@89; do., 2d mort., 65@67; Central Ohio, 25@26; do., 1st mort., 78@80; Western Md. 6s, 1890, 65@67½; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 35@43; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 69@70; Baltimore 6s, 1875, 91¾@92½; do., 1886, 93@93¼; do., 1890, 93⅛@93¼; do., 1893, 90½@92; do., 5s, 1838–'70, 70@74; Memphis City 6s, 46¾@47; Maryland Defense Loan, 101¾@102⅛; City Passenger R. R., 18@18¾; Baltimore and Catonsville, 4@8; George's Creek Coal, —@70; Santa Clara, —@1.25; Atlantic Coal, 2.30@3.50; Bare Hill, 0.06@0.15.

Illinois Central Railroad.

The statement of this Company for the month ending Oct. 31, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	4,171.48 for	$37,684 60
Acres Int. Fund Lands sold.....	320.00 for	4,224 40
Acres Free Lands sold..	720.00 for	10,513 80
Total sales during month of Oct., 1869.....	5,211.48 for	$52,422 80
To which add Town Lot Sales.....		.....
Total of all.....	5,211.48 for	$52,422 80
Cash collected in Oct.....		$262,876 09

TRAFFIC DEPARTMENT.

Receipts from Freight.....		$466,057 00
do.	Passengers.....	154,831 21
do.	Mails.....	6,358 33
do.	Rent of Road.....	4,000 00
do.	Other Sources.....	90,000 00
Total Receipts in Oct., 1869.....		$721,246 54
Total Receipts in Oct., 1868.....		$767,222 57
Estimated earnings in the month of Oct., on the D. & S. C. R. R., not included above.....		$173,688 12
Corresponding month of 1868.....		$134,408 63

Sioux City and Columbus Railroad.

This road will be 100 miles in length, extending from Sioux City, Iowa, to Columbus on the Union Pacific Railroad. Ten miles of the line, at the west end, are to be put under contract this fall, to be completed by February, 1870, and ten miles more at the Sioux City terminus. The initiatory point of the road will be opposite the mouth of the Floyd River, which empties into the Missouri just south of the Sioux City limits. The officers of the company are: President, Colonel A. Baird; Vice President, C. F. Drake; Secretary, James Stott; Treasurer, J. Cleghorn; Managing Directors, S. T. Davis, John J. Ogden, Wm. Adair.

☞ A CHOICE SECURITY. SEVEN PER CENT. GOLD, FREE OF GOVERNMENT TAX. NEARLY 10 PER CENT. CURRENCY, FIRST MORTGAGE BONDS OF NEW YORK AND OSWEGO MIDLAND RAILROAD. THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to $20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles [illegible] ished in November; and the wh[illegible] miles) it is expected will be complete[illegible] ensuing year. It is one of the most [illegible] roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,
Bankers, No. 25 Nassau st.

East Saginaw, Ann Harbor and Toledo Railroad.

A meeting of the stockholders of this company was held at Corunna, Mich., on the 28th ult., at which subscriptions were reported to the amount of $87,900. Directors were elected and articles of association adopted, which provide that the road shall run from East Saginaw to or near Chesaning, Corunna, Shiawasseetown, Newburg, Byron, Howell and Ann Arbor. The amount of capital stock shall be $2,000,000, consisting of twenty thousand shares of $100 each. Engineers will pass over the route immediately, and the work be pushed vigorously until completion.

☞ Evansville, Indiana, has voted to subscribe $300,000 toward the building of the Evansville, Carmi and Paducah Railroad. This makes the construction of the road a certainty.

☞ It is proposed to build a railroad bridge across the Sandy River at Farmington and extend the Androscoggin Railroad over it.

☞ The Wilmington and Reading Railroad is progressing quite rapidly; seven miles of it are already laid north of Wilmington.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st of Oct., inclusive, during the years 1868 and 1869, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	339,100	9,913,700	15,959,200	2,316,100
1869..	364,800	12,840,000	5,561,500	197,700
Inc.	25,700	2,926,300	*10,397,700	*2,148,400

* Decrease.

The receipts of the new crop of barley, so far, are 185,700 bushels, against 2,019,200 bushels in 1868.

[illegible] wheat to flour, the quantity of [illegible] at tide-water this year, compared [illegible] corresponding period last year, shows an [illegible] equal to 610,960 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of October in the years indicated:

	1867.	1868.	1869.
Canal opened—	May 6.	April 23.	May 6.
Flour, bbls.....	286,500	339,100	364,800
Wheat, bushels..	5,939,100	9,913,700	12,840,000
Corn, bushels...	14,009,100	15,959,200	5,561,500
Barley, bushels.	2,803,500	2,346,100	197,700
Oats, bushels...	5,819,100	9,189,100	2,679,300
Rye, bushels....	625,100	500,700	234,300
Malt, bushels...	251,200	360,000	206,900
Feed, bushels...	.....	.....	8,526,100

The figures for 1868 cover 45,200 bbls. flour 2,811,500 bush. wheat, 694,500 bush of corn, 321,700 bush. barley, 104,100 bush. rye, 941,900 bush. bush. oats, 54,300 bush. malt, estimated to have been detained on the canal by ice during the winter of 1867 and 1868.

Canadian Railway Returns.

The traffic returns of the Canadian Railways for the month ending September 30, 1868 and 1869, as far as reported, have been as follows:

	1869.	1868.
Great Western.....	$327,622	$355,810
Grand Trunk.....	635,896	624,108
Welland.....	12,164	13,101
Northern	58,890	49,019
Port Hope, Lindsay, & Beaverton, and Peterborough Branch.....	28,228	30,119
Brockville and Ottawa.....	22,276	17,085
St. Lawrence and Ottawa....	9,580	8,732
St. Lawrence and Industry..	961	958
New Brunswick & Canada ..	6,754	8,541
European & N'th American .	16,248	16,108

☞ The Buckingham and Farmville (Va.) R. R. Co. has been organized, with E. W. Hubard, Esq., as President, and H. E. Warren as Treasurer. The corporation proposes to construct a railway from Farmville to a point, on the James River, with Buckingham Courthouse on the line of the road. A corps of engineers have already completed one survey to Buckingham Courthouse from Farmville, and are commencing another between the same points.

☞ A surveying party of the San Diego, El Paso and Memphis Railroad have passed the summit of the range of mountains between San Diego and Fort Yuma. They report the grade to be less than a hundred feet per mile.

Fort Wayne, Muncie and Cincinnati R. R.

This road will be 109 miles in length, all of which is built except a gap of forty-two miles—between Muncie and Bluffton—and this part is nearly ready for the rails. With the proposed aid om Cincinnati, this can be completed in ninety days from the time the first instalment on the bonds will be called for. The committee of the Cincinnati Board of Trade have agreed with the railroad company that four hundred bonds of one thousand dollars each shall be subscribed for, or sold by the company, subscriptions shall not be binding—this sum, it is understood, being sufficient to insure the completion of the whole line from Fort Wayne to Connersville, where it connects with the Junction road, forming a through line to Cincinnati.—*Pittsburg Chronicle.*

Journal of Railroad Law.

RAILWAY CORPORATIONS—THEIR LIABILITY FOR INJURY TO STOCK—STATUTORY REQUIREMENTS.

The facts of the late case of The Toledo, Wabash and Western Railroad *vs.* Furguson (42 Ill., 449,) are clearly and fully stated in the following opinion by

LAWRENCE, J.—This was an action brought by the appellee against the railway company for running over and killing a cow. The plaintiff below recovered a judgment for fifty-five dollars, and the defendant appealed. The cow was killed by the train passing West, just before reaching the station at Harristown. There is a highway crossing just west of the station house. It is in proof that the bell was not rung nor the whistle blown while the train was passing over the eighty rods preceding the crossing. The only defense relied upon is, that the cow was not on the actual intersection of the railway and the highway when struck by the locomotive, but a few feet, or perhaps a few yards one side thereof, and in the direction in which the train was approaching.

It is urged, that the statute was designed to give damages only for injuries done upon the highway crossing, and that this cow, not being there, was a trespasser upon the railway, and that the appellant was liable only for wilful injury or gross negligence. Instructions based upon this view of the law were asked by the defendant below, and refused by the Court, and their refusal is a sign for error.

The counsel for the appellant referred to the case of The Chicago and Mississippi R. R. Co. *vs.* Patchen, 16 Ill., 198, in support of their position, that the cow was a trespasser. That case, while expressly recognizing the authority of the well known case of Seely *vs.* Peters, 5 Gilm., 138, as establishing the right of the owners of stock to permit it to run at large in this State, nevertheless draws a distinction between the right of railway companies and private individuals upon whose land the cattle of a stranger have entered.

Upon that distinction the railway company was held liable only for wilful injury or gross negligence. In the case of The Great Western Railway Company *vs.* Thompson, 17 Ill., 133, the same rule was laid down, but not without a most earnest and vigorous protest by one of the members of the Court, against a principle which established a difference of rights and liabilities between railway corporations and private individuals, in favor of the former. The rule was again propounded in Cent. Mil. Tract R.R. *vs.* Rockafellow, *id*, 541, and Ill. Cent. R. R. *vs.* Reedy, *id.* 580.

In disposing of the case, it is not necessary to re-examine the ground on which these cases proceed, as the one at bar is not within their authority. In the case before us the liability rests upon a violation of an express statutary requirement, the observance of which might have prevented the accident. The 38th section of the act of 1849 requires the bell to be rung or the whistle to be sounded for the distance of eighty rods before reaching a highway crossing, and not only provides a penalty for failure to do this, but expressly provides that the road shall "be liable for all damages which shall be sustained by any person by reason of such neglect." The theory of appellant's counsel, that this only applies to injuries done upon the actual intersection of the two roads where the land belongs equally to both roads, finds no support in the language of the act, and we are not at liberty to interpolate so material a restriction. There is always a highway crossing near a station, and it often happens that in the small villages which grow up around the stations, there are vacant lots in the immediate neighborhood of the crossing, forming a sort of commons, and both persons and cattle are in the habit of crossing the railway track, as it passes over such uninclosed lots without lengthening there route by seeking the line of the highway. The law does not require the railway companies to fence in cities, towns or villages, and if a person, through failure to sound a whistle, is killed in crossing a railway track within a few feet of the highway, without fault upon his part, other than that he has diverged from the line of the highway, can it be said that damages are not recoverable, because the decease was a trespasser? Admit that he was, he has come to his death from a cause which the Legislature has said shall make the railway company responsible. As the statute does not confine the liability to accidents occurring on the crossing, we cannot say the Legislature did not have in view the fact that accidents would be very liable to occur in the open spaces adjacent to crossings near the stations, and that they did not intend to guard against accidents there as well as those occurring upon the actual crossings. Even in the case in 16th Ill., it is admitted that the railway would be liable in cases of gross negligence. Whether the failure to sound the whistle or ring the bell is to be considered gross negligence it is not necessary to inquire. It is sufficient that the statute has said such failure shall give a right of action for all injuries attributable to such neglect.

This case differs from Illinois Central Railroad *vs.* Phelps, 29 Ill., 448, and same *vs.* Gardiner, 30 *id.*, 118, in this, that the accidents in those cases did not occur at a road crossing, and the evidence showed no connection between the injury and the failure to give the signal. The statute did not apply. The principle we here lay down is this: that, where a railway company has neglected to comply with the statutory requirement, and an injury to an animal is fairly attributable to such neglect, the mere fact that the animal was at large, if so at large in violation of no general or local law, would not relieve the company of its liability even though the animal had gone upon the road from uninclosed lots adjacent to the crossing, and was standing when injured, on the actual intersection of the railway and the highway. In the present case the evidence shows that the jury might fairly attribute the accident to the neglect to give the signal, and no question is made by counsel on that point.

The instructions asked by the appellant and refused by the Court are inconsistent with the views here expressed, and were properly refused.

Judgment affirmed.

New York and Oswego Midland R. R.

This line, when completed, will shorten the distance to Buffalo and the West by seventy miles, and the route to Canada by somewhat more than forty five miles, besides offering a new highway for the through trade between the States. In addition, the Midland road is closely linked with the interests of our own State and its Metropolis. Penetrating one of the richest and most picturesque portions of New Jersey, it affords a fresh outlet for our overflowing population, and helps materially the solution of a problem every year becoming more urgent; while to the interior of New York it opens up immense possibilities. Orange, Ulster, Delaware, Sullivan, and other midland counties, have always, even when almost destitute of facilities for transporting products, furnished a large part of the food of the Metropolis. With this road traversing them from the State line of New Jersey to the northern borders of western New York, and its branches and connections ramifying the whole interior of the State, the difficulty of feeding our city population (which once assumed threatening proportions) may be said to be finally removed.

The financial auspices under which the Midland Railroad was commenced were probably more favorable than those of any similar enterprise ever undertaken in this country. The towns and cities along its route have subscribed to its capital stock to the amount of $6,000,000; and these subscriptions being made not by individuals, but by the towns in their corporate capacity, are fully equivalent to cash. This sum, large as it is, is of course insufficient to construct and equip a road upward of 400 miles in length. In order, therefore, to obtain the requisite amount, the Company have issued first mortgage bonds, payable in gold and bearing interest (in gold) at seven per cent. These bonds are secured by a first mortgage upon the road, its various branches and the entire property of the Company. In order if possible to give additional security to the investment, it is also provided that the issue of bonds shall be strictly limited to $20,000 per mile of the road actually built and in running order. It is further provided in the mortgage that default in payment of interest for the space of four months shall bring the road and its entire property into the hands of the trustees, without the possibility of litigation, to be sold for the benefit of the bondholders. A peculiar and admirable feature of the stock of this Company is that the large portion held by the towns and cities can never be disposed of without the consent of a majority of the taxpayers. This may be considered an absolute prohibition of the usual "manipulations" at the Exchange. The London *Spectator* predicted recently that Government will ultimately be compelled to abolish, by absorbing into itself, all industrial corporations. If a measure similar to the above were adopted by every railway enterprise, they, at least, might surely avoid such a consummation.—*N. Y. Tribune.*

☞ Messrs. Cantwell & Knapp have contracted to grade, bridge, and lay the track on the Leavenworth and Chicago road (formerly Chicago and Southwestern,) from Platte City to Cameron, and have put a force of hands on every mile of road between these points.

☞ The survey for the new railroad to run from White Bear Lake, at the junction with the Superior road, by way of Minneapolis, to the Minnesota River, and thence to Albert Lea and the State Line, has been completed.

☞ The Little Rock and Fort Smith Railroad is going forward with all possible despatch; a force of one thousand men are now being employed at work along the line.

☞ Track laying on the Midland Pacific Railroad has been commenced west of Nebraska City.

☞ CHICAGO, DANVILLE AND VINCENNES RAILROAD COMPANY'S 7 PER CENT. GOLD BONDS pay annually, on an investment of $10,000 in currency, $698 25 IN GOLD, while only $475 are derived from $10,000 invested in Government Sixes.

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☞ The Little Rock *Gazette* says there is a promising prospect of the revival and speedy completion of the Cairo and Fulton Railroad. Negotiations have been made with English capitalists which secure the means for building the road beyond any contingency. The company are contracting for the first twenty miles, beginning at Jacksonport, and running north towards the Missouri border, and expect to have the entire road finished in three years.

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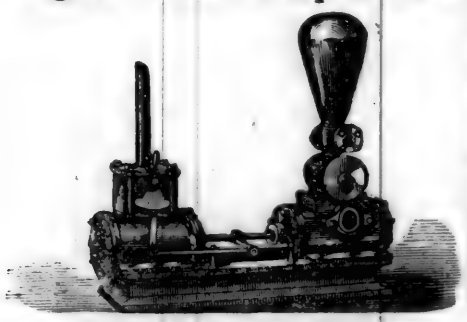
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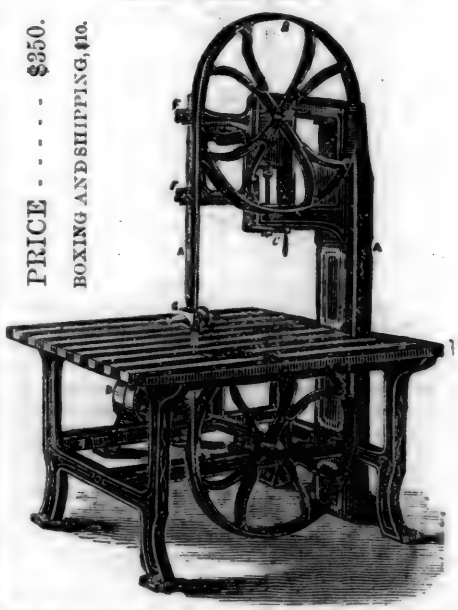
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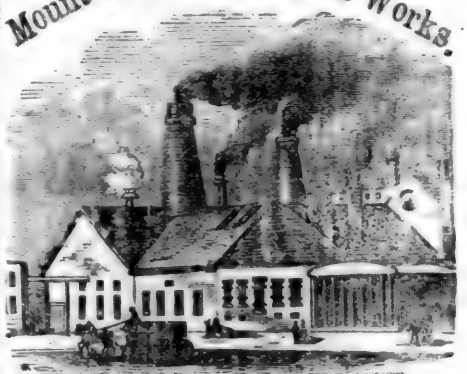
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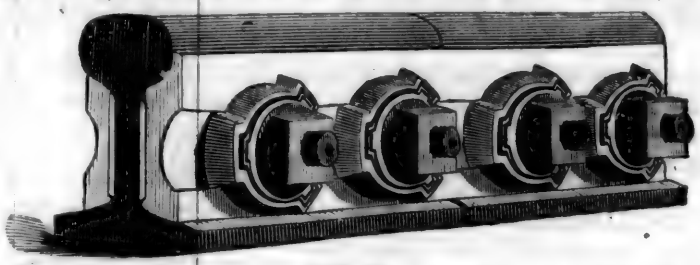
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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THROUGH LINE TO
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Through rates, New York to San Francisco:

First Class.	Steerage.
$140 to $180.	**$65.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Nov. 20, ALASKA, CAPT. GRAY, connecting with CONSTITUTION, CAPT. ———

Steamer JAPAN, will leave San Francisco Dec. 1, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, Nov. 19. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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—AND—
Machine Works,
(Branch of Harrisburg Car Manufacturing Co.)

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From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 48.] SATURDAY, NOVEMBER 27, 1869. [WHOLE No. 1,754, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, November 27, 1869.

Grand Trunk Railway of Canada.

The President of this company, Hon. Richard Potter, having in company with the Managing Director, Mr. C. J. Brydges, made a thorough inspection of the road and also visited our chief Western cities for the purpose of making himself acquainted with the general condition of our railways, has resolved to adopt the policy which Mr. Brydges has so long urged on the stockholders as necessary, in order to secure an equitable share of the through traffic in the face of the sagacious and liberal policy of competing lines. Fortunately the road is already in a condition approximating adequate preparation for the change. The track has been improved by the addition of 14,000 tons of new rails; 5,000 tons of steel rails are to be laid in the spring at points where the traffic is heaviest; and hereafter all portions of the track requiring to be relaid will be furnished with steel rails. Corresponding improvements are to be made in the rolling stock. Early in 1870 six hundred new freight cars are to be placed on the road, and three hundred cars are to be added at once to the Changeable Gauge Freight Equipment. By these cars, shippers at Chicago, St. Louis, and points West can consign freight to Boston and all points in New Hampshire, Vermont and Massachusetts without breaking bulk, in the certainty that it will be delivered without delay in good condition. The locomotive equipment of the road, which now numbers about three hundred and twenty-five engines, will receive substantial additions. The present inferior passenger cars will be superseded in the spring by a full complement of palace drawing-room and sleeping-cars, second to none in the country. Doubtless for all these improvements the shareholders of the Grand Trunk will find ample remuneration in the increased patronage and popularity of their road.—*Boston Journal.*

Suez Canal.

One of the great achievements of the age, and second, probably, in cost and commercial importance, only to our trans-continental railway, is the Suez Canal, which connects the Red Sea with the Mediterranean, the ceremony of opening which is just now exciting enthusiasm with all the crowned heads of Europe. This canal is one hundred miles long, without locks or other artificial appliances, and is open to all the world on uniform terms. Its surface width is 328 feet, its bottom width 246, and its depth 26 feet. Few vessels now draw more than 22 feet. The canal had cost up to June last $55,000,000. The rates that have been fixed upon by the managers of the canal for all vessels, equally, passing through its waters, amount to $2,300 in gold for an ordinary Indiaman. To a French Civil Engineer and to France belong the credit of its execution. It has already given a wonderful interest to trade questions, and an impetus to population on the Isthmus, almost unknown in the old world. Within the last twenty years it has increased from 150 souls to 50,000. Some important changes in the trade of the world are expected as the result of the completion of this canal, and as distance and time have much to do in determining routes, the following table showing the comparative distance of New York *via* Gibraltar and the Suez Canal, and New York *via* San Francisco—from commercial points in Australia and Asia—will be read with much interest:

	From N. Y. *via* Gibraltar and Suez Canal.	From N. Y. *via* San Francisco & U. Pacific R.
To Melbourne	13,200	10,300
To Shanghae	12,500	8,850
To Hong Kong	11,700	9,300
To Manila	11,600	9,600
To Singapore	10,300	10,600
To Batavia	10,500	11,000
To Penang	9,950	11,100
To Calcutta	9,700	12,150
To Ceylon, Pt. de Galle	8,750	12,200

The distance from the English Channel to Calcutta, *via* the Cape of Good Hope, by the route taken by the best sailing vessels, is about 13,000 miles; *via* the Mediterranean and Suez Canal, it is about 8,000 miles; gain in distance by the latter to or from Calcutta, 5,000 miles. By the Cape route to Bombay, the distance is 11,500 miles; by the Red Sea route, 6,200 miles; gain in distance to or from Bombay, 5,300 miles. Our trade with the following countries for the fiscal year ending June, 1867, was as follows:

	Exports.	Imports.
Dutch East Indies	$204,895	.....
British East Indies	381,141	$8,932,485
Australia	5,102,355	262,401
Phillippine Islands	45,636	3,473,371
Other Pacific Islands	85,137	.....
China	8,788,145	12,112,440
	$14,606,809	$24,780,697

The total exports to Southern Europe, Mediterranean, and East Indies in the same year were $71,780,203, and the imports from the same, $65,394,796, making a total of $137,174,999, from which it appears that one-sixth of the entire commerce of the United States was transacted with these places. When the population of India, China, and Japan are contrasted with that of Europe, the immense commercial interests affected by the new route and other new competing routes are apparent. The imports and exports of China, which were in 1856 $56,000,000, had increased $220,000,000 in 1858. The first step towards the construction of the present canal was made nearly a quarter of a century ago. In 1846 a commission was issued to Robert Stephenson, a son of the famous inventor of the locomotive, on the part of Great Britain, and two other engineers, representing Austria and France respectively to examine the feasibility of the undertaking. They reported it practicable to construct a canal but they believed that the shifting sands of the desert would be likely to fill it up. The project was consequently laid aside until M. Ferdinand de Lesseps, who had been French Consul-General in Egypt, revived it in 1854, procured authority to make a survey, which he finished the same year. After four years of energetic canvassing he succeeded in organizing the Suez Canal Company, with a capital of $400,000,000. For many of the earlier years of the enterprise English diplomacy threw all the obstacles its ingenuity could devise in the way of the execution of this work, fearing to allow France to construct a short cut to her East India possessions. It is now, however, an accomplished fact, and suspicion is already awakened that the canal has been so constructed as to favor French shipping, and so made that the heavier class of English tonnage cannot pass through. This, however, may have no better foundation than national jealousy, which successful accomplishment is so well calculated to invite. —*Phila. Ledger.*

Erie Railway.

The holders of the preferred stock of the Erie Railway Company are notified that a dividend of seven per cent. has been declared on said stock;

such dividend will be represented by interest-bearing scrip certificates having five years to run, which will be ready for delivery at the treasurer's office, No. 269 Eighth-ave., on and after December 15th next, to the registered holders of stock at the closing of the books. The transfer-books of the preferred stock will close on Wednesday, the 1st of December, and reopen December 16th next.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1869:

	Memphis Branch.	Knoxville Branch.	Main Stem.
Passengers	$94,481 57	$95,376 94	$673,221 38
Freight	99,643 57	120,606 76	1,110,483 81
Express	8,540 45	10,844 79	74,879 38
Mail	5,100 00	7,051 27	28,545 00
Miscell'neous	399 96	541 97	2,193 68

Total Main Stem		$1,891,328 25
" Knoxville Branch		284,821 78
" Memphis Branch		208,065 55
" Bardstown Branch		25,677 31
" Richmond Branch		21,750 71
Total Main Stem and Branches, viz		
From passengers	$884,288 51	
" freight	1,353,795 28	
" express	96,070 10	
" mail	42,660 51	
" miscellaneous	4,324 15	
		2,381,138 55
Running expenses, viz:		
Repairs of road	$242,700 99	
" bridges	8,837 29	
" depots, etc	18,330 77	
" cars	84,806 64	
" engines	98,109 99	
Transportation	394,305 77	
Motive power	98,040 90	
Fuel account	121,810 80	
Oil and waste	16,838 19	
Water supply	14,074 10	
General expense	39,756 81	
Improvement	121,204 20	
Salary account	22,632 10	
Watchmen account	8,004 37	
Stationery	1,129 04	
Insurance	1,320 00	
Internal revenue tax	57,000 33	
Revenue stamps	565 00	
		1,349,461 79
Net earnings (43.33 per cent.)		$1,031,676 76
Interest account	$280,820 48	
Discount on Consolidated Mortgage bonds	25,011 01	
		305,831 49
Balance		$725,845 27

The following is a comparative statement of the earnings, expenses, etc., during the past and preceding years:

	1867–'68.	1868–'69.
Gross earnings	$2,228,609 44	$2,381,138 55
Operating expenses	1,309,514 83	1,349,461 79
Net earnings	$919,094 61	$1,031,676 76
Interest, etc	227,203 21	305,831 49
Balance	$691,891 40	$725,845 27

This shows an increase in gross earnings over the previous year of $152,529 11; with an increase in expenses of $39,946 96—making the increase in net earnings, $112,582 15.

The construction account being closed, the expenditures made which were properly chargeable to this account, $121,204 20, are included in the operating expenses. Had the $121,204 20, which now stands charged to the improvement account as a part of the operating expenses, been charged to construction account, the net earnings would have been $1,152,880 96 or 48.42 per cent. of the gross earnings. Last year the net earnings of the road were 43.64 per cent. of the gross earnings after excluding from the operating expenses the amount of $53,604 88, which was then charged to improvement and reconstruction accounts.

The bonded debt of the company, exclusive of Lebanon Branch Extension, June 30, 1869, was: $2,888,500
Lebanon Branch Extension: 1,200,000
Consolidated mortgage bonds executed during this fiscal year: 2,000,000
$6,088,500

Main Stem Mortgage Bonds redeemed during this fiscal year: $91,000
City of Louisville Mortgage bonds account Lebanon Br. Extension canceled and destroyed: 267,000
Mortgage bonds on Lebanon Branch Extension destroyed: 512,000
870,000

Total bonded debt: $5,218,500

The above amount includes—
City of Louisville Bonds without mortgage: $849,000
Consolidated Mortgage bonds unsold: 1,736,000
2,585,000

Making the total mortgage debt out at this date: $2,628,500

Seven per cent. cash dividends for the fiscal year ending 30th June, 1869, have been declared upon the stock of the company.

There has been redeemed during the year of the mortgage bonds	$91,000 00
Expended on Lebanon Branch Extension south of Lebanon	421,803 72
Expended on Richmond Branch	136,645 44
Interest paid during same period	280,820 48
	$930,269 64

Work was suspended upon the Knoxville and Kentucky Railway in Tennessee in March last, and we are not advised of any arrangements having been made to resume work upon this road. They exhibit an indebtedness of over $2,500,000, and have thirty-one miles of imperfectly constructed road, with ninety feet grade.

Your Directors have been governed in the extension of the Knoxville Branch by the following resolution, passed at the stockholders' meeting October 1, 1866:

"Resolved by the stockholders, with the expectation that the city of Louisville will give aid to the extension of the Lebanon Branch from Crab Orchard to the Tennessee line, that the President and Directors be authorized to have said road extended from time to time to that point, and also to exercise their discretion as to other connections mentioned in A. Fink's report, so as not to involve improvident expenditure."

The Richmond Branch was opened for traffic and travel in November, 1868. The business has been small up to this time, but must yearly increase, as it passes through one of the richest agricultural districts in this State.

We continue to run under lease the Memphis and Ohio Railroad, leading from Memphis to Paris, Tenn. This road is in good order, and we look for a continued growing business over it.

The Memphis, Clarksville and Louisville Railroad remains in the hands of a receiver of the State of Tennessee, and this company is running it under and as the agent of the receiver of the State of Tennessee, by which arrangement, and by our lease of the Memphis and Ohio road, we operate the line from Louisville to Memphis as one line. The total length of road now operated by this company is 594.3 miles, and 11 miles will be added December next by the extension of the Knoxville Branch from Mount Vernon to Big Rockcastle River, through a coal district, which it is expected will give us a good local coal traffic. We have much pleasure in stating that the affairs of the company are in a healthy and prosperous condition.

Our connections with New Orleans and other southern and southwestern points, over the Mississippi Central, New Orleans, Jackson and Great Northern, and Mobile and Ohio Railroads, have been much improved, thereby adding daily to our business. Mississippi Central trains connect with ours at Humboldt, Tennessee, and sleeping cars run through from here to New Orleans daily. Freight is also transported to and from New Orleans, Mobile, Charleston, S. C., Wilmington, and all intermediate points without break of bulk.

The Elizabethtown and Paducah Railroad is under contract for 130 miles, leaving 55 miles of light work to be put under contract. Tracklaying upon this road will commence October, 1869, and it is expected that 31 miles from Elizabethtown to Litchfield, Grayson County, will be open for business in June, 1870. It is believed that the road to Greenville, Muhlenberg County (93 miles,) will be opened for business by January, 1871. This road will traverse a good agricultural, mineral, coal, and lumber district. Tobacco, coal, and lumber will find a ready market in this city; and the transportation of these articles from Elizabethtown to Louisville should add largely to the business of our road.

The Cincinnati Branch of the Louisville, Cincinnati and Lexington Railroad has been completed, and was opened for business July 1st of the present year. We may reasonably expect an increase to our business from this source.

It is much to be regretted that we are unable to announce the settlement of right of way through Louisville, so as to give us a satisfactory connection with this new and important road. When this shall have been accomplished, and the bridge over the Ohio River at Newport, Ky., now under contract, completed, we may look forward to a large increase of traffic from this source.

The work on the railroad bridge at Louisville over the Ohio River is progressing favorably, and the entire structure will probably be completed within this year, unless unexpectedly prevented by high water. This will afford us direct and uninterrupted connection with all points north, northeast, and northwest of Louisville. The completion of this noble structure will add very largely to our facilities for business, and greatly increase our income. The rolling stock and entire property of the company is in a better condition than at any former period. The increase of business, however, will necessarily require a large addition to our rolling stock during the ensuing year. Our depot accommodations and offices are inadequate to our wants, and will call for a considerable expenditure during the coming year to provide for the increasing business of the company. With new and improved connections in almost every direction, now completed and soon to be completed, by judicious, faithful, and able management on our part, the revenues of the company will continue to increase; aid will be given to the development of the country, and building of villages and cities, which will make the Louisville and Nashville Railroad all that its stockholders should desire. The road is just entering into business life. It was opened through to Nashville for traffic in November, 1859, and is therefore less than ten years old (dating from its first through train.)

A second track to Bowling Green will be required in a few years. This end of the road is already crowded with trains, and will be uncomfortably so when the Elizabethtown and Paducah road shall be open for business. We therefore would recommend the laying of a second track to Lebanon Junction as soon as the finances of the company will justify the outlay.

The total length of the Main Line, (Louisville,

Ky., to Nashville, Tenn.,) is 185 miles; sidings, 19.81 miles—total, 204.81 miles. Length of Bardstown Branch (Junction to Bardstown) 17.30 miles; sidings, 0.82 mile—total, 18.12 miles. Knoxville Branch (Lebanon Junction to Lebanon,) 37.30 miles; Extension, (Lebanon to Mount Vernon,) 62.16 miles; sidings, 9.70 miles—total, 109.16 miles. Richmond Branch, (Junction with Knoxville Branch to Richmond,) 33.46 miles; sidings, 2.51 miles—total, 35.97 miles. Memphis Branch, (Junction to Tennessee State Line,) 46 miles; sidings, 3.61 miles—total, 49.61 miles. Total length of road and branches, 381.22 miles. Total length of sidings, 36.45 miles. Total miles of iron, 417.67.

Including the Memphis, Clarksville and Louisville Railroad (operated for the receiver) 82.6 miles, and the Memphis and Ohio Railroad (leased) 130.3 miles, the total length of road operated by the company is 594.3 miles. A comparison with the report of the previous year shows that the length of the road has been increased 32.8 miles. The Richmond Branch has been completed, and the Knoxville Branch has been extended from Brodhead to Mount Vernon. Including the above roads, the following is the result of last year's operations:

Gross earnings of Louisville and Nashville Railroad and branches.	$2,381,138 55
Gross earnings of Memphis, Clarksville and Louisville Railroad	307,987 26
Gross earnings of Memphis & Ohio Railroad	610,275 55
Tot. earnings of 594.3 miles of road.	$3,299,401 36
And total expenditures—	
Louisville and Nashville Railroad and branches..	$1,349,461 79
Memphis, Clarksville & Louisville Railroad.	313,940 81
Memphis and Ohio Railroad, exclusive of interest paid to State of Tennessee.	456,816 25
	2,120,218 85
Total net earnings	$1,179,182 51

or 35.74 per cent. of gross earnings.

The following statement contains in a condensed form the general results of the operations of the Main Line and Branches during the years ending June 30, 1868 and 1869:

	1867–'68.	1868–'69.
Gross earnings	$2,228,609 44	$2,381,138 55
Operating expenses.	1,309,514 83	1,349,461 79
Net earnings	$919,094 61	$1,031,676 76
Proportion of expenses to earnings	58.76 per ct.	56.67 per ct.
No. of miles run by trains	772,867	887,965
Earnings per mile of train	$2.88	$2.68
Expenses " "	1.69	1.51
Net earn'ngs " "	$1.19	$1.16
Av. length of road in use.	336.3m.	367.92m.
Earn'gs per mile of road.	$6,626 84	$6,471 89
Expenses " "	5,893 88	3,667 81
Net earnings " "	$2,732 96	$2,804 08
Mileage of freight cars..	6,182,132	7,243,969
" passenger cars	2,130,712	2,207,044
Number of tons carried..	243,918	317,208
Do. carried one mile	29,321,009	40,813,718
No. of passengers carried	365,646	391,827
Do. carried one mile	21,420,247	22,561,417

The results of the operations of the Main Stem and Branches are shown separately in the annexed statement:

	Main Stem.	Bardstown Branch.	Knoxville Branch.	Memphis Branch.	Richmond Branch.
Gross earnings	$1,891,523 25	$25,677 31	$284,321 73	$208,066 55	$21,750 71
Operating expenses	1,013,574 71	31,058 72	146,658 47	135,521 09	22,648 80
Net earnings....	$877,748 54	....	$87,663 26	$72,544 46	....
Loss....	....	$5,381 41	....	....	$898 09
Proportion of exp. to earnings.	53.59 per ct.	120.96 per ct.	52.59 per ct.	65.13 per ct.	104.13 per ct.
Number of miles run by trains.	641,493	12,402	97,959	112,760	23,851
Earnings per mile of train....	$2.94	$2.07	$2.89	$1.84	$0.98
Expenses per mile of train....	1.58	2.05	1.49	1.20	.97
Net earnings per mile of train..	$1.36	Loss $0.43	$0.90	$0.64	Loss $0.04
Length of road in operation	185 miles.	17.3 miles.	94 miles.	46 miles.	25.62 miles.
Earnings per mile of road.....	$10,223 36	$1,484 24	$2,492 77	$4,523 16	$848 97
Expenses per mile of road.....	5,478 78	1,795 30	1,560 19	2,946 11	884 02
Net earnings per mile of road..	$4,744 58	L'ss $311 06	$932 58	$1,577 05	Loss $35 05
No. of passen. carried one mile.	17,257,866	283,636	2,369,886	2,381,003	269,056
Tons of freight carried one mile	38,809,419	227,160	2,635,046	3,900,757	241,331

In 1867–'68 the gross earnings of the Main Stem were $1,823,763 33, the expenses, $1,008,592 24, and the net earnings, $815,171 09; showing an increase in earnings of $67,559 92, with an increase in expenses of $4,982 47—making the increase in net earnings, $62,577 45.

The earnings of the Bardstown Branch in 1867–'68, were $23,051 52, the expenses, $22,554 49, and the net earnings, $497 03. This year the loss in operating is $5,381 41—a difference of $5,878 44.

Only 88.3 miles of the Knoxville Branch was in operation in 1867–'68, the earnings upon which were $186,109 33, the expenses, $132,279 97, and the net earnings, $53,829 36. In 1868–'69 an average of 94 miles were operated. A comparison of the earnings of this branch during the past and preceding years shows an increase in earnings of $48,212 40, with an increase in expenses of $14,378 50—making the increase in net earnings, $33,833 90.

The earnings of the Memphis Branch in 1867–'68, were $195,685 26, the expenses, $146,088 18, and the net earnings, $49,597 13—showing an increase in earnings of $12,380 29, with a decrease in expenses of $10,567 04, making the increase in net earnings, $22,947 33.

At the commencement of the fiscal year the Richmond Branch was operated as far as Lancaster, 7.8 miles from Richmond Junction. On the 22d of August following the road was opened to Hyattsville Station, 11.1 miles; on the 30th of September to Paint Lick, 18.4 miles; on the 2d of November to Silver Creek Station, 23.6 miles; and on the 18th of November to Richmond, 33.46 miles from Richmond Junction, and 138.26 miles from Louisville. The loss in operating this branch has been $898 09.

Statements are given showing the profits accruing to the Main Line from the operations of the several branches thus: the freight business transacted at the stations of the Bardstown Branch amounted to $43,352 65; the proportion due the branch was only $12,704 60—leaving for the Main Line $20,648 05. The total earnings from passenger business which originated on the same branch was $25,900 67; $11,242 14 of which was due to the branch, and $14,658 53 to the Main Line—making the gross revenue from business brought to the Main Line from the Bardstown Branch, $45,306 58, and the net revenue derived therefrom, $21,313 31. Deducting net loss in operating, as above, $5,381 41, will leave a balance of $15,931 90.

The total earnings from freight received at and forwarded from all stations on the Knoxville Branch, were $171,707 72, of which only $120,506 76 were due the branch—leaving for the Main Stem and other branches, $51,200 96. The earnings derived from the passenger business were $127,999 30; the proportion due the branch was $95,376 94—making the gross earnings of the Main Stem and other branches, $32,622 36. The total gross earnings were therefore $83,823 32, and the net revenue, $38,994 41. To which add net revenue of the branch, $87,663 26—making a total net revenue derived from the branch directly and indirectly, $126,657 67. In which amount is included the sum of $15,459 54 net revenue contributed in the same manner by the Richmond Branch.

The estimated value of the Memphis Branch as a feeder to the Main Stem and other branches is as follows: earnings from freight received at and forwarded from stations on the branch, $394,508 70; proportion due the branch, $99,543 57. Earnings from passenger business which originated on the branch, $226,256 49; proportion due the branch, $94,481 57. The amount due the Main Line and other branches from both passenger and freight business being $426,740 05, and the net revenue therefrom $200,096 46. The net revenue of the branch was $72,544 46. Total net earnings, $272,640 92.

The freight business of the Richmond Branch amounted to $52,235 03, and the passenger business to $19,267 05—together, $71,502 08; $20,523 02 of which is due the Branch, leaving for the Main Stem and other branches, $50,979 06, which distributed according to distance on the Main Stem and Knoxville Branch, will give to the former, $14,447 32, and to the latter, $36,531 74—the net earnings of the Main Stem being $6,858 25, and of the Branch, as above, $15,459 54. The total net earnings derived from the Richmond Branch, after deducting loss in operating, is $21,419 70.

The company have 66 locomotives, 45 passenger, 15 baggage, 3 postal, 8 express, 402 box, 110 rack, 44 gondola, 148 flat, 83 stone, 12 boarding and 1 wrecking cars. Miles run by locomotives with passenger trains, 481,741; with freight trains, 505,181; distributing trains, $71,581—total, 1,058,503.

Number of local passengers carried north, 166,767; do., south, 163,882—total, 330,649. Number of through passengers carried north, 30,573;

do., south, 30,605—total, 61,178. Total local and through, 391,827. Total mileage of through passengers, 10,711,177; do., local, 11,850,240—total, local and through, 22,561,417. Miles traveled by each passenger, 57.58; do., by each local passenger, 35.83. Revenue from through passengers per mile, 3.85 cents; do., local, do., 3.97 cents. Number of tons of freight carried, 317,208; do., carried one mile south, 23,380,857; do., north, 17,432,856—total tons carried one mile, 40,813,713.

Statement showing cost, resources, and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension:

Total cost of road to June 30, 1869		$10,196,965 28
Richmond Branch		786,645 44
Total cost of road		$10,983,610 72
Due from transportation department & U. S. Gov't.	$118,061 84	
Lebanon Branch extension south of Lebanon	2,411,474 00	
Bills receivable, consolidated mortgage bonds on hand	1,736,000 00	
Sundry railroad and State bonds	120,767 99	
Louisville Bridge Company stock	300,000 00	
Bank & railroad stock	61,309 50	
Real estate, timber and quarry land	33,570 85	
Due by sundry persons on note and account	29,680 90	
M., C. & L. R. R. Co. old account, prior to Feb. 17, 1868	26,600 48	
Cliffe, receiver M., C. & L. R. R., since Feb. 17, 1868	88,836 52	
Memphis Division	102,780 66	
M. & O. R. R. Co.	421,912 12	
Shop and fuel stock	393,753 57	
Cash	104,173 92	
		5,948,921 84
		$16,932,582 56
Capital stock		$8,681,501 46
Suspended stock		99,000 00
		$8,780,501 46
Bills payable	$353,865 42	
Loans in New York	412,203 88	
Due sundry persons on account	3,945 22	
Cliffe, receiver, stock account	20,285 80	
Due bills and pay rolls for June	218,127 78	
Due back interest	13,143 23	
Back dividends up to and including January, 1869, uncalled for	122,219 18	
July, 1869, dividend, due August 1st	347,268 00	
		1,491,063 01
Consolidated mortg'ge bonds executed	2,000,000 00	
First mortgage bonds Main Stem	1,424,000 00	
First mortgage bonds Memphis Branch	267,000 00	
First mortgage bonds Bardstown Branch.	27,500 00	
City of Louisville b'ds to Lebanon Branch.	225,000 00	
City of Louisville b'ds to Main Stem (loan)	849,000 00	
		4,792,500 00
Profit and loss account		1,868,468 09
		$16,932,582 56

Statement showing cost and liabilities of Lebanon Branch Extension:

Construction—total cost to date		$2,876,183 54
Coal and timber lands		3,615 05
		$2,879,798 59
Due sundry contractors (retained percentage)		$47,183 99
Due sundry persons		140 60
Due Main Stem		2,411,474 00
City of Louisville bonds borrowed	$333,000	
Mortgage bonds	88,000	
		421,000 00
		$2,879,798 59

CONSOLIDATED STATEMENT.

Total cost of road:		
Main Stem, B. B., L. B., R. B., and M. B		$10,983,610 72
Lebanon Branch Extension (south of Lebanon)		2,876,183 54
		$13,859,794 26
Resources:		
Main Stem	$3,517,162 54	
Lebanon Branch Ext.	3,615 05	
		3,520,777 59
		$17,380,571 85
Liabilities:		
Stock and stock liabilities and suspended stock, Main Stem		$8,780,501 46
Bills payable and loans, Main Stem		766,069 30
Bills and pay rolls for June and sundries, M. S		235,221 23
Back and July, 1869, dividends, Main Stem		469,487 18
Sundry contractors and persons, L. B. Extension		47,324 59
Bonded debt:		
Main Stem	$4,792,500	
Lebanon Branch Ext.	421,000	
		5,213,500 00
Profit and loss account, Main Stem		1,868,468 09
		$17,380,571 85

President.—H. D. NEWCOMB.

Directors.—H. D. Newcomb, W. H. Smith, R. A. Robinson, Geo. W. Norton, John G. Baxter, James Whitworth, W. B. Caldwell.

Secretary.—WILLIS RANNEY.

Gen'l Superintendent.—ALBERT FINK.

North Carolina Bonds.

The following extract from a letter to Messrs. Wm. Fisher & Sons, of Baltimore, relative to North Carolina bonds, may be of interest to parties holding these securities:

The Legislature of North Carolina is now in session, and it is proposed, we learn, to pass laws requiring insurance companies doing business in the State to deposit State bonds as security, also requiring railroad companies to take up their own securities and deposit State bonds instead. This will, we think, put the bonds up. We give the information as we receive it, but we believe it to be trustworthy.

☞ The Delaware Breakwater, which was commenced about fifty years ago, has recently been completed. Most of the stone for this great national work was shipped from the Leiper quarries, in Chester county. From the year 1833, when the breakwater was raised above the surface of the water, to the close of 1867, the following vessels were sheltered behind the works; 2,660 steamers, 4,536 ships, 2,981 barks, 24,217 brigs, 130,242 schooners, 11,725 sloops, and 11,149 pilot boats—making a total of 187,510 vessels.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first ten months of the year:

	1868.	1869.
Ashes, bbls.	5,886	7,809
Breadstuffs—		
Wheat flour, bbls.	2,249,861	2,645,951
Cornmeal, bbls.	288,794	178,422
Wheat, bush.	9,173,082	17,868,847
Rye, bush.	467,077	270,447
Oats, bush.	7,787,312	5,698,118
Barley, bush.	2,022,317	727,772
Peas, bush.	293,952	46,465
Corn, bush.	17,784,781	9,269,897
Cotton, bales.	494,829	506,715
Naval Stores—		
Crude turp., bbls.	9,768	12,807
Spirits turp., bbls.	60,082	55,961
Rosin, bbls.	395,030	477,414
Tar, bbls.	33,275	67,247
Pitch, bbls.	5,771	6,209
Provisions—		
Pork, pkgs.	78,056	72,842
Beef, bbls.	39,948	52,947
Cutmeats, pkgs.	66,171	70,634
Butter, pkgs.	390,318	526,936
Cheese, pkgs.	930,701	1,125,150
Lard, tcs. and bbls.	79,932	62,112
Do., kegs	12,446	12,815
Whiskey, bbls.	82,852	142,648
Petroleum, pkgs.	563,633	764,937

Exports from New York to foreign ports of certain leading articles of domestic produce for ten months of the year:

	1868.	1869.
Ashes, Pots, bbls.	3,286	3,505
Do., Pearls, bbls.	173	79
Beeswax, lbs.	420,133	156,624
Breadstuffs—		
Wheat flour, bbls.	816,429	1,258,243
Rye flour, bbls.	6,422	4,150
Cornmeal, bbls.	163,667	116,340
Wheat, bush.	4,628,703	15,736,279
Rye, bush.	153,093	130,948
Oats, bush.	60,848	46,414
Barley, bush.	.....	.....
Peas, bush.	148,334	83,084
Corn, bush.	5,633,831	1,588,792
Candles, bxs.	63,963	42,754
Coal, tons	53,078	39,850
Cotton, bales	232,469	235,423
Hay, bales	36,077	27,174
Hops, bales.	7,463	67,798
Naval Stores—		
Crude turp., bbls.	517	496
Spirits turp., bbls.	17,200	16,991
Rosin, bbls.	309,636	392,120
Tar, bbls.	9,448	30,324
Pitch, bbls.	3,079	4,306
Oils—whale, galls.	197,710	15,718
Do., sperm, galls.	812,705	576,085
Do., lard, galls.	128,388	28,434
Do., linseed, galls.	35,240	11,968
Provisions—		
Pork, bbls.	70,128	61,136
Beef, bbls.	21,060	28,128
Do., tcs.	41,896	46,494
Cutmeats, lbs.	30,217,488	43,239,628
Butter, lbs.	837,780	940,586
Cheese, lbs.	38,310,876	52,263,935
Lard, lbs.	37,301,020	26,866,302
Rice, tcs.	226	249
Do., bbls.	18,422	8,421
Tallow, lbs.	11,015,669	18,339,818
Tobacco, crude, pkgs.	77,086	103,963
Do., manf., lbs.	6,226,131	5,099,051
Whalebone, lbs.	538,869	203,731
Petroleum, galls.	46,527,318	56,294,109

☞ The payment of the £300,000 by Canada to the Hudson Bay Company will be made on or before the 1st of December next, as on that day the Northwest territory will be included by proclamation as part of the Dominion.

Journal of Railroad Law.

RAILROAD COMPANIES—PRESUMPTION OF OWNERSHIP—ESCAPE OF FIRE FROM LOCOMOTIVES—CONDITION OF TRACK.

The case of Mills *vs.* The Illinois Central R. R. Co. (42 Ill. 407) was one for trespass. The first count of the declaration averred that the company owned a railroad, and right of way one hundred feet wide adjoining a meadow in which plaintiff had a large quantity of hay. That the company suffered their right of way to be covered with dry grass and weeds; and in operating their road with an engine and train of cars, through their negligence, carelessness, and want of proper caution, fire was suffered to escape from the engine to the grass, weeds and other combustible material, and thence to plaintiff's hay, which was thus destroyed.

The second count was substantially the same, except it averred that it was the duty of the company to keep their right of way clear and free from dry grass, weeds, and other combustible material, but that they had failed to perform that duty.

The third count avers that it was the duty of the company to so operate their engines as to prevent the escape of fire to the injury of other persons; and, if it should escape, that it was the duty of the company to extinguish the same. But that they permitted fire to escape, and failed to extinguish it, whereby plaintiff's hay was burned.

Defendant filed a plea of not guilty. And a trial was subsequently had by a jury, who found a verdict for the plaintiff for $150 damages. Defendant entered a motion for a new trial, which was overruled by the court, and judgment was rendered on the verdict. To reverse which, defendant prosecutes this writ of error.

The following able opinion was rendered by

WALKER, C. J.—The first error assigned is not well taken. It asks for a reversal for want of proof that the plaintiffs in error were the owners of the road. It was proved that they had used and operated the road for a number of years and the possession of the property is *prima facie* evidence of ownership. It is true, that mere possession is not a high grade of evidence, but until rebutted it is proof of ownership. In this case, when the company were found to be using the road, and had been for years, and had been and still were exercising the rights and franchises of a corporation it may be doubted whether they could be heard to deny that they were the owners.

They, however, made no effort to disprove their ownership.

The second assignment of error questions the correctness of the second instruction given for defendant in error. That instruction asserts that the escape of fire from a railroad engine raises a presumption of negligence on the part of the road, and, that the fire, having been shown to have thus escaped, the onus then devolved upon defendants to rebut the presumption of negligence, by proving that they had the engine, from which the fire escaped, equipped with the most improved mechanical contrivances employed to prevent the escape of fire. Observation and experience teach, that engines, unprovided with such contrivances, are liable, in a high degree, to communicate fire to adjoining property.

And when the legislature chartered these companies, they knew that they were licensing them to employ a highly dangerous element in the exercise of their franchises and chartered privileges. Yet, dangerous as it is and was known to be, it is indispensable to the exercise of their privileges and the enjoyment of their franchises. And the legislature having omitted to make any provision on the subject, it must be presumed that they designed these bodies should employ all reasonable precautions to prevent injury to the public or to individuals, in the use of fire to propel their trains.

And experience proves, that by the use of modern inventions for the purpose, the escape of fire may ordinarily be prevented. And when it does escape we may safely infer that such machinery has been omitted, and require the company to show that it was employed and in proper condition.

In this there is no hardship, as the engine is under the control of the employees of the road, and they know, or at least are bound to know that the engine is properly equipped to prevent fire from escaping. They know whether any machanical contrivances were employed, and, if so, their character. On the other hand, persons not connected with this road, have no such means of information. Trains passing at a high rate of speed are not accessible to examination by persons not connected with the train, and who are thereby denied all means of ascertaining whether the necessary equipments are employed by the company. Hence, the necessity of requiring the company to show their use at the time, to rebut the presumption of negligence.

It is insisted that the third instruction given for the defendant in error was not the law. It asserts that it is negligence for a railroad company to permit weeds and grass to remain on their right of way, after they have become dry and combustible; and the escape of fire from their engines, and communicating with such weeds and grass, is negligence, for the result of which the company are liable. It is not an indisputible conclusion of law, that a railway company is guilty of negligence, to be inferred from the fact that fire ignites in dry weeds or grass on the land of the railway. It is a question of fact to be determined by the jury in view of the extent to which dead grass and weeds have been allowed to accumulate in the locality, the season of the year and all other circumstances affecting liability to fire. The court, instead of directing as a matter of law, that the presence of dry grass or weeds was conclusive evidence of negligence, should have told the jury that the company was bound to use the same diligence in removing dry weeds and grass, and all other combustible materials, from exposure to ignition by the locomotive, that a cautious and prudent man would use in reference to combustible materials upon his own premises, if exposed to the same hazard from fire as dry grass upon the side of a railway. This instruction went beyond this, and for that reason it was erroneous.

The jury returned into court after they had retired to consider of their verdict, and asked further instructions. The court thereupon gave this: "that if you believe from the proof in the case that the fire from the locomotive of the defendant set the fire out, by which the plaintiff's hay was burnt, that is sufficient proof on this point to make the defendants liable." There is no error in giving proper instructions after the jury have retired, when they shall request it. It may be discretionary, but it cannot be erroneous, for the court to give the jury proper instructions as to the law applicable to the case, when asked to do so by the jury.

This instruction, however, was manifestly wrong, and should not therefore have been given. If the rule it announces was correct, a railroad company should be insurers against fire escaping from their engines, no matter how high a degree of diligence they may have employed, or in what manner the fire may have escaped. Under such a rule no degree of diligence, even the utmost of which human capacity is capable, would relieve them, if it were shown that the fire escaped from an engine of the company. Such a rule cannot be found to have ever been announced by the courts of this country or Great Britain; and the instruction is manifestly erroneous.

No objection is perceived to the third instruction given for defendants below. As modified, we are of the opinion that it fairly presents the law applicable to the case. In discussing plaintiff's third instruction, and that given at the request of the jury, we have disposed of the sixth assignment of errors.

The judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

A Railroad Arrangement.

Thos. D. Messler, Esq., of this city, representing the Pennsylvania Central, and Pittsburg, Fort Wayne and Chicago Railway Companies, met the directors of the Pittsburg, Mount Vernon and Columbus Railroad, at the Doncaster House, in Orville, Ohio, on the 19th inst., and delivered to them a deed of the Cleveland, Zanesville and Cincinnati Railroad, from Hudson to Millersburg, Ohio, as one million five hundred thousand dollars worth of stock in the new company, in consideration of one hundred and sixty-five thousand dollars in stock subscribed by Knox, Holmes and Wayne counties, for the completion of the road from Millersburg to Mount Vernon and Columbus. —*Pittsburg Chronicle.*

Pittsburg and Connellsville Railroad.

According to the monthly estimate of the work to be done on the Pittsburg and Connellsville Railroad, east of Connellsville, it appears, the work of construction is being pushed forward with all possible speed. The difficulty arising from the scarcity of labor has in a great measure been overcome by the importation of negroes from Kentucky and laborers from Canada by two of the heaviest contractors on the line.

The President states that within a year from this date the road will be completed and stocked, and trains running through to Baltimore.

We are informed that plans have been completed for a most advantageous western connection.—*Pittsburg Chronicle.*

☞ The Chesapeake and Ohio Canal will be closed on the 5th of December. In 1842, when this canal was first opened, only 1,700 tons of coal were mined at Cumberland: at the close of business last year over 1,300,000 tons were shipped, and the trade this year, at the same period will have reached from 1,600,000 to 1,800,000.

☞ The contract between the National Junction Railway Company and the lessees of the Alexandria canal, for the building of a railroad bridge upon the piers of the canal aqueduct at Georgetown, has been confirmed by the board of directors of the Alexandria canal, at a recent meeting in Alexandria, Va.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point..100	1,232,300	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,228		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 2½
Baltimore and Ohio.....100	16,182,962	A. & O.	Oct. '69 2
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '69 5
Baltimore City Passenger...	670,000	F. & A.	Aug. '69 3
Bay de Noquet & Marq....100	1,256,000	A. & O.	Apl. '68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb. '68 3½
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct. '69 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Jun. '69 2½
Boston and Albany 100	13,725,100	J. & J.	July '69 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont..100	459,800		
Do. do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jun '69 4
Brooklyn City 10	1,000,000	F.M.A N	Aug. '69 3
Brooklyn City & New'n..100	899,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,300	A. & O.	Oct. '69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,928	J. & J.	July '69 5
Cape May and Millvi le* 50	447,000	J. & D.	Jun. '69 3
Catawissa.....50	1,150,000		
Catawissa, pref.....50	2,200,000	M. & N.	Nov '69 3½
Cayuga & Susquehanna..* 50	489,110	J. & J.	Jul. '69 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,500	J. & J	July. '69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan. '69 3½
Central Ohio.....100	2,500,000	J. & D.	Dec. '68 3
Do. pref.....100	400,000	J. & D.	Jun. '69 3
Cen. Park, N. & E. River.100	970,000		Oct. '67 2½
Chemung*.....100	880,000	J.A.J&O	July '69 2
Cheshire, preferred 100	2,017,525	J. & J.	July '69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,426,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	M. '69 15
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	July '69 5
Chicago and Milwaukee*..100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Jun. '69 5
" " pref.100	13,159,097	J. & D.	Jun. '69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct. '69 5½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '69 5
Cincinnati City Passenger Street.....		J'n & J'ly	Jan. '69 2
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jan. '69 2
Clev., Col., Cin. & Ind....100	10,450,000	J. @ J.	Jul. '69 7
Cleveland & Mahoning*... 50	2,056,400	F. & A.	Jul. '69 2½
Cleveland and Pittsburg... 50	6,958,775	M. & N	Nov '69 3½
Cleveland and Toledo* 50	5,000,000	J A J &O	Oct. '69 2
Col., Chi. & Indiana Cen.100	11,420,000	F. & A.	Aug. '69 4
Columbus and Xenia*..... 50	1,788,200		
Concord 50	1,500,000	J. & J.	Jul. '69 3½
Concord & Ports., guar....100	350,000	M. & N.	Nov. '69 5
Coney Island & Brooklyn.100	500,000	J. & D.	Jun '69 3½
Conn. & Passumpsic Rivers.100	139,000		
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '68 4
Danbury and Norwalk 100	400,000		
Dayton and Michigan*.....100	2,390,646		
Delaware*.....50	894,360	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	July '69 5
Des Moines Valley.....100	1,320,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	Nov. '69
Dubuque and Sioux City..100	1,678,641	Annual	J'ly '69 3½
Dubuque and Sioux City..100	1,987,351	J. & J.	J'ly '69 3½
Do do. pref.100	392,550	J. & J.	Jul. '69 3
East Mahanoy 50	2,883,300	J. & J.	Jul. '69 4
Eastern (Mass.).....100	492,500	J. & J.	Jul. '69 4
Eastern (N. H.).....100	854,600		
East Pennsylvania 50	1,290,067		
East Tenn. and Georgia....100	1,902,000		
East Tenn. and Virginia....100	1,000,000	J.A J&O	Jan. '68 4
Eighth Avenue (N. Y.) ...100	800,000	F. & A.	Aug '69 2½
Elm., Jeffers. & Canand*..100	800,000	M. & N.	Nov '69 2½
Elmira & Williamsport*.. 50	800,000	J. & J.	Jul. '69 2½
Do. do. pref. 50	800,000	J. & J.	Jul. '69 2½
Erie Railway 100	70,000,000	F. & A.	Feb. '68 4
Do. pref.....100	8,525,910	Annual	Jan. '68 7
Erie & Pittsburg 50	982,990		
Evansville & Crawfordsv.160	1,143,445		
Fitchburg 100	3,440,000	J. & J.	Jul. '69 4
Fitchburg & Worcester...100	943,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St.Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.).....50	113,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100		M. & S.	Sep. '69 4
Grt. Sand Coates St.(Ph.) 50	140,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A J&O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,258,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Hudson River 100	13,982,700	A. & O.	Oct. '69 4
Huntingdon & B'd Top ... 50	494,390		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct '69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug. '69 4
" " guar.100	533,500	F. & A.	Aug. '69 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....		J. & J.	July '69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y. '67 5
Lehigh Valley 50	10,731,400	J.A J&O	Oct. '69 2½
Lehigh Luzerne.....50	344,550	J. & J.	Jan. '69 4
Little Miami.....50	3,572,400	J. & D.	Jun. '69 3½
L. M. & O. and X. (Joint'n.100	1,804,397	J. & D.	Jun. '69 5
Little Schuylkill*.....50	2,646,100	J. & J.	Jul. '69 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island.....50	3,000,000	F.M.A N.	Aug. '68 2
Long Branch & Sea Shore ..	96,194		N'v'67 10
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul. '69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	300,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep. '68 3
" " 2d pref. 50	4,460,363	M. & S.	Sep. '68 3
Memphis and Charleston..100	6,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323.375	J. & J.	July '69 4
Millville and Glassboro' ... 50	406,020	F. & A.	Aug.'67 6
" " 1st pref.100			
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 14s
" " pref.....100	8,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	2,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	8,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug. '69 5
New London Northern....100	895,000	M. & S.	Sept '68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificate.100	21,491,450		
" old int. cer.100	22,829,000		Aug. '69 4
New York and Harlem.... 50	5,500,000	J. & J.	July '69 4
" " pref. 50	1,500,000	J. & J.	July '69 4
New York & New Haven.100	9,000,000	J. & J.	July '69 5
N. Y., Provid. & Boston .100	2,000,000	J. & J.	July '69 2½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,798,900	F.M.A N	Nov. '69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh.,.100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania.....50	3,150,150		Jan.'69 5s
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July '69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	8,500 000	J. & D.	Jun.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Oct.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.A.J&O	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul.'69 3
Philadelphia and Erie*.... 50	5,998,700		Jan. '68 3
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5s
Do. Do. preferred. 50	1,551,300	J. & J.	July'69 5s
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt..... 50	9,068,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J & J.	Jan. '69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J. A J &O	Oct. '69 1½
Pittsfield and N. Adams...100	499,000	J. @ J.	July '69 3
Portland and Kennebec...100	579,500	D. & A.	Aug '69 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ...100	2,400,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	98,400		Nov.'61 2
Rome, Watert. and Og'sb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,598	M. & N.	Nov.'69 3
Sand., Manaf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	578,056	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May.'69 3
South Carolina 100	5,819,275		
South Shore 100	259,686		Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,200	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch.....50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	260,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'69 3
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000		
" " (E. D.) pref.100	1,700,000		
" " (W. D. pref..100	1,200,000		
Tol., Wabash and West...100	5,700,000		
" " pref100	1,000,000	M. & N.	May 69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Pa.)..100	200,000		
Union (Phila.) 50	291,476	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian....100	857,400		
Virginia Central 100	3,353,679		
Virginia and Tennessee....100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia.....50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac.....		J. & J.	Jul. '69 3
Warren.....100	1,547,650		
Worcester and Nashua ... 78	1 522,500	J. & J.	Jul.'69 4½
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Jun.'69 3
Chesapeake and Ohio 25	3,228,595		
Delaware Division.....50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan.'69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.) 50	1,903,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,807,350		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'68 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh.p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'68 5
West'n Union Telegraph..100	41,063,000	J. & J.	July'69 3
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 100	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'68 5
Fulton Coal.....		J. & J.	Jul. '69 2
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	F.M.A&N	Feb'69 5
Roaring Brook Coal.....	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 5
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '68
Adams Express.....100	10,000,000	F.M.A&N	Apr.'68 4
American Express 500	9,000,000	F.M.A&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	F.M.A&N	A'g.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,987	81,396	96,451	106,835	164,729	259,590	251,832	282,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	566 080	532,657	511,854	609,788	622,000	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,358	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156.899	153,294	1,678,706
1864	100,991	154,416	195,803	162,723	178,786	206,090	224,257	312.165	354,554	320,879	307,803	252.015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,633	360,223	323.030	271,247	3,696,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,604	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	462,109	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,795	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1.959,267
1864	158,736	176,482	243,150	186,012	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1865	305,554	246,331	259,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,318,514
1866	241,395	183,385	257,230	209,090	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,058	4,356,614
1868	308,587	297,464	276,431	301,952	316,709	378,456	341,885	568,380	558,387	591,200	424,590	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407,686	2,611,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	462,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,510	658,948	925,963	806,524	797,475	1,000,086	1,200,216	1,010.892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,580	879,900	11,632,787
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,189	1,414,231	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242 509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,051	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	.....	.....	.....
Erie:													
1866	1,185,746	967,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416.001	1,041,116	14,566,413
1867	906,759	917,639	1,139,528	1217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511.305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,756	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	506,465	411,606	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,056	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	689,967	931,530	685,401	681,041	7,817,629
1869	681,666	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.566	121,519	125,065	119,109	121,408	1,294,096
1869	98,517	91,666	103,556	109,526	111,033	118,648	114,496	129,368	140,473	132,866	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332.360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,866	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429.546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,024	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	366,117	308,502	437,600	521,326	543,886	436,399	437,508	4,981,158
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,735*	1,279,802*	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307.474	258.634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306.186	3,168,045
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376.470	3,970,945
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413.501	476,661	490,694	447.670	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,063	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,960	353,569	473,546	490,772	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438.323	5,683,608
1868	369,228	321,203	338,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	466,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	.....	.....	.....
New York Central:													
1865	967,869	613,381	965,659	1,346,784	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,639	1,486,356	1,117,858	14,576,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332.400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	.....	.....	.....
Phi adelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	264,285	388,725	414,707	448,994	463.873	466,557	454,526	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464.809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170.241	1,125,635	754,551	1,032.149	812,178	9,555,510
1865	653,063	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874.974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	966,858	903,974	864,637	693,104	873.153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,728	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,256	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364.334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463.509	505,814	486,300	487,642	5,152,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7.120,466
1865	690,144	678,504	857,588	733,866	637,186	646,995	584,523	712,495	796,938	858,501	712,363	580,964	8 489,062
1866	559,982	450,986	662,163	599,806	682,510	633,667	552,378	648.201	654,926	757,441	679,935	555.222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,726
1868	505,505	604,316	689,317	770,198	615,600	601,230	556,828	656,424	781,562	827,639	685,554	746,990	8,041,161
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222.953	198,884	244,634	212.227	177,364	2,250,143
1867	149.658	149,342	174,153	188,162	171,736	156,066	172,933	220,783	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,580	202,238	206,750	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,957	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,790	374,024	377,981	375,534	361.910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717 386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,356
1868	278,712	285,137	257,800	286,825	260,529	293.344	283,833	464,209	450,203	429,896	322,279	399,439	4,012,206
1869	284,192	265,137	242,705	311,883	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Union:													
1869	.....	.....	.....	.....	591,420	706,602	623,559	617,585	755,084	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1869.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	112½
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	124
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	6	" "	1881	118
and March 3, 1863 ..... coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	8,882,500	6	" "	1884	113½
.. .. .. (5-20s).....coupon		6	" "	1884	113½
Loan of June 30, 1864 (5-20s)...registered	125,561,800	6	" "	1884	113½
.. .. .. (5-20s).....coupon		6	" "	1884	113½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	113
.. .. .. (5-20s).....coupon		6	" "	1885	113½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	115½
.. .. .. (5-20s).....coupon		6	" "	1886	115½
.. .. 3d series (5-20s)...registered	379,568,950	6	" "	1887	115½
.. .. .. (5-20s).....coupon		6	" "	1887	115½
.. .. 4th series (5-20s)...registered	42,589,350	6	" "	1888	115½
.. .. .. (5-20s).....coupon		6	" "	1888	115½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107
.. .. .. (10-40s).....coupon		5	" "	1904	107
Union Pacific R. R. Bonds .....(currency)	62,188,320	6	Jan. & July.	'95-'99	107
Certificates of Mar. 2, 1867, and July 2, 1868...	47,640,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	306,502	var	.....	Due.	....
Treasury Notes (7-30s).....	888 400	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,576,210	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,410	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,258	nil.	.....	Dem.	....
Fractional Currency	37,035,442	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	38½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440.000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71-'81	97½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	91
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)...	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	81
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Ath. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1870	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1898	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	65
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	81
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	" "	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	90
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1864-'65	2,040,100	6	" "	1883	102½
.. —Sewall's Relief Loan of 1867.....	100,000	6	" "	1873	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	5,578,666	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	105
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B. H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1878	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	121½
.. —	650,000	6	" "	'72-'78	121½
.. —	720,000	6	" "	'74-'75	122
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	102
.. —Coast Defense Loan of 1863..	868,000	5	Jan. & July.	1883	101½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	910,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'78-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	458,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	91
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	91½
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	6	" "	1877	109
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'01	44½
.. — .. (new).....	3,059,045	6	" "	'92-'98	34
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	132
.. — .. (").....	4,095,309	6	" "	1881	103
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	52,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	....	....
.. —	1,642,128	6	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	102½
.. —	7,909,600	6	" "	1877	107
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	434,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	60½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	59
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	52
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. stg.....	2,331,500	6	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	55
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	6*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	3	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1890	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	46½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	8	April & Oct.	"	1873	90½
Wharf purchase bonds	200,000	6	" "	"	1879	95
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,600,606	7	April & Oct.	New York.	1893	81½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	800,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	97½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,080	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	84½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294.000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,686	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'96-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1900	80
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	92½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	24,371,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	94
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	89
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1876	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	88
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1975	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	87
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1893	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	96
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1896	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1883	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1891	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	74
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	76
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	69
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	252,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	87½
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	88½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1905	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,302,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	90
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	90
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1896	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1896	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	95
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	88
Income Bonds	570,000	5	April & Oct.	"	1872	58
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	84
4th Mortgage	4,441,000	7	April & Oct	" "	1880	79½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	136,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1899	....
Rockville Extension 1st Mort	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	'70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	6*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	6*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1876	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	687,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	116
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1867	94¼
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	85½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1876	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98½
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	87
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113¾
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	121
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	94½
2d Mortgage	2,693,000	7	" "	" "	1877	88
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1893	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1898	80
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,456,000	8	Feb. & Aug.	" "	1898	100½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86½
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	120,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1883	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,600	7	Jun. & Dec.	New London.	1873	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1883	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)		8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	86
Funding, Sinking Fund Bonds.	1,514,000	7	Feb. & Aug.	" "	1876	98
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85½
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	96½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	90
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,600,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	87½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	106
2d Mortgage	276,500	7	— & —	"	18—	84½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	101
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	100
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	92
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,052,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	88
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1876	73½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	72½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	91
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new)-Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1893	96
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,620,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage (General)	5,000,000	6	" "	"	1881	84½
2d Mortgage	4,000,000	7	" "	"	1901	84½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-45 and 49	2,497,800	6	" "	"	1880	90
Bonds of 1857, convertible	171,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1890	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,256,000	7	" "	Philadelphia.	1893	102
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1863	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	94½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1892	....
2d Mortgage	350,000	7	June & Dec.	"	1894	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	69
Consolidated, coupon	1,293,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	6	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S. F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,334,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 30 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	79
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,709,000	7	" "	" "	1894	73
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	2,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	$7,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241.100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1880	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	26,638,000	6*	Jan. & July.	New York.	'95-'99	85
2d Mortgage (Gov. subsidy)	26,638,000	6	" "	" "	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	76½
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76-'77	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	88½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7	"	"	1890	....
" " " 3d class	154,000	7	"	"	1890	....
" " " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	662,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	800,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	79
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1861	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,899,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97½
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	77
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	53
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1876	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Cars: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$			$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,061,364	4,250,199	535,623	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)			—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	96
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,924	1,746,527	4,846,048	1,857,286	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶.....Georgia.	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,664,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,564	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	.....	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)			—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,540	1,173,920	14,834,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,022,114	1,319,059	6,074,608	1,918,432	—	100	146
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.8	777,049	1,913,253	370,191	1,238,657	223,834	—	100	10
Nov. 30, 1868	26.8	1.8	43.6	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,966	413,730	957,144	235,139	8	100	131
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	142⅝
Nov. 30, 1868	47.0	7.0	46.5	—	36	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,068	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	—	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	¶	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,663	411,226	—	100	85
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	—	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	.....	.....	1,109,406	990,000	75,179	.....	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	*	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	.....	.....	.....	—	(Leased to West Jersey.)			—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,000	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased to Illinois Central.)			—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	91½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	28
Dec. 31, 1868	695.0	....	—	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Chushire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)			—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	148
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	16,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	152
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,758,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	74½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,040	10	100	103½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....Ohio.	.....	.....	.....	.....	600,000	500,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	Lessees of San. & Cin.								Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased to Ind., Cin.and Laf.			—	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)			—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	—	—	—	—	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased to Ind., Cin.and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	—	—	—	183,306	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,964	17,675	—	100	....

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,277	628,356	2,962,614	834,449	7	100	75
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahening	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased	to Atl. &	Gt. Western.)	—	—	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,368	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	84
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Shore.)	—	—	7	100	92
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill.	29,184,000	*	.....	.....	11,620,000	17,764,000	.....	.....	—	(Leased to	Pittsburg	Cincinnati	and St. Louis.)	—	—	—	25
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846	—	(Operated by	Little Mi	ami.)	—	—	8	50	....
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	.....	.....	1,500,000	.....	.....	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to	Concord,)	—	—	—	7	100	108½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecticut River	Massachusetts.	1,978,748	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	129½
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1868	14.6	—	1.1	—	...	...	...	...	Contoocook River	New Hampshire.	257,000	—	—	—	200,000	30,000	.....	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland and Pennsylvania	Maryland.	3,300,000	*	.....	.....	1,500,000	1,674,000	.....	—	34.0	248,299	67,636	1,246,515	523,329	163,178	—	50	....
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	160,000	.....	6,124	23.8	69,630	.....	.....	170,672	51,024	10	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000	—	—	—	3,000,000	2,000,000	.....	—	—	(Under construction.)	—	—	—	—	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	4,749,101	508,286	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	.....	.....	.....	965,853	273,497	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	.....	.....	76,000	527,449	12,768	.....	31.8	76,128	72,188	60,571	168,420	17,479	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	—	.....	.....	309,276	738,000	.....	—	42.0	.....	.....	.....	139,355	loss.	—	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	.....	.....	891,206	892,750	.....	—	112.5	.....	.....	.....	354,270	61,942	6	100	....
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	.....	.....	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,885	2,128,512	3,743,107	1,794,648	13½	50	199½
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	.....	—	.....	.....	1,820,000	2,892,000	—	—	168.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	.....	.....	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	—	—	—	480,000	—	—	—	—	(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	.....	4s	100	108
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	.....	.....	680,372	550,000	377	.....	79.0	.....	.....	.....	176,217	.....	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	.....	.....	.....	280,000	.....	.....	—	—	(In progress.)	—	—	—	—	—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.	.....	.....	.....	.....	500,000	1,000,000	.....	—	—	—	—	—	(In progress.)	—	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	114½
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.,	Wil. & Balt.)	—	—	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,847	.....	.....	.....	654,600	576,900	.....	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	74
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	.....	140.8	.....	.....	.....	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	.....	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.	.....	.....	.....	.....	.....	.....	.....	(Oper. by	Evan	sville, Henderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Central.)	—	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Central.)	—	165,000	5	50	64
Sept. 30, 1868	400.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,276,872	3,244,583	—	100	294
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184	.....	.....	962,900	2,459,132	62,103	.....	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	...	...	...	...	European and North American ¶	Maine.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	.....	.....	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321	.....	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	.....	.....	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.	.....	.....	.....	.....	.....	.....	.....	.....	64.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,069	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	.....	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Leased	to Pittsburg	and Connellsville.)	—	—	7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	131
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	.....	248,000	.....	21,663	.....	23.0	36,955	115,847	48,956	91,945	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000	—	.....	.....	150,000	100,000	125,000	—	—	(Leased	to Belvidere	Delaware.)	—	—	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.	.....	*	.....	.....	1,098,600	1,520,500	.....	.....	90.0	.....	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	—	—	—	—	—	—	—	12.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	.....	.....	.....	.....	.....	.....	.....	—	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	.....	.....	.....	.....	1,000,000	1,500,000	.....	—	—	(In progress.)	—	—	—	—	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,306	*	.....	.....	230,845	—	97,000	—	17.0	36,950	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.8	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	575,000	.....	—	52.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	238.0	687,607	.....	.....	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	...	...	...	...	*Grand Rapids and Indiana*	Indiana.	642,000	*	.....	.....	475,000	167,000	.....	—	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	.....	.....	.....	.....	1,000,000	1,000,000	.....	—	61.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,708,500	*	.....	.....	14,367,950	78,430,550	.....	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,490	17,384,695	8,917,940	.....	608,825	334.5	2,344,814	732,416	.....	3,702,310	1,781,667	3½	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina	3,081,213	*	80,495	.....	1,510,374	1,737,500	200,000	.....	164.3	122,712	39,149	.....	320,138	128,055	—	100	....
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	.....	.....	.....	.....	7,600,000	9,760,000	.....	—	271 0	.....	.....	.....	2,184,167	.....	—	100	107½
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	.....	.....	1,182,550	700,000	.....	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford, Prov. and Fishkill	Conn. & R. I.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,384	529,117	12	100	232
Jan. 31, 1869	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,396,285	456,449	361,606	.....	2,037,939	2,055,000	.....	.....	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	288,095	123,332	2 000,000	291,000	121,023	101,962	119.8	.....	.....	.....	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,000,000	*	.....	.....	2,000,000	2,000,000	140,000	.....	135 0	.....	.....	.....	397,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,669 832	2,516,607	19,484	.....	13,932,700	6,074,860	1,167	.....	150.0	1,370,180	2,626,303	716,263	5,674,215	1,780,896	8	100	161
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt	Penn.	2,201,675	*	.....	.....	689,380	1,810,045	.....	.....	58.7	152,874	27,812	296,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,196,466	2,012,928	26,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,676	7,817,629	2,414,986	10	100	140
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	.....	.....	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	139.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	5,269,134	1,686,239	4,456,485	106,746	6,185,897	8,232,807	.....	—	302.5	.....	.....	.....	.....	.....	—	50	26
Dec. 31, 1868	76.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	.....	.....	.....	.....	.....	.....	.....	—	75.0	237,250	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	.....	.....	132.411	35,000	26,300	—	13.0	23,900	31,778	68,378	64,610	8,944	—	100	....
Oct. 31, 1868	11.0	—	2.0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	.....	400,000	150,000	.....	—	11.0	.....	.....	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,896,000	143,196	131,393	116.0	.....	.....	.....	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,060,000	3,120,000	732,290	1,432,644	225.0	695,819	.....	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alton.)	—	152,927	7	100	92½
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central.)	—	—	6	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	70,033	41,937	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	.....	.....	.....	.....	.....	1,159,000	.....	—	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	80	Keokuk and St. Paul	Iowa.	750,000	*	.....	.....	260,000	500,000	.....	—	25.0	(Owned by Chicago Burlington & Quincy.)	—	—	—	—	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	—	16.0	—	—	—	—	—	—	100	....
Dec 31, 1868	31.0	—	113	84.0	2	2	1	90	Knoxville and Kentucky ¶	Tennessee.	.....	.....	.....	.....	.....	.....	.....	—	31.0	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,243,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	88½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	107½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,595	29,006	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	.....	....
Oct. 31, 1868	28.8	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	84½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	.....	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	½	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,000	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	125
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N. 4½	mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	514.376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,031,971	5,024,108	2,046,036	8	100	....
Sept. 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,600	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	69½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	105½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	———	825,407	2,005,800	505,702	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,852	33,477	1,644,224	1,183,900	289,438	———	116.9	172,918	.....	.....	411.714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex.....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,634	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,455	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Lou	isville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck.....Connecticut.	2,026,700	*	87,238	———	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	———	102,937	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown.....Delaware.	680,824	*	68,642	.....	744.520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,496	—	100	....
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	5½
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central.....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,195	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	46
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,196	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	135
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	141
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	———	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0				254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	≈				(In pro	gress.)										—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	—	80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,160,000	3,463,839			67.3	421,267			1,015,394	388,240	6s	50	76
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,788,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277		4,798,900	6,875 000	1,810,066	788,406	330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	87¼
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362		3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	104½
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*				159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210		2,363,700	654,000	93,061	475,143	66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	110
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶		6,435,167	*			(Owned	by Nova	Scotia.)			145.0	279,621		3,345,141	253,994		—	....	
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963				4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	63¾
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*				23,354,125	4,964,000			340.0		30,256,534		2,964,041	663,427	—	100	26½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721				4,259,450	3,170,000		173,897	101.5	248,880			1,197,090	653,185	—	50	75½
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*				4,943,420	2,888,000	308,013	227,855	141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	97
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,146	82,187		2,104,057	3,940,187	976,444		291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	....	Orange and Newark	New Jersey.	618,549	63,889		13,612		289,550	380,000	26,500		9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*				222,987	717,000	2,387						111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186				482,400	573,500	4,000	55,341	36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241			33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,388	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000					7,000,000	1,192,000			47.6						24	100	210
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000					630,000				—	(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000					5,000,000	500,000			—	(Leased	to Erie)				—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000					284,500	85,000			—	(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786					339,650	160,000			—		(Leased t	o Camden and Amboy.)			—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256		27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	109½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500			3,200,000	597,500	375,000		47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000					1,200,000	600,000			—	(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*				1,000,000	1,000,000									—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*				1,323,200	67,926	154,299		82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*				218,000	800,000	212,500		39.0	87,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*				6,004,200	13,000,000	328,635		287.5				2,804,250		—	50	58
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380				1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	142
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128		26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	99
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164			329,063		1,259,120				26.5				995,196	290,585	10	100	117½
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*		1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	8	50	104
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*				5,000,000	4,008,000	4,750,000		222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*				1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*		2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,804,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*		6,322	782	450,000			782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.				(In hands of R		eceiver.)				23.0	34,971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*				783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923		1,500,000		399,709	6,680	51.3	258,977			518,592	130,420	6	100	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	360,000					350,000				—	(Leased	to Concord.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000					170,000	200,000			—	(Leased	to Eastern.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	..	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*				437,917	150,000			14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.6	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943		1,900,000		129,656	23,426	54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																—	—	....
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*				2,530,700	1,524,800	1,226,300		92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791			505,848	1,000,000			—	159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575				3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*			81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628		1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*			46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72*	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*				650,000	600,000			—		(Not in o	peration.)			—	100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*				427,402				22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.						1,080,000	1,384,000			12.0		(Under c	onstruction.)			—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016		2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	—	—	39	31	12	739	Rutland	Vermont.	6,500,000									166.3	694,409	4 069,421	11.712,202	993,239		—	100	29
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*				2,100,000	2,050,000			—		(About $5	0,000 a month.)			—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois	10,700,000	*				4,340,000	6,700,000			132.0		(Leased to	Ind. & St. Louis.)	517,941		—	100	29
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000					10,000,000	4,000,000			120.6				612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.							2,725,000			—	(Leased	to Chi. &	Alton.)	240,000		—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.						2,000,000	1,000,030			—		(Under co	nstruction.)			—	100	....
Dec. 31, 1868	68.0	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.										—		(Under co	nstruction.)			—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*					2,020,000			80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*		99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*				180,550	100,000			—	(Leased	to West J	ersey.)		16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679		243,305	226,900	487		—	(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*				900,235	2,150,000	50,000		116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845					1,299,150	97,000	148,578		54.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050					576,050				—	(Leased	to Phila. a	nd Reading.)			5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.							290,000									—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*				999,050	799,830			119.3				312,577	12,909	—	100	....
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.						2,481,062	1,079,100			160.0				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*				743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663					100,000	37,800			20.0	(Operat	ed by Jeff. Mad. and		Louisville.)		—	100	....
May 31, 1869	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*				636,200	55,000			50.0	167,376			289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6 5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.						1,330,000	3,200,000			75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*				783,500	1,232,760	4,510		109 0	373,516	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300					438,300				—	(Leased	to Central	of New Jersey.)			6	100	....
Dec. 31, 1868	187.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*			1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.						900,000				—		(In progress.)				—	100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*				259,685	150,000	17,614	15,039	22.0	45,312	2,002,440		77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*				484,000	750,000	150,000		—		(Not in fu	ll operation.)			—	100	....
Sept. 30, 1868	123 0	0 8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*		36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,668,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.						880,000				(Under	construction.)					—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*														—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	...	...	...	....	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	286,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	3	4	2	25	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,209	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housatonic.)		31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,393	—	—	1,126	—	(Leased	to Boston & Lowell.		19,773	15,970	8½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,227	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the			Rondout	and Oswego Line.)										100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,276	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	24.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	220.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	250,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. L. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	59
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	647,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	224,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudson River.)		.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Leased	to Vt. & Mass.,		.....	.....		100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	510,000	.....	.....	.....	.....	(Leased	to Pennsylvania.)		R. R.)	32,000	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	762	*Union Pacific* (Eastern Division).Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	87	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	58,625	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	80	Utica, Chenango and Susq. Valley..N. Y.	1,154,080	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased	to Vermont Central.)		.....	.....	8	100	97½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,206,300	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,550	147,526	15,394	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	57½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	.....	(Leased	to Rutland.)		.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	176,649	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	164	Virginia Central ¶.....Virginia.	5,540,788	541,614	83,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La. & W'tn.)		410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	.....	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,5..	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1867.)		.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,042,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	....	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,042,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	6.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	3,000,000	1,596,447	.....	63.7	(Leased	to Pennsylvania.)		.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	22.0	—	....	121.0	—	—	—	—	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,407,271	2,626,929	537,378	252,544	10	50	125
Dec. 31, 1868	28.0	—	....	68.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	—	(Not in operation.)		—	—	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	—	(Not in operation.)		—	—	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by	Boston, Concord and Montreal.)		.....	.....	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	74,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester...N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶....N. Carolina.	3,061,431	*	341,131	33,027	1,462,775	1,474,665	160,2..	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	—	(Leased	to Nashua and Lowell.)		596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	.....	.....	.....	.....	.....	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,963,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)					.....	.....	8	60	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	14	100	120½
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	68
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	80
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	.....	.....	2,750,000	701,000	.....	.....	1.. 8.0	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	.....	10 3.3	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	4. 0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87. 0	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123. 1	—	—	—	267,884	29,513	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000	—	—	—	—	—	100	100	....
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.							—	100	100	19½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,347,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	97
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31, '68	9.20	—	—	Cincinnati street.....O.							—	100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.							—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	97
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia .....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	.....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	29½
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.							—	—	—	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12
Dec. 31, '68	—	—	—	Hoboken and Hudson City..N.J.							—	—	—	....
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.							—	—	—	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.							—	—	—	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	129,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	84,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	68½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	71½
Nov. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Sept. 30,'68	3.39	17	4	Northampton & Wmburg..Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Dec. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	25½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.3	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Oct. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Dec. 31, '68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Nov. 30,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	....
Oct. 31, '68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Sept. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Nov. 30,'68	3.96	—	—	Schuylkill River (Phila.) .....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Oct. 31, '68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	176,962	512,666	71,706	—	100	100	....
Sept. 30,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	41
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Oct. 31, '68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Sept. 30,'68	—	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	3.61	—	—	South Boston .....Mass.	401,030	400,000	—	—	12,047	209,164	20,976	9½	100	5½
Nov. 30,'68	6.43	265	39	Stoneham street (Boston)..Mass.	39,344	33,000	—	—	1,500	10,291	Loss.	—	100	....
Nov. 30,'68	2.50	13	4	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	—	100	....
Nov. 30,'68	0.74	—	—	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Sept. 30,'68	4.38	10	3	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	90
Oct. 31, '68	7.25	200	37	Third Avenue (N.Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Sept. 30,'68	18.00	1422	187	13th and 15th streets (Phila.).Pa.							—	—	—	19½
Oct. 31, '68	—	—	—	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	3.47	32	5	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Sept. 30,'68	4.50	—	—	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	90
Nov. 30,'68	—	449	74	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	15.50	85	20	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	2.50	20	6	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Sept. 30,'68	15.50	162	29	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Dec. 31, '68	5.80	—	—	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	13.50	380	70	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31, '68	4.38	14	4	Williamsport .....Pa.	20 867	15,600	5,000	1,127	3,565	1,319	—	25	25	....
Oct. 31, '67	1.02	10	4	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'68	2.76	—	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....
Nov. 30,'67	4.06	44	—											

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter s. Rate.	Inter s. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1873	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1878	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1860	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed.	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	95
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J	1880	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1870	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	....
Camden and Atlantic, pref.	600,000	7	...	44
Catawissa,* pref. and guar.	2,200,000	7	7	70
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	149½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	88
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,961	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	52½
Hannibal and St. Joseph, pref.	5,253,836	...	...	109
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	84½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	70
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	58
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Sumberland Coal, pref.	.....	6	...	26½
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	34 50 @ 37	—
Pig, American, No. 1		40 — @ 41	—
Pig, American, No. 2		37 — @ 38	—
Pig, American, Forge		36 — @ —	—
Bar, Refined, English and American		85 — @ —	—
Bar, Swedes, assorted sizes	(gold).	82 50 @ 85	—
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	— — @140	—
Bar, Refined	" "	95 — @ 1	—
Bar, Common	" "	87 50 @ 90	—
Scroll	" "	120 — @180	—
Ovals and Half-round	" "	120 — @145	—
Band	" "	120 — @ —	—
Horse Shoe	" "	120 — @ —	—
Rods, ½@3-16 inch	" "	100 — @155	—
Hoop	" "	125 — @180	—
Nail Rod	Less 5 per ct. per lb.	— 8½@ —	9½
Sheet, Russia, as to No.'s	(gold)	— 10½@ —	11½
Sheet, Single D. and T. Common		— 5½@ —	7
Rails, English	(gold) per ton.	56 50 @ 57	—
Rails, American, at Works in Penns'y.		76 — @ 77	—
Anvils, Eagle	per lb.	— 9½@ —	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.	(2d and 1st quality). per lb.	— 18 @ —	22
English Spring	(2d and 1st quality)	— 9 @ —	11½
English Blister	(2d and 1st quality)	— 11½@ —	19
English Machinery		— 12½@ —	15
English German	(2d and 1st quality)	— 14 @ —	16
American Blister "Black Diamond"		— 10½@ —	16
American, Cast, Tool,	do.	— 19 @ —	—
American, Spring,	do.	— 10 @ —	13
American Machinery	do.	— — @ —	13
American German	do.	— 10 @ —	13

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½; 5 cents per lb. (Cash.)

Cut, 4d.@10d.	per 100 lb.	4 75 @ —	—
Clinch		6 25 @ —	—
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 28 @ —	30
Copper		— 38 @ —	40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 37 @ —	—
Straits	(gold).	— 33½@ —	—
English	(gold).	— 32 @ —	—

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal. per box.	8 12½@ 8 37½	11 — @ 11 50
I. C. Coke	8 75 @ 7 37½	9 — @ 10 25
Coke Terne	— — @ 6 —	— @ 8 50
Charcoal Terne	7 75 @ 8 25	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).	per gall.	— 20 @ —	20½
Crude, 40 @ 47 gravity (in shipping order)		— — @ —	25
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 33 @ —	—
Refined, Standard White (in ship'g order).		— — @ —	33½
Refined, prime White (in shipping order).		— 34 @ —	—
Refined, S. W. (in merchantable order)		— — @ —	33
Naptha, Refined, (60 @ 63 gravity)		— — @ —	10½
Residuum	per bbl.	— — @ 6	—

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)		(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.) per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @28 —

(Subject to a discount of 55@56 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Canton Co.	....	52½	....	....	....	....
Central Pacific 6s	92½	92½	92½	92½	92½	92½
Central of N. Jersey	91½	92½	....	92½	92½	
Chicago & Alton	150	150	148½	....	149½	
" pref.	149½	....	150	....	149½	
" 1 M.	....	....	....	100½	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	152½	....	151	
" 8s, 1883	....	....	....	....	108	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	
Chic. & Northwestern	70½	71½	72½	72½	74	
" pref.	85½	86½	87	87½	88½	
" 1st M.	88	88½	....	89	....	
" Interest	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol.	....	....	....	87½	88	
Chic., Rock Isl. & Pac.	103	103½	104½	103½	103½	
Chicago & R. I. 7s, 1870	....	....	101	....	....	
Chic., R. I. & Pa. 7s, 1896	....	....	94	94½	95	
Clev., Col., C. and Ind.	....	....	....	....	....	
Clev. and Pittsburg	82	83	83	83½	....	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	74	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C.	24½	24½	25	....	25	
" 1 M.	74½	74½	75	76	76½	
" 2 M.	....	....	....	....	....	
Cumberland Coal pref.	....	26½	....	....	26½	
Del. & Hudson Canal	120	....	....	120	120½	
Del., Lack. & Western	104½	105½	106½	109	110	
" 1 M. 7s	....	....	....	....	....	
" 2 M. 7s	....	....	....	....	....	
Erie Railway	28	28½	28½	28½	28½	
" pref.	45	49	52½	....	....	
" 1 M. 7s, 1897	....	....	....	....	95	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	....	....	....	....	....	
" 4 M. 7s, 1880	....	....	....	....	....	
" 5 M. 7s, 1888	....	....	....	....	....	
Great Western 2d mort.	79	....	....	....	....	
Hannibal & St. Joseph	107½	....	....	....	....	
" pref.	107½	108½	109	....	....	
Hudson River	162½	162½	....	....	161½	
" 1 M. 7s, 1869	....	....	....	....	....	
" 2 M. S. F.	....	103	....	....	103	
" 3 M. 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
" bonds	117	....	....	....	....	
Lake Shore & Mich. S'th	88½	89½	89½	89½	89½	
" Div. bonds	....	83	83½	83	....	
Marietta & Cin. 1st pref.	....	20	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	120½	120	....	120	120½	
" S. F. 8s, 1882	....	....	....	....	....	
" conv. 8s, '69	....	....	....	....	....	
M. S. and N. I.	....	....	....	....	....	
" 1 M. S. F.	....	94	....	94	94½	
" 2 M.	....	....	....	88	....	
Mariposa Mining Co.	....	....	....	....	....	
" pref.	16	16½	....	16	16	
" Tr. 10s ctfs.	....	....	....	....	....	
Milw. and St. Paul.	68½	....	69½	69½	69	
" pref.	83	83½	84½	84½	....	
" 1st mort.	....	89	....	....	....	
" 2d mort.	....	....	....	....	....	
" 8s.	....	100	100½	100½	100½	
" 7 3-10s con.	....	....	....	....	....	
Missouri 6s	....	....	92	91	91	
" H. & St. J. iss.	90	....	....	....	91½	
Morris and Essex	87½	87½	88	88	88	
" 1st mort.	95½	96	96	96	96	
" 2d mort.	....	....	....	....	....	
New York Central	183½	182½	....	183	182½	
" 7s, S.F. 1876	....	98	....	....	....	
" 7s, conv. '76	....	....	....	....	....	
" 6s, S.F. 1883	....	....	....	....	....	
" 6s, S.F. 1887	....	....	....	....	....	
N. York and Harlem	133½	....	135	....	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	96	....	
N. Carolina 6s	47	....	....	....	44½	
" new	37	36	36	35½	35	
" special tax	39½	40	39½	39½	38½	
Ohio and Miss.	....	26½	26½	....	26½	
" pref.	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co.	53	55	52½	51½	52½	
Panama	....	....	....	....	....	
Phila. and Reading	97½	97	98½	98½	98½	
Pitts., Ft. W. & Chi. gtd.	86	86½	86	86	86½	
" 1 M.	....	....	....	101	101	
" 2 M.	....	....	....	....	....	
" 3 M.	....	90	90	....	....	
" Equip. 8s	....	....	....	....	....	
Quicksilver Mining Co.	....	....	13½	13½	14½	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	....	
" Income bds.	....	....	....	....	....	
Tennessee 6s	59	59	59	....	59	
" new	....	52½	52½	52½	52½	
Tol., Wab. & Western	....	59	....	59	59	
" pref.	....	....	....	....	....	
" 1 M. ex.	....	88½	....	....	....	
" 2 M.	....	81	....	....	82	
" Equipment	....	....	....	....	....	
Virginia 6s, ex-coupon	....	51	50½	....	....	
" now	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	107⅞	108	107⅞	107⅞	107⅞	107⅞
U. S. 5s, 10-40s, reg	....	....	107⅞	107⅞	....	....
U. S. 6s, 1881, reg	....	....	117½	....	118	....
U. S. 6s, 1881, coup	117¾	118⅛	117⅞	118⅛	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	113½	113½	112⅞	113½	....	....
U. S. 6s, 5-20s, c. 1862	115⅛	115⅛	115⅛	115⅛	115⅛	115⅛
U. S. 6s, 5-20s, reg. '64	....	....	112⅞	113⅛	....	....
U. S. 6s, 5-20s, c. 1864	113¼	113⅜	113	113¼	113¼	113¼
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	113⅝	....	113⅛	114	113⅜	113⅜
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	116¼	116⅛	115⅛	115⅛	115⅝	115⅝
U. S. 6s, 5-20s, reg. '67	115⅛	....	115⅛	115⅛	115⅜	115⅜
U. S. 6s, 5-20s, c. 1867	116⅛	115⅛	116	115⅛	115⅛	115⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	116	115⅛	115⅜	115⅜
U. S. 6s, Pac.R.R.issue	107⅞	107⅞	107⅞	107⅞	107⅞	107⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	35½	....	35
Camden and Amboy	119⅜	....	119½	119⅞	119½	119⅜
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	84	84½	....
.. 6s, 1889	....	....	....	84½	....	....
.. mort. 6s, '89	....	....	....	95	....	94
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33¾	....	34	34	34½	34½
.. 6s, 1884	....	....	81	....	81	....
.. Gold L	....	....	96½	....	97	....
.. R. R. L	85½	....	....	....	....	....
Lehigh Valley R. R	53⅜	....	53½	53½	....	53½
.. 6s new coup	94	....	....	....	....	....
.. 6s new reg	....	....	95	....	....	....
Little Schuylkill R.R	....	....	....	42	....	....
.. 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	60	....	....
.. 6s, 1876	....	....	....	....	....	38
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	87⅜	....	87½	....	....	....
.. 7s	84	....	....	84½	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	53½	....	53½	53⅞	54½	54½
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	94½	94½	....	....
Penn. State, 6s, 1st series	102	....	....	102½	102½	....
.. 6s, 2d series	....	....	....	....	107	107
.. 6s, 3d series	108	....	....	....	108	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	95½	96
.. new	....	....	101½	101⅝	102	102
Philad., Germ. & Nor	71	....	71	....	....	....
Phila. & Reading	48⅜	....	48½	48⅝	49½	49½
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	....	....	28⅜	28⅜	29½	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	84½	84⅝	84½	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	53	53	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	77	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	12	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	41
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	....	....	91½	....	92	....
.. 1886	....	....	....	....	....	....
.. 1890	....	....	93	....	92½	92½
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	124	120	....	123
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	66½	....	66
Northern Central	41½	....	....	....	....	43⅜
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany	....	146	146	....	....	146
Boston and Lowell	....	131	....	....	....	....
Boston and Maine	....	141½	....	....	....	142⅝
Boston and Providence	....	134	134½	....	....	....
Boston, Hartford & Erie	10	10	10	10⅜	10¼	....
.. 7s, new	47	46	46	46½	46½	....
Cheshire, pref	....	....	....	83	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	129½	....	....	....	....
Eastern	115	114½	....	....	114¾	....
Fitchburg	....	130½	130½	131	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	120	....	....	120	120½	....
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	....
.. pref	....	101½	....	102	....	....
Old Colony & Newport	97	....	96½	97	97	....
Ph., Wil. & Baltimore	....	....	....	52½	52	....
Portl'd, Saco & Ports	....	113	....	....	....	....
Union Pacific 6s	80⅜	....	....	82	83	....
" Land Grant 7s	....	56	56½	57	56⅜	....
Vermont & Canada	....	....	....	....	97½	....
Vermont & Mass	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	97	....	....	....	....
Metropolitan ..	....	....	....	....	66½	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	5	....	....	....	....
Franklin ..	....	....	....	....	1	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Nov. 5.	Oct. 29.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	45 — 55	60 — 65
Do. do., 2d mort., 1881	45 — 55	53 — 58
Do. Penn., 1st mort., 1877	45 — 55	60 — 65
Do. do., 2d mort., 1882	45 — 55	53 — 58
Do. Consol. 7 per cent. mort. 1890	24 — 25	24 — 25
Detroit and Milwaukee 1st mort. 7s	61 — 63	63 — 65
Do. 2d mort. 8 p. c.	62 — 64	64 — 66
Erie shares 100 dol. all paid	20½ — 21	21¼ — 21¾
Do. sterig. 6 p. c. convertible bonds	63 — 68	65 — 70
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —100	99 —101
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	98½ — 99	98 — 99
Marietta and Cin. R. R. bonds 7 p. c.	74 — 77	73 — 76
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	93 — 95
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881.	85 — 87	85 — 87
Do. with option to be paid in Phila.	87 — 89	87 — 89

American Railroad Journal.

Saturday, November 27, 1869.

Stock Exchange and Money Market.

The Money Market has been fairly active since our last. The offerings of capital have been less extensive, and more firmness has been noted in rates, particularly on call. The demand for accommodation has been quite general, and from speculative sources rather more urgent, chiefly for use at the Stock Boards. Call loans have been quoted at from 5@7, mainly at 6@7 per cent; and choice to very good discounts at from 10@18 per cent. per annum. The city banks, in their last weekly return, showed a loss of over 2⅝ millions of legal tender notes, with a gain of $1,173,378 of specie and a reduction of $20,116 of deposits. They added $1,887,541 to their loan averages, and $19,055 to their circulation. The banks have been making more liberal shipments of currency to the West, and South West. The U. S. Sub-Treasury reduced its currency balances about 1⅛ millions during the week, and to about five millions at the close of business on Tuesday. Its coin balances were slightly increased.

The specie reserve of the city banks according to the latest return is $27,929,071, against $17,333,153 same time last year. The city bank deposits are now $183,734,190, against $184,110,340 week ending Nov. 21, 1868. The legal tender reserve amounts to $48,455,121, against $63,599,544 same time last year. The circulation now stands at $34,231,925, against $24,195,068 same time last year. The loans are now $253,068,008, against $251 091,063 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $80,291,759 a day, against a daily average of $95,143,215 the preceding week, and $114,980,180 the week ending with Nov. 6, 1869. The current week's exchanges average about $94,150,000 a day. The city banks, last week, reported a gain of $1,173,378 of specie, with a loss of $20,116 of deposits, and $2,640,540 of legal tender notes. They increased their loans, $1,887,451; and their circulation, $19,055.

National Bank notes to the amount of $264,730 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $319,291,661, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,514,118, leaving, with the existing 1,618 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,777,543. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,501,750; and for the public deposits, $19,408 000—making a total of $361,909,750. The Treasury Department last week redeemed and destroyed $350,990 of worn and mutilated fractional currency, and issued $643,000 of new. The outstanding amount of fractional currency on the 1st of Nov., was $37,035,442, against $33,001,299 on the 1st of October, 1869.

The U. S. Sub-Treasury receipts, week ending with Nov. 20, were $3,692,972 in coin, (including $2,008,000 from customs duties,) and $4,241,893 in currency; payments, $3,370,859 in coin, (including $2,099,442 of coin interest,) and $4 883,059 in currency; balance at the close of the week, $90,419,483, (including $80,595,348 of coin, and $5,348,494 of currency,) against $87,874,787 at the close of the preceding week, showing an increase of $3 044,696. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $460,560 in coin, (including $414,458 from customs,) and $480,042 in currency; payments, $243,563 in coin, (including $224,180 of coin interest,) and $288,893 in currency. On Tuesday, receipts, $779,064 in coin, (including $361,624 from customs,) and $300,800 in currency; and payments $325,800 in coin, (including $300,645 of coin interest,) and $416,240 in currency. The balance at the close of business on Tuesday stood at $88,454,638, (including $5,008,506 of currency, and $81,269,040 of coin,) against $87,128,396 a week previous; and $88,308,276 on Nov. 9, 1869. The aggregate receipts of the office in Oct. were $58,880,033, including $11,194,159 from customs; aggregate payments, $53,555,362, including $7,715,080 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was $28,731,520, against $24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,821,983 of coin certificates through the receipts for customs.

Government revenues have been on a comparatively moderate scale. The excises yielded about three millions; customs at the port of New York, $1,924,983, and at the outports about $650,000 (in coin) more, making the grand total income for the week equal to about $6,283,103 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 69 millions.

Gold has been in rather more active request at from 125¼@127, closing heavily on Wednesday at 125¼@125⅞. The demand has been mainly speculative. The customs and export inquiry has been light. Government marketed a million of Gold on Friday, Nov. 19th, and another on Tuesday, the 23d inst., at equal to the average market rates. The specie shipments hence, last week, were only $172,074. On Tuesday of the current week, the exports were $22,000. The business of clearing Gold dealings, through the Gold Exchange Bank has been formally resumed. On Saturday, the clearances were about $6,386,000; and on Monday, $5,322,000.

The coin balances of the Government at this port on Wednesday morning, amounted to a little 81¼ millions.

The coin interest disbursements on Wednesday were $165,613.

The customs demand for Gold last week, averaged $320,831 a day; thus far, this week, it has averaged $388,041 a day, or equal to a weekly aggregate of $2,328,246. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $6,752, and since Jan. 1, $14,845,789, against $6,471,053 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $119,798,156, against $107,809,433 same time in 1868. At San Francisco, from Jan. 1, to Nov. 12, 1869, $7,388,155, against $7,450,891 same time last year.

The exports of specie, from this port, last week, were $172,074, against $22,100 same week last year; total, since Jan. 1, 1869, $30,184,636, against $68,481,580 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $2,099,442, and since Jan. 1, 1869 $85,530,937, against $78,622,609 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Nov. 12, 1869, were $34,687,659, against $32,526,034 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Nov. 20, were about 71½ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been $6,385,799.

Foreign exchange has been in better supply and less request, since our last, at slightly reduced price. Bankers' prime sixty day bills on London closed heavily on Wednesday at 108¾@108⅞, and on Paris to 5.21¼@5.16¾; sight bills on London to 109⅜@109⅝, and on Paris to 5.16¼c.@5.12½. The offering of produce bills has been fair this week. The week's exports of domestic produce have been to the currency value of $4,088,188, making the total since Jan. 1, 1869, $177,136,376, against $148,602,157 same time last year.

Government securities have been in moderate demand, most of the week, and, with lighter offerings of nearly all issues, prices have shown more firmness. The inquiry has been mainly for the 1867 Five Twenties, and the currency six per cents issued in aid of the several Pacific Railroad enterprises, under the authorizing Acts of Congress. Government bought in three millions of U. S. Five Twenties on Wednesday at from 112.50 @112.95 nett, out of an aggregate offering of $4,695,250.

U. S. sixes of 1881 closed here more steadily at 117¾@118; U. S. Five-twenties of 1862, ex coupon, 115⅛@115¼; U. S. Five twenties of 1864 at 112⅞@113⅛; U. S. Five-twenties of 1865 at 113⅝@113⅞; U. S. Five-twenties of 1865, consolidated, 115⅝@115¾; U. S. Five-twenties of 1867, 115¾@115⅞; U. S. Five-twenties of 1868, 115⅝@115⅞; U. S. Ten-forties at 107⅝@107⅞; U. S. Six per cent. currency bonds, 107⅝@107⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 10.	Nov. 17.	Nov. 24.
Consols	93⅜	93¾	93
U.S. 5-20's of 1862	83¼	83⅜	83½
U. S. 5-20s, 1865	82⅛	82	82½
" 1867	83⅜	83½	83⅞
" 10-40s	78	77¾	78¼
Erie	20	20	20½
Ill. Central	98	98½	99
At. and Gt. West	....	....	....

State bonds have been in more liberal supply and easier in price, on a moderate movement.

Railway bonds and mortgages have been more sought after at well supported rates. The Central Pacific Railway First Mortgage Bonds have been more freely dealt in at from 92½@92¾ nett, and Western Pacific do, at 90 per cent. and accrued interest in currency, Messrs. Fisk & Hatch, the financial agents of the latter company, report very encouraging progress in the marketing of this new loan, of the nature and guarantees of which we gave particulars in the preceding issue of the JOURNAL.

Washington advices report that the controversy between the Union Pacific and Central Pacific Railroad Companies, concerning the possession of the road between Ogden and Promontory Point, the settlement of which was initiated by the act of Congress of last Spring, which fixed the point of junction at Ogden, has been finally arranged by an agreement between the two companies as to the price to be paid to the Union Company for that portion of the road constructed by it between Ogden and Promontory, eighty miles. By this arrangement the Central pays to the Union a sum understood to be somewhat in excess of $3,000,000, and comes into the proprietory possession of that portion of the road in dispute. These essentials being now settled, both companies will proceed to erect permanent and commodious buildings at Ogden, and the Treasury Department will issue to the companies the remainder of the subsidy bonds due to them, except such sum as may be retained to guarantee the final completion and equipment of the roads, in accordance with the recommendation of the Government Commissioners. Henceforth the two companies will be as one line.

Railway and miscellaneous stocks have been fairly active at rather more buoyant prices, as a rule, though there have been frequent fluctuations.

At the auction sale of Scranton Coal on Wednesday, 70,000 tons were disposed of at reduced prices, ranging from $4.05@$7.35, as against the October range of from $5.25@$8.35 per ton of 2240 lbs., deliverable at Elizabethport, N. J.

The earnings of the Union Pacific Railroad Company for the first sixteen days of November are $407,494 47.

General business has been on a moderate scale. In the line of domestic produce, Breadstuffs and Cotton have been quoted easier; Provisions firmer. Middling upland cotton closed heavily on Wednesday at 25@25⅛ cts. per lb. The stock of cotton now here is given at about 28,500 bales. The receipts at the port this week, have averaged about 3,850 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 692,836 bales, against 540,242 bales in 1868-'9; exports, same time 305,000 bales, against 221,500 bales same time in 1868-'9; stock on hand at latest dates, 261,000 bales, against 195,250 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 18,516 pkgs., against 21,937 pkgs., same time last year. From Boston, 6,826 pkgs., against 7,741 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, at from 8@16½c., per lb.; week's receipts, 6,078. Milch cows inactive, at $40@$110 each, receipts, 103. Veal calves in limited request at from 4@13c. per lb.; receipts, 1,173. Sheep and lambs dull and heavy at from 3½@7c., and 6@8c. per lb.; receipts, 36,128. Swine in moderate request at 10¼@11½c. per lb., all live weight; receipts, 14,700.

Foreign merchandise has been less active, closing less buoyantly as to price. The week's imports of dry goods have been to the specie value of $885,582, and of general merchandise, $2,263,269, making a total of $3,148,851.

Ocean Freights have been less active, and rates have been quoted lower. For Liverpool we quote flour at 2s. by sail, and 2s. 6d.@2s. 7½d. by steamer, per bbl.; grain at 5⅛d.@6d. by sail, and 6d.@6½d. by steamer, per bushel; cotton at $\frac{3}{16}$d. by sail, and $\frac{5}{16}$d. by steamer per lb.; and heavy goods 20s.@35s. by sail, and 22s. 6d.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 472.

The New York exports, exclusive of specie, for the week ending Nov. 20, and since the beginning of the year, compare as follows:

	1868.	1869.
Dry goods	$959,692	$885,582
Gen. merchandise	2,697,663	2,263,269
Total for the week	$3,657,355	$3,148,851
Previously reported	219,125,269	261,114,213
Since January 1	$222,782,624	$264,263,064

The imports for the week ending November 23, and since the beginning of the year, have been as follows:

	1868.	1869.
For the week	$3,261,984	$4,088.188
Prev. reported	145,340,173	173,048,188
Since January 1	$148,602,157	$177,136,376

The balance in the Sub-Treasury on Wednesday was $89,326,640 16.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 103; Georgia 6s, 81; do., 7s, 91; Louisiana 6s, Levee bonds, 60; New York State 7s, Bounty Loan, 109; do., 5s, 1874, 99⅛; do., 6s, 1873, 101; do., 6s, 1877, 100½; South Carolina 6s, new, 60¼; Alabama 8s, 93¼; N. Y. Central 6s, sub. bonds, 85½; Milwaukee and St. Paul 1st mort., Iowa Div., 86⅛; Morris and Essex conv. bonds, 87⅞; Toledo, Peoria and Warsaw 1st mort., E. D., 82; Union Pacific 6s, gold, 85; St. Louis and Iron Mt. 1st mort., 81; Pacific 7s, guar. by Mo., 91; Toledo, Wabash and Western consol. bonds, 83; Marietta and Cincinnati 1st mort., 87; New York Central and Hudson River Railroad, consolidated, 90⅞; do., con. scrip, 82¾; New Jersey R. R., 120; Dubuque and Sioux City R. R., 108; Western Union Telegraph, 35¾; Adams Exp. Co., 57¾; Am. Mer. Union Exp., 35; U. S. Exp., 52; Wells-Fargo Exp., 19; N. Y. City 6s, 1887, 98½; Brooklyn 6s, W. L., 92⅞; Brunswick City Land, 9; Consolidated Gregory gold, 1.35; Grass Valley gold, 0.24; Quartz Hill gold, 1.60; Smith and Parmalee gold, 1.70.

Philadelphia.—Pennsylvania State coupon, 5s, 92⅛; New Jersey 6s, free, 102½; Phila. and Reading 6s, 1848-'80, 90; do., 7s, 102; Lehigh Nav. conv. bonds, 80; Morris Canal scrip, 62½; Camden and Amboy scrip, 63¼; East Penna. R. R., 37; St. Nicholas Coal, 3⅛; New Creek, ½. The latest quotations are: do., City 6s, 96¼@—; do., free of tax, 102@102; State 5s, coupon, 92¼@92¾; do., 6s, W. L., 100¾@—; do., 1st series, 102¼@102½; do., 2d series, 106¾@107; do., 3d series, 107¾@108; Reading, 48⅞@49; do., 7s, 1893, 101¾@102; do., mort. 6s, 1880, 89½@91; Camden and Amboy, 119½@119¾; do., mort. 6s, 1889, 93¾@94; do., 1883, 83½@84; do., 1889, 84½@85; Penn. R.R., 54⅛@54¼; do., 1st mort., 97½@98; do., 2d mort., 94@95; Little Schuylkill R.R., 42⅛@42¼; Morris Canal, 25@30; do., pref., 60@62; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@9⅛; do., pref., 14@15; do., 6s, 1882, 53@54; Elmira and Williamsport, pref., 38½@40; do., 7s, 1873, 89@90; do., 5s, 58@59; Lehigh Coal and Navigation, 34@34⅛; do., 6s, 1884, 81@81¾; do., R.R., Loan, 84@85⅛; do., Gold Loan, 97¼@98; North Pennsylvania, 38@38¼; do., 6s, 87¼@88; do., Chattle 10s, 107@—; Philadelphia and Erie, 29@29¼; do., 6s, 86@90; Minehill, 52⅞@53¼; Catawissa, 14@16; do., pref., 34¾@35; Lehigh Valley, 53¾@54; do., 6s, 92@95; do., 6s, reg., 94¾@95; Fifth and Sixth streets, (horse,) 36@37¼; Second and Third, 40½@41½; Thirteenth and Fifteenth, 18¼@20; Spruce and Pine, —@24⅞; Green and Coates, 38@38; Chestnut and Walnut, 45¾@46; Hestonville, 11½@12; Union, 44@45.

Boston.—Vermont Central 1st mort., 78¾; Eastern R. R. 6s, 1874, 95; do., 1889, 96¼; do., 1885, 91; Middlesex Horse R.R. 6s, 85; Vermont Central and Vermont and Canada 8s, 99¾; Cincinnati, Sandusky and Cleveland R.R., 20; Granite Railway, 59; Conn. and Passumpsic Rivers pref., 88; Indianapolis and Cincinnati, 13; Summit Branch, 23; Boston Water Power Co., 14; Cary Imp. Co., 6⅛; Waverly Land, 1¼; East Boston Co., 12; Maine 6s, 1889, 98; Rhode Island 6s, 1893, 96¾; Vermont 6s, 1874, 98; Massachusetts 5s, 1894, gold, 102; Boston 5s, 1882, gold, 103; do., 6s, 1877, endorsed, 100⅝; Bangor 6s, 1894, R. R. Loan, 85¾; Chicago 7s, 1899, 93½; St. Louis 6s, 1886, 82; Cook County, Ills., 7s, 92⅛; Portland 6s, 1887, 91¾; Brooklyn 6s, 1896, 93; Allouez Mining Co., 2⅛; Hecla, 85.

Baltimore.—Central Ohio R. R., 28; do., 1st mort., 80; Orange, Alexandria and Manassas 7s, 72½; Virginia and Tennessee 2d mort., 66½; Richmond and Danville bonds, 69; Virginia 6s, old, reg., 45½; do., 1866, 54. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@—; Balt. and Ohio, 123@124; do., 6s, 1875, 93@94; do., 1880, 93@—; do., 1885, 92¼@92⅜; Northern Central, 42¾@43½; do., 6s, 1885, 85@87; do., 1900, 82½@84; do., 6s, 1900, gold, 100¾@101½; Parkersburg Branch, 23@24; N. W. Va. 1st mort., 93@95; do., 2d mort., 90@93; do., 3d mort., 1885, 86@90; Marietta and Cincinnati 7s, 1892, 88@90; do., 2d mort., 65@66; Central Ohio, 28@30; do., 1st mort., 79½@80; Western Md. 6s, 1890, 65@67; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@43; do., 6s, guar., by Washington Co., 77@80; Richmond and Danville bonds, 68@70; Baltimore 6s, 1875, 91@91½; do., 1886, 92@93¼; do., 1890, 91½@92½; do., 1893, 90½@92; do., 5s, 1838-'70, 70@74; Memphis City 6s, 47¼@49; Maryland Defense Loan, 102@102½; City Passenger R. R., 18@19; Baltimore and Catonsville, 4@8; George's Creek Coal, 50@70; Santa Clara, —@1.50; Atlantic Coal, 2.50@3.00; Bare Hill, 0.06@0.15.

New Route from Pittsburg to Toledo.

The Toledo *Blade* says that the President of the Pittsburg and Connellsville Railroad Company is at the head of an organization for building a road from Pittsburg along down the east bank of the Ohio river, and crossing at the mouth of the Beaver to the Ohio state line. An Ohio company is vigorously canvassing for the extension of this route up the Little Beaver to New Lisbon, from New Lisbon to Bayard, thence by a branch road already built to Zoar, thirty miles, thence down Salt Creek along the south side of Wayne county and crossing Kilbuck at Holmesville, thence up Paint Creek by way of Nashville in Holmes county, thence up the valley of the Clear Fork of the Mohican to Lexington, six miles south of Mansfield. From Lexington across to Crestline ten miles, and from thence to Toledo by the route now located and in the hands of the right men to build it. The advantages of this route are the singular circumstances of valleys leading directly west through the very hilly portions of Ohio from the Ohio river to Lexington, furnishing a direct line, with easy grades and light work. It also lies in the region of coal and iron ore, which embraces all the route from the Ohio river to the mouth of the Clear Fork of the Mohican, one hundred and twenty miles of mineral lands.

☞ A dispatch dated Richmond, Va., November 23, says that arrangements have been closed with several prominent New York capitalists, by which the Chesapeake and Ohio Railroad will be completed at once. Among the capitalists are W. H. Aspinwall, A. A. Low, C. P. Huntington, Fisk & Hatch, and others.

☞ Four hundred and twenty-one tons of railroad iron for the Wellington, Grey and Bruce Railway, have arrived at Hamilton.

☞ A CHOICE SECURITY. SEVEN PER CENT. GOLD, FREE OF GOVERNMENT TAX. NEARLY 10 PER CENT. CURRENCY, FIRST MORTGAGE BONDS OF NEW YORK AND OSWEGO MIDLAND RAILROAD. THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to $20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,
Bankers, No. 25 Nassau st.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 15th inst.

John W. Garrett, Esq., president of the company, presented the forty-first and forty-second annual reports of the president and directors to the stockholders, being for the fiscal years terminated 30th September, 1867, and 30th September, 1868.

Mr. Garrett stated that these reports completed all except for the last year. The latter was being prepared, and would probably at an early date be published for the information of the stockholders.

The following gentlemen were unanimously re-elected directors for the ensuing year: Johns Hopkins, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, William W. Taylor, Samuel Kirby, Allen A. Chapman and Albert Schumacher.

☞ The Western Pacific and San Francisco Bay Railroad Companies have consolidated under the name of the Western Pacific Railroad.

☞ The distance between Wilton and Keene, N. H., for the proposed new railroad is 35 miles.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING JULY 31, 1869.

The receipts on capital account during the half year amount to £258,050 16s. 1d., and mainly arise from the first instalment of the issue of 5 per cent. preference stock. This includes the proportion of discount thereon, which has been charged against the remission of interest allowed by the Government, on the final settlement of the loan. The aggregate expenditure to the same date amounted to £5,392,593 5s. 3d., leaving a balance to the credit of capital account of £126,284 19s. In accordance with the resolution of the shareholders at the special general meeting held on April 28, the Directors have to announce that the whole of the 5 per cent. preferred stock, amounting to £1,018,000, has been issued at the agreed rate of 80 per cent., the first call of 25 per cent. was payable on the 17th May, 1869, and carries dividend from that date. The remaining instalments are payable, viz:

£16 on each £100 of stock on			1st December, 1869.
16	"	"	1st December, 1870.
16	"	"	1st December, 1871.
12	"	"	1st December, 1872.

An act of the Canadian Parliament (32 Vic., cap. 62) has confirmed this issue of preference stock with option of conversion into ordinary shares until January 1, 1880. The outlay on capital account during the half year, after deducting sales of surplus lands, has been £4,490 6s. 9d., as follows: Cost of extending sidings rendered necessary in consequence of the increased through tonnage and number of trains; additions to Detroit freight shed; petroleum oil platform at London; proportion chargeable to capital for new windmill tank at Port Credit, and 20 new 8-wheel flat or platform cars. The receipts and expenditure on revenue account were as follows:

Gross receipts	£385,068
Working expenses, including renewals	232,768
	£152,300

From which there has to be deducted—

Interest on bonds, loan, &c	£46,871	
Loss on conversion of American funds	53,782	
Loss on working Erie & Niagara Railway	924	
Amount set aside for renewal of ferry steamers	2,000	
		103,577
		£48,723
Add surplus from last half year	£2,578	
Less special vote to deputation of board	1,575	
		1,003
Proportion of half year's dividend on Detroit and Milwaukee preference shares.		7,952
Profit on working Galt. & Guelph railway		40
Available for dividend		£57,718

The dividend to July 31st, on the first instalment of the 5 per cent preference stock amounts to £2,608 2s. 8d., leaving a balance of £55,110 1s. 8d. From this balance the Directors recommend a dividend on the ordinary shares at the rate of 8 per cent. per annum, free of income tax, payable in London on 9th November, which will absorb £53,259 9s. 8d., and leave a surplus of £1,850 12s. to be carried to the credit of next half year. The renewal fund for the ferry steamers now amounts, with interest, to £12,560 13s. 10d. The loss on conversion of American currency for the half year amounts to £53,781 15s., as compared with £54,748 12s. 5d. for the corresponding period in 1868. The average rate of conversions during the half year was 135¼, the average price of gold for the same period being 137⅛. The amount of assets in American funds in hand at 31st July, 1869, amounted to $218,635 41, against $215,485 72 at the commencement of the half year. The following table exhibits the receipts and expenses for six corresponding half years:

RECEIPTS.

Half year ending	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
July, 1864	125,282	189,081	577	314,940
July, 1865	139,821	144,028	716	284,565
July, 1866	172,731	169,577	854	343,162
July, 1867	165,367	199,221	1,116	365,704
July, 1868	155,082	200,619	948	356,649
July, 1869	157,930	226,200	937	385,068

EXPENSES.

	Including renewals. £	Per cent. of gross receipts.
July, 1864	171,452	54.44
July, 1865	158,804	55.81
July, 1866	175,747	51.21
July, 1867	182,768	49.98
July, 1868	208,462	58.45
July, 1869	232,768	60.45

The total traffic receipts show an increase of £28,429 9s. 3d. as compared with the corresponding half year:

Increase in local passenger traffic		£4,719
" through "		895
" local freight & live stock traffic		12,038
" through " "		13,543
		£31,195
Decrease in emigrant traffic	£173	
" express freight & sundries	2,592	
		2,766
Total increase		£28,429

The low tariff of rates referred to in the last report as arising from competition has been continued throughout the half year by rival American Railroads, and the North Shore route (of which the Great Western forms the middle link) has been obliged to adopt the same rates. This has considerably affected the ratio of working expenses to earnings, which this half year amounts to 60.45 per cent., against 58.45 per cent. in the corresponding half year. The cost of ordinary working expenses per train mile for the last five corresponding half years is as follows:

	Sterling.
July 31, 1865	5 0¾
July 31, 1866	4 9
July 31, 1867	4 2¾
July 31, 1868	4 8¾
July 31, 1869	4 8

The opening of the Pacific Railroad will bring to the Great Western line a considerable traffic between the Atlantic and Pacific coasts, which was formerly conveyed by water by the Panama route. Passengers can now travel through in the same car from New York to Chicago, where direct connections are made with the Pacific Railroad. The Great Western will participate in the advantages of 2,000 miles of additional railway communication west of the Missouri River. The development of this traffic will, doubtless, lead to a closer alliance with some of the lines between Chicago and New York; indeed the Erie, Lake Shore, and Michigan Southern Railroads are already said to be consolidated. Should any definite and acceptable proposals be made to this company, they will be submitted to the shareholders for their consideration. The unbroken guage established between the east and west by the third rail over this line, has developed a large grain business never before conveyed by railway. From this traffic important results may be expected in the future. Millers in New England States formerly obtained cargoes of grain during the period of navigation only; they now receive their supplies in car loads all through the winter. The lumber trade has also been promoted by the same means. It is satisfactory to be able to state that on all the sections of country in the neighborhood of the line, the crops have been more abundant than for some years past. A special freight line has been established in connection with the Detroit and Milwaukee road by which freight is transported between Grand Haven and the Atlantic seaboard without transfer. The last half year's report referred to an agreement with the Wellington Grey and Bruce Railway Company to work the traffic (under certain conditions) of the first section (16 miles) of that line as far as the town of Fergus, and which portion is now approaching completion. The same arrangement has since been made with regard to the entire main line of the Wellington Grey and Bruce Railway, intended to be constructed from Guelph to some point on Lake Huron, making altogether about 90 miles, but not to any future branches or extensions. The agreement can be seen at the offices. The Directors have to announce that the surplus revenue of the Detroit and Milwaukee Railroad Company on 30th June, 1869, admits of a dividend at the rate of seven per cent. per annum to this company on the $2,095,000 preference shares. One fourth of this sum of £10,602 11s. has been applied in part liquidation of the Detroit and Milwaukee old interest account, which now stands in the balance sheet at £6,944 19s. 3d. The gross earnings of the Detroit and Milwaukee Railroad for the half year to 30th June, 1869, were £154,786 17s. 11d., working expenses, taxes, and insurance £99,621 18s. 1d., net revenue, £55,164 19s. 10d.

DIRECTORS.—Mr. Alderman Dakin, Creechurch-lane, London, President. Thomas Faulconer, Esq., 12, Copthall Court, London; John Fildes, Esq., Manchester; Francis Somerville Head, Esq., 24, Manchester Square, London; Alexander Hoyes, Esq., Bitterne-grove, Southampton; Charles Hunt, Esq., London, Ontario and Canada; Donald MacInnes, Esq., Hamilton, Ontario, Canada; Hon. William McMaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham-common; George Smith, Esq., 57, Conduit street, London; Hon. John Carling, M. P., London, Ontario, Canada. Auditors.—John Young, Esq., 16, Tokenhouse-yard, London; Sidney Smith, Esq., 31, Bush-lane, London. General Manager.—Thomas Swinyard, Esq., Hamilton, Ontario, Canada. Treasurer.—Joseph Price, Esq., Hamilton, Ontario, Canada. London offices.—126, Gresham house, Old Broad street, E. C. Mr. Brackstone Baker, Secretary; Mr. Walter Lindley, Registrar.

The following is the report of Mr. G. L. Reid, the engineer:

To Thos. Swinyard, Esq., General Manager.

DEAR SIR.—I beg to submit to you the following report upon the working of my department during the half-year ended 31st July last:

Charges to Revenue.

The total expenditure of this department during the half-year chargeable to revenue amounts to £58,603, as compared with the corresponding half of 1868, which amounted to £51,028.

Charges to Capital.

During the past half-year the undermentioned new works were executed, forming a charge to capital account.

Superstructure.—Labor and materials laying down a through siding with a third rail at Copetown; extension of sidings at London, and laying down a third rail in the oil, coal and pork sidings at Hamilton	£358
100½ tons of rails laid down in same	929
Making switches and crossings and preparing materials for additional narrow gauge sidings to be laid down at various points along the main line	1,027
	£2,314
Buildings.—Proportion chargeable to capital of the cost of building a tank and erecting a windmill pump at Port Credit, charge from mechanical department	92
Cost of making additions to freight shed on the Michigan Central railroad grounds at Detroit	85
Cost of building an oil platform at London.	17
	£2,509

Nearly the whole of the above amount charged

to construction account is for several new narrow gauge sidings, which were absolutely necessary for the adequate accommodation of the traffic. More narrow gauge sidings are still urgently needed, and an additional number, extending in the aggregate to 3¼ miles of new sidings, are at present under construction. These will obviate many of the difficulties experienced during the past winter in the prompt despatch of the trains at a time when the freight business of the main line fully taxed the capacity of our single track railway.

Revenue Account.

Repairs & renewals of bridges and culverts	£2,983
" sidings	1,753
" fences	1,637
" buildings and wharves	1,778
" signals	345
" approaches	178
Platelayers' wages and extra work for maintenance and renewals of permanent way	21,775
† 3,184½ tons re-rolled rails	15,040
407,095 lbs. fish plates, bolts and nuts, and chairs for switches, and small stores	6,312
90,705 sleepers laid in track	5,591
Cost of labor and materials used in laying down a branch track to new gravel pit at Stamford, near Suspension Bridge	329
Engineering superintendence	880
	£58,603

The above expenditure exceeds that of the corresponding half-year in 1868 by a sum of £7,574, but the freight tonnage and engine mileage having increased in very nearly the same proportion, the additional outlay on maintenance and renewals is thus to a large extent accounted for. The following tabular statement shows the relative proportion of the cost of maintenance and renewals to the traffic engine mileage and tonnage of freight passing over the line since the completion of the extraordinary renewals in 1867:

Half-year ended	Cost of maintenance and renewals.	Traffic engine mileage.	Cost per engine mile.	Total freight tonnage carried over line and branches.	Total freight tonnage carried whole length of main line.
July 31, 1867.	42,773 8 9	1,141,901	8.99	296,787	136,693
Jan. 31, 1868.	43,589 11 8	1,151,533	9.08	284,9?5	147,064
July 31, 1868.	51,028 8 4	1,202,915	10.18	286,733	140,643
Jan. 31, 1869.	48,536 17 4	1,317,863	8.84	338,911	203,656
July 31, 1869.	58,602 13 11	1,358,530	10.35	375,576	208,773

The above proportion of cost of maintenance and renewals to the engine mileage and freight tonnage compares very favorably with that of the leading railways of the northern states. The increase during the past half-year is in re-rolled rails, trackmen's wages, sleepers and ballasting, whilst on the other hand there is a large reduction in the cost of repairs of bridges and buildings, arising from the recent heavy renewals of these works. The weight of re-rolled rails laid in the track during the last six months was 3,184½ tons, being 1,054½ tons (or nearly fifty per cent.) in excess of that of the corresponding half-year of 1868, owing to the unusual breakage and lamination of both rails and joint fastenings which took place during the severe weather of last February and March, following suddenly as it did upon an exceptionally mild and spring-like season, which prevailed throughout January and the first half of February. The rails which suffered most severely were those which had been earliest re-rolled, viz., in 1861 and 1862, and those imported from Wales in 1866 for the narrow gauge track, a large proportion of which latter have proved to be very ill adapted to withstand the severe stress of our heavy freight traffic during the winter months. The gross weight now passing over our main line (embracing all classes of trains), exceeds two and one quarter millions tons per annum on the central division on a single line of rails, a load which in this climate wears out the best quality of 66 lbs. rails in a very few years. All the leading railways of the Northern states are now rapidly relaying their main tracks with Bessemer steel rails (with most successful results), and I beg strongly to recommend that we should lose no time in commencing to relay the heavy gradients of our Central and Eastern divisions between Suspension bridge and London with Bessemer steel rails as fast as the iron rails are worn out. Bessemer rails are now considerably less than twice the cost of iron rails, and it is established beyond all doubt that their duration is at least five times that of an iron track. The wages of the trackmen throughout the line have been increased during the past half-year from 80 cents to 90 cents and one dollar a day, in order to check the wholesale emigration which was taking place to the Western states, where the demand for railway laborers is very great. This increase adds a sum of £2,054 15s. 11d. a year to the wages of the permanent force employed on the line.

The stock of surplus rails is 2,542 tons, valued at £23,762 15 10

Galt and Guelph Branch 15½ miles.

Cost of maintenance, renewals and watching for the half year	£702 15 5
The cost of the corresponding half-year was	845 15 11

Erie and Niagara Railway 31½ miles.

Cost of maintenance for the half year.	£475 11 5
The cost for the corresponding half-year was	170 1 9

The above is the cost of maintenance for a period of four months as compared with three months in the corresponding half-year of 1868, and it includes the cost of working a ballast train for repairing the track during a period of three weeks.

† This sum is in mixed currency, being increased by a sum of £1,265, arising from the purchase of coal and firebrick, &c., in the United States, and charged in American currency in the accounts.

Railroads in Vermont.

The following railroads were chartered at the last session of the Vermont Legislature, viz: The Northern Vermont and Lake Champlain, from Cambridge, Vt., to Essex Junction; the Missisquoi and Clyde River; the Barre Railroad; the Manchester and Jamaica; the Brattleboro' and Pawlet River; the Wantastiquet Valley; the Runaway Pond Railroad; the Rutland and Bethel; the Brattleboro' and Bennington; extension of Lamoille Valley road to McQuam Bay, in Swanton.

☞ At a special meeting the directors of the Knox and Lincoln Railroad, at Bath, Me., on the 16th inst., measures were taken to complete the road and have it running in one year from this time. Action was also taken for the construction of bridges for the entire route. Measures were also taken for the procuring of a steam ferry-boat to ply between Bath and Woolwich, and also for procuring freight cars.

☞ The Detroit, Logansport and St. Louis Railroad Company has been organized with a capital of $1,200,000. This road will be about 113 miles long, commencing at the State line, either in De Kalb or Steuben Co., Ind., and running thence through the counties of Steuben, De Kalb, Noble, Allen, Whitely, Kosciusko, Wabash, Miami and Cass, terminating at Logansport.

☞ The matter of leasing the North Carolina Railroad to the Raleigh and Gaston Railroad Company has been indefinitely postponed.

☞ Trains are now running regularly on the Southern Branch Union Pacific Railroad, from Junction City to Council Grove, about 36 miles.

☞ The consolidated Cleveland, Zanesville and Cincinnati, and Pittsburg, Mount Vernon and Columbus Railroad companies will be known as the Cleveland, Mount Vernon and Delaware railroad after December 1st., with General Jones, of Mount Vernon, Superintendent. The principal offices will be in Akron, Ohio.

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This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

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500 " 56 lbs. " " Stockton make.
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DEPOT STOVES.
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☞ The St. Mary's *Beacon* says that work is soon to be commenced on the Southern Maryland Railroad; that beginnings are to be made at Brandywine, Charlotte Hall, and at Schofield's in a few days; and that competent engineers of the company are now inspecting the road with a view of making a survey of location.

☞ Ground has been broken for a new railroad to run from the New Jersey Railroad at some point in Newark, *via* Woodside, Bloomfield, Montclair, Verona and Morristown, to the Delaware River.

☞ The grading of the road bed of the Tennessee and Pacific Railroad, between Nashville and Lebanon, will be completed by the 1st of December.

☞ The tunnel on the Chesapeake and Ohio Railroad, between White Sulphur Springs and Covington, will be completed in a few days.

☞ The directors of the Bangor and Piscataquis Railroad have ordered an immediate survey of a railroad route between Dover and Abbott.

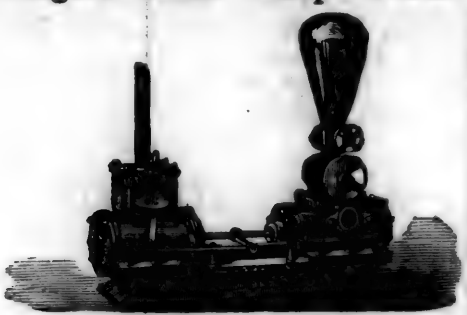
☞ D. W. Clark, of Portland, Me., has been chosen treasurer of the Leeds and Farmington R. R. Co.

☞ The Hecla Mining Company have declared a dividend of $5 per share, payable Dec. 1 to holders of stock of that date.

☞ Wm. B. Strong has been appointed General Superintendent of the Rockford, Rock Island and St. Louis Railroad.

☞ J. L. Paddi has been elected Chief Engineer of the Lansing, St. Johns and Mackinaw Railroad.

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This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

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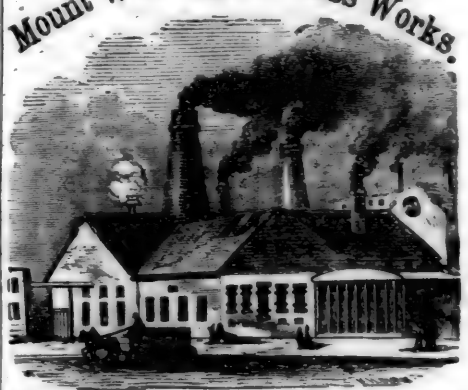
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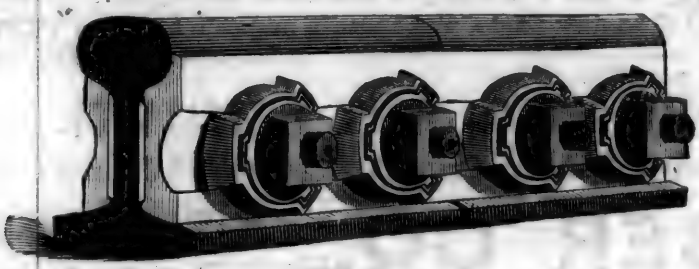
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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The trade supplied from our Store, or from the Factory, New Britain, Conn,

TAYLOR MFG. CO.,
Exclusive Manufacturers, 73 Beekman St., N. Y.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.
FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$140 to $180.	**$65.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Dec. 4, HENRY CHAUNCEY, CAPT. MAURY, connecting with GOLDEN CITY, CAPT. LAPIDGE.

Steamer CHINA, will leave San Francisco Jan. 1, 1870, for China and Japan.

NOTICE TO SHIPPERS.

For reduced rates of freight apply on wharf. Freight for steamer HENRY CHAUNCEY, received until 4 P. M. on FRIDAY, Dec. 3. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

HARRISBURG FOUNDRY
—AND—
Machine Works,
(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILDRUP, Treasurer.

THE HARLAN & HOLLINGSWORTH CO.,
WILMINGTON DELAWARE.



MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

SILVER PALACE SLEEPING CARS of the **finest finish**, also all kinds of PASSENGER AND FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.

From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

BORDEN & LOVELL
COMMISSION MERCHANTS,
70 and 71 West St., New York,

Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S
CUMBERLAND COALS.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 49.] SATURDAY, DECEMBER 4, 1869. [WHOLE No. 1,755. VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 4, 1869.

St. Joseph and Denver City Railroad.

FROM ST. JOSEPH TO FORT KEARNEY.

The undersigned, as representatives of the St. Joseph and Denver City Railroad Company, have the honor to offer for sale a limited number of the First Mortgage Bonds of the above-mentioned company, and invite the attention of investors, capitalists, and others, to the subject-matter herein set forth.

These bonds are dated August 14th, 1869, have thirty years to run, and are payable at maturity in the city of New York, in United States gold coin equal to the present standard.

They are in denominations of $1,000 and $500. They bear interest at the rate of eight per cent. per annum, payable on the 15th days of February and August in each year, free of Government taxes, in like gold coin as specified in the semi-annual coupons attached to the bonds, to wit:

ON THE $1,000 DOLLAR BONDS.

In the City of New York	$40.00
" London	£8 4s. 4d.
" Frankfort-on-the-Main	100fl.

And on the $500 bonds, one-half these amounts respectively.

The presentation of the coupons for payment at any of the three mentioned places, is at the option of the holders of the bonds without notice.—

The bonds can be converted at the request of the holder from *coupon* to *registered* bonds, and interest made payable also at any of the three mentioned places at the pleasure of the holder.

The total amount of bonds, and all that can be issued under the mortgage, is $1,500,000, which is upon 111.08 miles of road, and is at the rate of $13,503.79 per mile.

They are secured by a first and only mortgage, executed to the Farmers' Loan and Trust Company, as trustee for the bond-holders, on 111.08 miles of the company's line, from the city of Elwood (opposite the city of St. Joseph, Mo.) to Marysville, Kansas, their franchises, rights of way, property of all kinds, equipments, rolling stock, depots, machine-shops, and lands in Doniphan, Brown, Nemaha, and Marshall Counties, in the State of Kansas.

These bonds are further secured by the terms of the trust deed, which requires the Farmers' Loan and Trust Company (*to whom the proceeds of the bonds must be paid*) not to pay over to the railroad company any of the funds received from sales of the bonds, until they are furnished with proper evidence that the road is completed, ironed, and ready for the rolling stock, which is arranged in sections of five miles, and then only at the rate of $12,000 per mile.

By the same terms the Farmers' Loan and Trust Company are the sole and absolute custodians of all the bonds issued under this trust deed, and countersigns them when issued. *By this the holder of any of these bonds has a sure guarantee that the money which he has contributed finds an equivalent in a completed railroad.*

The security is undoubted, and will command at once the confidence of all.

Forty miles of road are in successful operation; the remaining portion is being rapidly completed.

Over one million ($1,000,000) of dollars has been expended on the road, from stock subscriptions and donations, and the work now completed, with all the equipments and rolling stock, is entirely paid for.

The company have a grant of land from the United States Government of 1,600,000 acres, at the value, at the present market standard, of the sum of $1,000,000. This land is in alternate sections, ten miles in width from either side of their line (with the privilege of claiming twenty miles), and was granted to the company to aid them in building the line to Fort Kearney. Though not mortgaged in this trust deed, the lands form an asset of great value to the company, with which to meet its liabilities. The Government granted also to the company the right of way through its property.

The company, free from debt, ask this loan of $1,500,000 to aid in completing the line.

They are coupon bonds, but may be registered in the owner's name at the Farmers' Loan and Trust Company, who are the Company's Registry and Transfer Agent.

They can be converted into a registered bond by the surrender of the coupons, and the interest paid to the registered owner.

The receipts of the company from all sources are sufficient to pay the interest.

They are offered at 97½ and accrued interest in currency, with the reserved right to advance the price without notice.

Government and all kinds of marketable securities will be received at their current market price, without commission, in payment of these bonds.

Bonds sent by express or packages received in payment will be free of charge.

Having had all the papers and documents relating to the loan examined by competent counsel, and pronounced complete and sufficient, and having personally examined the same, which we find in every respect perfect and regular, and having had the property examined by our agents, whose reports are entirely satisfactory, we do, with the utmost satisfaction, recommend the First Mortgage Eight per Cent. Gold Bonds of the St. Joseph and Denver City Railroad Company as an entirely safe, secure, and profitable investment, in all respects worthy the attention of investors, capitalists, and others.

W. P. CONVERSE & Co.,
Commercial Agents,
54 Pine Street, New York.

TANNER & Co.,
Fiscal Agents,
49 Wall Street, New York.

Chesapeake and Ohio Railroad.

The second annual meeting of the stockholders of this company was held in Richmond on the 25th ult. From the report of the President it appears that the gross earnings of the road for the fiscal year ending September 30, 1869, were $662,674 55, and the expenses, $477,581 63, making the net earnings, $185,092 92. The increase of receipts over the previous year, was $63,320 49, and the increase of expenditures, $40,933 14, making the increase of net earnings, $22,387 35. From the expenditures are to be deducted the amounts paid for relaying with new iron a portion of the road and the increased amount of wood on hand.

The indebtedness of the company is increased by the sum of $953,136 63, and now stands at $3,087,847 30. The whole of this increase is chargeable to the construction and equipment of the road west of Covington.

It is supposed that the receipts for the year ending September 30th, 1870, will reach $700,000, and that these receipts will provide means to pay the running expenses of the road, the interest on the whole of the present indebtedness of the company, and leave a balance sufficient to pay for such new iron as may be necessary for repairs.

The capital stock of the company is $3,383,809 47, viz:

Amount paid by Board of Public Works	$2,013,987 52
Amount paid by subscribers other than State	1,339,983 87
Paid by subscribers to 8 per cent. preferred stock	29,838 08
Total	$3,383,809 47

The general condition of the roadway is good, and the rolling stock and motive power of the company is in first rate condition.

At the instance of Col. John B. Baldwin, a select committee of 13 was appointed to consider so much of the President's report as related to the arrangements made with New York capitalists for the prosecution and completion of the road to the Ohio River, who subsequently reported the following resolutions, which were adopted by a vote of 51,000, against 5,000 shares:

"1. *Resolved*, That the stockholders of the Chesapeake and Ohio Railroad Company, assembled in general meeting, do approve of the action of the President and Directors of the company in negotiating, accepting and ratifying the proposition and agreement of Messrs. C. P. Huntington and others, dated New York, Nov. 16th, 1869, and do hereby authorize and empower the President and Directors to do whatever may be necessary to carry the same into full effect.

"2. That the stockholders will proceed to elect eleven Directors, who shall have authority to choose from their own number a President and a Vice President of the company.

"3. That the Directory so organized shall have full power and authority to organize the company in all its departments, to provide for the selection and employment of all officers and agents of the company, to prescribe their duties and define their authority, to ascertain and fix their compensation, and generally to make for the Government of the company such rules as they may deem necessary, so that the same be not inconsistent with the charter of the company or the law of the land, and that they be at all times subject to the authority of the stockholders in general meeting."

On motion of Col. Baldwin the following persons were elected directors for the ensuing year: C. P. Huntington, A. A. Lowe, Wm. H. Aspinwall, Pliny Fisk, David Stewart, Jonas G. Clark, William B. Hatch, H. Chester Parsons, John Echols, Williams C. Wickham and Joseph R. Anderson. All but the three last named are citizens of New York, and the appointments were made in accordance with the contract just ratified. It is stated that Mr. Huntington will be President, to reside in New York, and General Wickham, the present President, will be Vice President, to reside on the line of the road.

The amount of money already expended in the construction of the road is $10,000,000. The contract entered into is to complete and equip the road to the Ohio River at the mouth of the Big Sandy at a cost of $15,000,000—$10,000,000 for construction and $5,000,000 for equipment; distance to be built, 200 miles.

New York, Flushing and North Side R. R.

The completion of the extension of this road from College Point to Whitestone, on Long Island Sound, was formally celebrated on the 27th ult. This road commences at Hunter's Point, in the new depot now being erected immediately adjoining the James Slip and Thirty-fourth street ferries, and passes through Dutch Kills, Woodside, Winfield, Newtown, and West Flushing, to the western side of Flushing, a distance of seven miles. At this point it divides into two branches—one running to College Point, and thence to Whitestone, eleven miles from Hunter's Point; the other extends on through Flushing, Bayside and Little Neck, to Brookdale Station (Great Neck) near Manhasset Village, 14 miles from Hunter's Point. The present easterly terminus is at Brookdale, although the route is located still further eastward.

The track has been constructed in the most thorough manner, with excellent grades, heavy ties, first-class cattle guards, etc. The rails are of the best quality. All new rails laid, embracing most of the route from Hunter's Point to Whitestone, are puddled steel on all curves, and the rest are quality iron rails—that is, a heavy base of very tenacious iron with hard granular heads, which thus secures great strength, and a hard wearing surface. These rails are from the noted works of Funke & Elbers in Prussia. The rails are strongly bound together at the joints in a superior manner with puddled steel "Fish bars." The nuts on the four strong bolts at each joint are kept from working loose, by a simple and ingenious arrangement. A continuous rail is thus, in effect, secured, which adds very greatly to safety, and carries the cars with an easy gliding motion. No better or safer track has yet been devised. The Drawbridge is provided with Self-acting Electric Signals, which operate at a distance.

The rolling stock is new, and has all the latest improvements. The Locomotives, built for and exactly adapted to the wants of the road, are from the celebrated Rogers Locomotive Works at Paterson, and are equal in quality to any produced. All the locomotives are entirely alike, so that the parts most subject to wear can be quickly replaced from duplicates. The passenger cars, are strongly built, in tasteful style, and with good upholstering. They are warmed by Baker & Smith's new process—an iron pipe containing a warm liquid, coils under each seat, thus distributing the heat uniformly through the whole car, and good ventilation is also secured.

Miller's new Platforms and Couplings are used, which require no bolts or links. The cars couple themselves on coming together, and are released with a simple lever, by the brakeman upon the platform. The ends of the cars come so closely together as to form a continuous floor from one to another. The Loughrigde Steam Brake gives the engineer complete and instant control of the whole train by simply opening a valve. Both passenger cars and engines are supplied with Grigg's patent wood-packed wheels and steel tires. These prevent the usual "metallic jar" and not only add to the comfort of riding, but also greatly diminish the wear of both cars and track, and the danger of fracture. In short, every valuable improvement possible has been combined in the locomotives and passenger cars.

North Carolina Railroad.

The gross earnings of this road for the years ending May 31, 1868 and 1869, compare as follows:

	1868.	1869.
From passengers	$172,774 83	$196,187 95
" freight	344,359 28	364,140 90
" mails	16,725 00	16,725 00
	$533,859 11	$577,053 85
Expenses, viz:		
Old	$97,130 79	$68,972 99
New	411,395 64	401,110 87
	$508,526 43	$470,083 86
Excess of earnings	$25,322 68	$106,969 99

In expenses, the word "old" means interest on old debts, and debts made and not entered on the books previous to each fiscal year. The word "new" means actual current expenses. Of the above "old" in the fiscal year 1867–'68, $44,694 42 is for interest, and $52,436 37 for other debts; and in 1868–'69, $41,145 29 is for interest, and $27,827 70 for other debts. Excluding the "old" entries, the net earnings for 1867–'68 would be $122,463 47, and for 1868–'69, $175,942 98.

Of the current expenditures for 1868–'69, ($401,110 87,) the following are regarded as extraordinary:

New railroad iron, chairs and spikes	$72,655 34
Buildings and bridges	10,901 28
Interest and discounts	30,244 83
Incidentals	6,681 58
Rebuilding engines	7,099 75
New cars	12,345 00
	$139,877 78

—leaving the actual current expenses for the year, $261,233 09, and the actual net earnings over operating expenses, $315,820 76, an increase over the previous year of $50,585 01.

The general income accounts for the two years under review compare as follows:

Receipts:	1868.	1869.
Earnings, as above	$585,859 11	$577,053 85
Old iron sold	32,562 82	58,338 60
Other property	1,423 87	1,525 99
Rents	5,711 78	5,481 51
Shop account	3,227 14	2,623 85
Interest	1,153 98	7,202 67
Mileage of cars	4,080 92	4,843 64
Miscellaneous	3,391 52	987 81
Total receipts	$585,411 09	$658,117 42

Expenditures:		
Transportation	$117,308 32	$119,067 46
Motive power	37,639 47	25,928 02
Cars	37,654 15	39,612 52
Maintenance of road	118,165 76	94,040 07
Subsistence	8,507 19	17,716 95
Maintenance of build'gs	5,395 48	9,662 07
Maintenance of bridges	13,451 08	8,269 43
Stock killed	1,769 67	1,588 25
Interest	49,059 40	71,390 12
Incidentals	5,674 77	7,289 49
New rails, chairs and spikes	113,522 29	72,655 34
Taxes	378 85	2,869 14
Total expenditures	$508,526 43	$470,083 86
Excess of receipts	$76,884 66	$188,033 56
Included in the expenditures are "old" as follows	97,130 79	68,972 92
Excess of receipts over "new" or current expenses	$174,015 45	$257,006 55

The following is a condensed exhibit of the business of the company for the fiscal years ending May 31, 1868 and 1869:

Assets on hand at commencement of year	1868. $69,834 94	1869. $62,264 11
Old debt collected	476 47	.....
Real estate sold	150 00	1,791 50
Claims passed to profit and loss	28,624 86	2,740 00
Receipts, as above	585,411 09	658,117 42
Increased liabilities	.....	97,724 12
Total	$684,497 36	$822,637 15
Expenses, as above	$508,526 43	$470,083 86
Right of way, real estate, etc	.....	2,030 36
Dividend No. 9, declared July 8, 1868, payable in 8 per cent. mort. bonds	.....	240,000 00
Assets as per ledger	62,274 11	110,522 93
Decrease of liabilities	113,696 82	.....
Total	$684,497 36	$822,637 15

The financial condition of the company now and one year ago is thus explained in the Report of the Treasurer:

The debt of the company reported and entered on the books of the company on the 31st of May, 1868, was $580,134 92, to which add $68,972 99 of old debts not reported and entered on the books of the company, but which have been paid during the past year, and also dividend No. 9, of $240,000, declared on the 8th July, 1868, which properly belongs to the fiscal year ending 31st May, 1868, we have the total debt of the company on the 31st May, 1868, of $889,107 91, of which amount there has been paid during the year the sum of $211,248 87, leaving the debt of the company as shown by the books of the Secretary to be on the 31st of May, 1869, $677,859 04, which debt may be decreased $144,179 32, as follows: Assets on hand, $110,522 93, and the deduction on negro bonds, $33,656 39, leaving actual balance to be paid, $533,679 72.

The general exhibit of the business of the company for the fiscal year shows an increase of the debt of the company of $97,724 12, the cause of which will be readily seen is by the dividend of $240,000 declared on the 8th July, 1868, and the old debts of $68,972 99 not reported and entered on the books of the company and the difference in the assets now and one year ago, all of which is necessary to show up in the fiscal year closing with 31st May, 1869.

The receipts for the fiscal year ending 31st of May, 1869, from passengers, freights, mails, mileage of cars and minor sources, have been $658,117 42, while the current expenses for the same time have been $401,110 87, of which amount $261,233 09 have been applied to the *ordinary repairs and operating expenses* of the road, and $139,877 78 have been applied to the *extraordinary expenses and repairs of the road*, leaving net income over and above the ordinary and extraordinary operating expenses and repairs of the road $257,006 55, an amount more than sufficient to pay a dividend of 6 per cent. on the capital stock of the company.

The road is 223 miles in length, with 17 miles of sidings. The equipment consists of 24 engines, 20 passenger, 5 mail, 9 baggage and express, 142 box, 105 flat, 5 bridge, 15 gravel, and 42 pole cars. Miles run by engines, 344,068. Number of through passengers carried, 10,259; do., local do., 68,691—total, 78,950. Tons of through freight, 45,351; do., local do., 37,932—total, 83,283.

The financial condition of the company as of May 31, 1868 and 1869, is thus stated in the general ledger balances:

	1868.	1869.
Capital stock	$4,000,000 00	$4,000,000 00
Loan 8 per cent. due March 1, 1867	144,000 00	95,000 00
Interest due on same	4,860 00	1,880 00
Mort. loan 8 per ct., due Nov. 1, 1872	142,500 00	153,000 00
Interest due on same	40 00	1,020 00
Mort. loan 8 per ct., due Nov. 1, 1877	146,500 00	166,000 00
Interest due on same	20 00	1,640 00
Mort. loan 8 per ct., due Nov. 1, 1888	.....	146,000 00
Interest due on same	.....	520 00
Dividend certificates fundable in 20 yrs' 8 per cent. mort. bonds	.....	6,980 00
Dividend No. 9, balance payable in 20 years' 8 per cent. mort. bonds	.....	8,250 00
Due on dividends	898 00	867 00
Temporary loans	12,676 53	18,530 00
Bills payable	20,992 12	5,170 06
Due other companies	9,209 80	3,669 47
Due on individual accounts	40,078 69	12,068 17
Due on pay rolls	14,432 78	15,237 34
Due on negro bonds	43,927 00	41,927 00
Profit and loss	732,834 87	682,708 43
Total	$5,312,969 79	$5,360,567 47
Road, equipment and real estate	$4,950,605 68	$4,949,844 54
Sinking fund	204,000 00	204,000 00
Stock of Chatham R. R. Co	74,700 00	74,700 00
Stock of North Carolina R. R. Co	21,400 00	21,500 00
Due from station agents	5,226 52	16,879 96
Due from other companies	5,195 99	8,898 64
Due from individuals	13,796 69	16,015 29
Due from freight exchanges	2,106 44	1,670 31
Due from U. States	14,371 09	3,636 64
Due from P. O. Dept.	2,787 50	2,786 58
Bills receivable	5,610 55	6,405 40
Due from Southern Express Co	600 10	1,000 00
Cash	12,569 28	58,500 11
Total	$5,312,969 79	$5,360,567 47

President.—W. A. SMITH.

Directors.—T. M. Holt, D. A. Davis, John I. Shaver, and R. B. Haywood.

Superintendent.—ALBERT JOHNSON.

Treasurer.—G. M. LEA.

Secretary.—F. A. STAGG.

☞ The Lexington and Arlington Railroad, hitherto a branch of the Fitchburg Railroad, has been sold to the Boston and Lowell R. R. Co.

Louisville Commercial Convention.

REPORT OF THE MEMPHIS CONVENTION COMMITTEE ON SOUTHERN PACIFIC RAILROAD.

Your Committee were appointed by the late convention at Memphis, and by a resolution of that body were instructed to make a report to this convention.

We present the resolutions, which were unanimously submitted by our Committee and with such unanimity adopted by that convention, not a dissenting voice from one thousand one hundred delegates, representing twenty-two States, being heard.

[Here the resolutions adopted by the Memphis Convention were read.]

We ask leave further to submit additional reasons for the action there taken.

In the United States Senate report of Feb. 19, 1869, from the Committee on Pacific Railroad, the following truth was uttered:

"The highways of nations are the measure of their civilization. Without roads there cannot be society, Government, commerce or intelligence. In exact proportion to the abundance and excellence of highways are the exchange of services between men, the communication of thought, the economy of labor, the augmentation of wealth, the growth of comfort, the development and consolidation of the civilized State."

The able Commissioner of the land office, in his last (unpublished) report, also says:

"Indispensable to the success and growth of commerce is a well adjusted system of thoroughfares by which a regular and speedy intercommunication may be maintained. The prosperity of ancient Italy may be measured to some extent by the increase of the wonderful highways, which in the zenith of that State, stretched from the capital to grasp and unite the provinces, which from time to time were added to the State. These stupendous lines reached from the wall of Agricola to the distant waters of the Tigris, and an aggregate of 14,000 miles had been constructed."

A distinguished English historian remarked: "Of all inventions, the alphabet and printing press alone excepted, those which abridge distances have done most for the civilization of our species, every improvement of the means of locomotion benefitting mankind, morally and intellectually as well as materially.

Mr. President, the Roman Empire undoubtedly gained vast strength from its then unequaled roads, which so wonderfully increased its commerce and afforded facilities for the rapid concentration of military power.

The American republic is the equal of that Roman empire in its vast expanse of territory, its wonderful resources, and its commanding power. What Rome would have been with the aid of steam and electricity *we* shall demonstrate as cycles succeed each other and the whole continent becomes peopled with myriads of energetic, cultivated and progressive Americans. We have railroads to develop our unknown riches; the constantly increasing foreign immigration steadily fills up the far West, and towns and cities are the creation of a day; pioneers unlock the new treasure houses of nature in remote mountain districts, and yearly increase the resources of the country; railroads pierce the wilderness, and, where a few short months ago beasts of prey held undisputed sway, the evidences of civilization spring up as if a potent magician had stretched forth his wand.

Whilst this has been done for other sections the South has been crushed by disasters. But now it is essential that the Southern States should have a Pacific Railroad, the outlet for their commerce, and a future highway for the world. Nature itself has spoken in behalf of that route, which, passing through the broad domain of Texas upon a natural road bed, encounters no difficulties of engineering and has no mountains to overcome. The snow, which blocks up other routes for months and makes transit difficult as well as dangerous to human life, never falls upon this southern line. Winding around the solitary mountains which dot the table lands of Arizona the terminus

in San Diego gives one of the most magnificent harbors of the world. For miles a frigate can sail up the placid waters of the bay, whose natural bulwarks protect it from gales, so that any vessel might be beached and floated off without damage by the ensuing tide. Upon the bar at low tide there are 22 feet.

In reference to the line *via* El Paso, every one will plainly perceive by glancing at the map that it is the shortest as well as the most serviceable for every section of the country. And we can effect more rapidly the enrichment and prosperity of every Southern State by the construction of this highway than by any other possible method; and by natural reaction the commercial circles of the entire country will be affected in a signal manner, causing that content and accord and national happiness which affluence always commands. The Northern States, with accumulated capital, can extend their Briarean arms to seek new fields of countless wealth, whilst colonization along the broad belt of fertile lands will build up an immense local traffic. The vitalizing influence of intellect, energy and capital combined will soon throw open an outlet to the markets of the world.

For two hundred miles there is already a population growing every day, which will give sufficient patronage to insure handsome dividends upon its stock to any road. The entire route through Texas along the 32d parallel opens up a country unequaled in the production of cereals in unlimited and profuse abundance, and cotton of the finest quality. The transportation of cattle and sheep would almost of itself support a road.

We wish to call attention specially to the advantages which will accrue to the whole South, and in a marked degree to certain localities. Little Rock will be the first recipient of that tide of wealth, which will sweep over these iron channels. The connecting link which is unfinished between Memphis and Little Rock will soon be closed, and the impetus of fresh trade will send Memphis with giant strides into metropolitan dimensions. Louisville will invite a portion of the custom which Little Rock and Memphis cannot accommodate, and even Cincinnati will feel the current; for a great portion of the through travel must necessarily pass through Memphis, Louisville and Cincinnati to reach the Eastern cities.

Between Shreveport and Vicksburg there is a gap of ninety miles, which will soon be built when this trunk road shows progress. Then there will be an air line from San Diego to Savannah, and all the intermediate cities must increase and prosper upon the steady flow of commerce which that route will carry to all the Southern States. From New Orleans a branch is projected *via* Richmond, Brashear and Austin up the Colorado river to intersect the main trunk at or near Phantom Hill, on the 100th degree of longitude. A great portion of this line is already in active operation. This will place the metropolis of the South within easy access of the Pacific and its foreign commerce. Southern Alabama, Southern Georgia and Florida will make use of this branch to supply their wants. The Little Rock and Cairo road will be one route by which St. Louis, Illinois and the Northwest generally can obtain their portion of the trade, which this main trunk must open up. The franchises of the Cairo road have lately been sold to an English house of great wealth, which will proceed without delay in its construction. The Kansas Pacific road will be another feeder of the main trunk line from the rich Northwestern States, and has the right reserved to make a connection either by a deflection through the Indian Territory or by going to Albuquerque and thence down the rich valleys and easy gradients of the Rio del Norte.

It is scarcely necessary to portray the agricultural resources of Texas and Southwestern Arkansas. Everybody knows them. But the mineral wealth is yet undeveloped. In Texas crude masses of iron ore crop out, indicating a supply sufficient for the globe when transportation is afforded; and large copper regions, richer and more extensive than those of Lake Superior, offer greater facilities for mining, as the ore lies in pure formations by the ton upon the surface of the earth. Great coal beds abound to furnish fuel for the road, for the various uses of the population, and to smelt the abundant ores. When we go further, and come within easy access of the Northern Mexican Provinces, we not only secure the traffic of that section, but we open up the great silver region, the real Eldorado of the Continent. The ordinary commerce of those provinces has already been important, as one item alone will demonstrate. During the year 1860, goods to the value of $10,000,000 were sent from San Antonia, Texas, to Chihuahua, in wagons, a journey of several weeks. What would be the amount required when those provinces are placed within six days of our markets? With the resources of machinery, capital and American energy diverted to that region what might we not expect from the mine? The statistics of the Mexican Government, as compared by Ward and Humboldt from actual official returns, show that the Northern provinces which would be tapped by this road produced, up to the year 1803, $2,027,855,000 in silver, a sum more than sufficient to pay our national debt. Ward says:

"We are aware that many of the statements in this and the preceding books, respecting the mineral region of the North of New Spain, (Sonora, including the Gadsden purchase, Chihuahua and Durango) will be thought exaggerated. They are not so. They will be confirmed by every future report, and in after years the public, familiarized with facts, which are only questions because they are new, will wonder at its incredulity, and regret the loss of advantages, which may not always be within its reach." Ward also says:

"A piece of virgin silver was found in the Arazuma mine, which weighed 2,700 pounds, nearly a ton and a half."

These regions are to be rich inheritances for our children. Hon. R. A. Wilson, of California, wrote:

"An hundred years have passed since the once formidable Apaches swept over Northern Sonora like a deluge, blotting out forever the hopes which the Spanish Court had conceived of retrieving the fallen finances of their empire from this Eldorado. But Providence had ordered it otherwise. The Spaniards had done enough to demonstrate its inexhaustible wealth, and they were driven away from this "creation of silver," and the whole deposit held for an hundred years in reserve for the uses of another race, who were destined to overrun the continent."

In January last President Juarez reluctantly granted the concession of a railway from Guaymas, in Sonora, to El Paso. He regarded the construction of that Pacific Railroad, and any junction with it, as the surest method of producing the acquisition by the United States of these Mexican mineral provinces. And deeming it a foregone conclusion, he has offered, within the past few months, to sell Sonora and Sinaloa.

In Western Arizona there are spots from which sufficient copper can be taken from the surface of the earth to load all the ships in existence. This is verified by official reports. Arizona is richer in minerals than California ever was, but no opportunity has yet been afforded to develop those riches, because they are inaccessible, and the cost of transporting machinery and other necessary articles is too great.

Throughout the Messilla Valley there are millions of acres of the finest land uncultivated, upon which 50 bushels of wheat to the acre can readily be raised, and for fruit it is said to have no equal. The lands about El Paso produce 500 gallons of wine to the acre, twice the amount produced on the best grape lands around Los Angelos, California. The best wine made in America comes from El Paso. In 1868 a beet was grown near El Paso which weighed 64 pounds, an onion weighing 5½, a turnip 4½, and a carrot 45 inches in length. The yield per acre is enormous.

The Commissioner of the Land Office, speaking of Arizona, says:

"There are many beautiful valleys, containing millions of acres of extraordinary fertility, producing wheat, barley, oats, tobacco, fruits and vegetables. In the South cotton and sugar crops are remunerative, and on the hills and mountain sides is found a rich and abundant pasturage. Indeed, here are some of the finest sugar lands in the Union. * * * The Colorado on the American continent will probably serve the historic purpose of the Nile in Egypt. It is subject to annual overflow from the melting of the snows on the mountain ranges flanking its valley to the height of several thousand feet above the ordinary level of the country. Thus the valleys of this river and its affluents are thoroughly fertilized. A system of artificial irrigation may be made to utilize these surplus waters, thus rescuing millions of acres and making them the scene of productive agricultural industry. * * * The system of irrigation, which once transformed the barren valley of the Nile into the granary of the East, supporting a population of twenty millions, besides exporting corn to all the surrounding nations, applied to the Colorado will fertilize a wider expanse of country than that reached by the waters of the Nile, with a finer climate and soil of equal productiveness.

"American settlements are being formed, introducing a higher and more energetic tone of social life, and overpowering the feeble efforts of the Mexicans to occupy these inviting regions. The depredations of the Apaches have restrained the settlement of large portions of this territory, regions possessing a delightful climate and containing large tracts of the finest arable and grazing land. The climate of the entire territory is represented as delightful, exempt from extreme heat, with nights of refreshing coolness. Snow rarely falls; fruit trees bloom in February and March; cotton, corn, wheat, tobacco, melons, with a great variety of temperate and semi-tropical fruits, are raised in abundance. The grasses are green and growing at all seasons.

"Irrigated lands in Arizona may be safely estimated as of double the productiveness of the unirrigated in the Atlantic States."

We have quoted thus to show what this road can rely upon to support their traffic, and to give increasing wealth from year to year to the cities of the Atlantic slope, which will receive the vast internal commerce from those distant regions. There are 72,000,000 acres of public land in Arizona, and the territory is as large as Kentucky, Indiana, and Tennessee combined.

There is another point which must not be overlooked. White labor can be used everywhere upon this route from the eastern boundary of Texas to the Pacific coast. We will have a homogenous population, not requiring the importation of labor, and therefore independent of every embarrassment. The reports of all the United States engineers who have surveyed this route indicate that water can always be readily reached by sinking wells, generally seventy or eighty feet. When the mountain ranges are near, artesian wells throw up never-ending streams. The paucity of large rivers makes the construction of the road cheaper and also less dangerous.

Cheapness of construction is the first element of success, and the easy gradients of the 32d parallel are not the only recommendation. The Secretary of War, in his report Feb. 27, 1855, said:

"From the eastern edge of the Llano Estacado to the Pass of San Gorgonio, one thousand and fifty-two miles, the route crosses three rivers—the Pecos, the Rio Grande, and the Great Colorado of the West. The peculiar features of the arid region over which the route lies from the eastern edge of the Llano Estacado prove, when closely examined, to be most favorable to the construction of a railroad, since they obviate in a great degree the necessity of the most costly item of railroad construction—the preparation of the roadbed for the superstructure; this preparation, with few and limited exceptions, throughout the distance of about one thousand miles, having been already made by nature. This item amounts to from one-half to three-fourths of the whole cost of a railroad. Draining and ballasting are also dispensed with at the same time. Over the re-

maining portions of this route the ground is generally favorable to the construction of the road-bed. The mountain passes are, of their kind, highly favorable, those west of the Rio Grande requiring no difficult engineering for location through them, and but little rock excavation or expensive embankment and side cutting." The estimate made for constructing the road over the thirty-second parallel by Government engineers, as quoted by Jefferson Davis in 1859, was $72,000,000; over the thirty fifth parallel, $118,000,000; altitude to be surmounted on thirty-second 5,717 feet; on the thirty-fifth, 7,550 feet. The greater cost of the thirty-fifth is attributable to its construction through over 1,200 miles of mountains.

A road cannot succeed without local traffic. It cannot bring wealth or commerce to the cities which are its termini, unless there is an actual population and the chances of adding thereto. So far as Texas is concerned, it is no news to this convention that emigration is pouring into that State with a rapidity which astonishes the oldest settlers.

Let us see what railroads do for States. The statistics of every country prove that in proportion to the extension of railroads the internal and external commerce of each nation is more than proportionately increased.

We find from the report of the Senate committee (Feb. 19, 1869,) that "the railroads have increased the commerce of the country two thousand fold more than the increase of its population."

The merchandise transported over the American railways in 1868 amounted to 50,000,000 of tons of the estimated value of $7,500,000,000.

We quote from the report:

"In 1851 the freight moved upon all of our railroads equaled 417 pounds per head of population, and was worth $31 per head. In 1868 the tonnage equaled 2,777 pounds per head, and had a value of $210 per head. In 1851 the cost of the 10,000 miles of railway in operation in the United States was two hundred million dollars. In 1861 the cost of 39,000 miles in operation was equal to sixteen hundred million dollars. Consequently, the investment since 1851 of fourteen hundred million dollars has been the means of creating annually a commerce five times greater amounting to six thousand seven hundred and fifty million dollars. *Every dollar invested in American railways creates $5 yearly.*" We quote again, because it is official:

"Many members of this Congress saw the infancy of the grain trade of Chicago, when there was not a railroad in Illinois, and when the wheat sold in her lake port was hauled in wagons by ox teams over the prairies, which were traveled by compasses, and on which the teamsters camped with their cattle at night—a wasteful transportation which consumed from one to two weeks of time to get to market, and in which corn in the ear was burned as fuel to cook and warm by. Illinois, now developed by the magic power of steam, is a splendid and unanswerable argument in behalf of the power of national railway building. The State in 1851 had only 250 miles of railroad, which cost $7,500,000, and the freight over which did not exceed 100,000 tons, which was not worth over $15,000,000. At the end of the year 1867 Illinois had 3,250 miles of railroad, whose traffic was 5,000,000 tons, the value of which was $750,000,000. It cost $130,000,000 to build these roads. The worth of the property transported over them in one year equaled very nearly six times their cost. In 1851 the products transported by these roads was at the rate of 200 pounds per head of the population. In 1867 the tonnage transported exceeded 4,000 pounds per head. The value of the tonnage per head in 1851 was only $15. In 1867 its value per head was $330. The result is astounding. To be fully appreciated it must be borne in mind that the railway traffic of Illinois is unlike that of Pennsylvania and New York, a mixed one of the products of the soil, the forest, the mine, the loom, the forge, and the shop. Her products as yet are almost exclusively wheat, corn, and cattle. Her railroad tonnage has consisted principally of those agricultural products, which bear transportation but short distances over earth roads. It is the locomotive which has enabled that great State to market her wheat, corn, beef and pork 1,200 miles away from home. It is the locomotive and the iron rail above her garden soil which have given her one fifteenth of the population of the United States; which give her the power to bear one-fifteenth of the burdens of the General Government; which enable her to pay annually $24,000,000 of national taxes, besides sustaining in the most liberal manner the cost of her own enlightened and progressive government."

We have selected, sir, this quotation to prove what the near future has in store for us. The soil and climate of Texas equal that of Illinois, and minerals abound. Her vast territory, 275,000 square miles, will make five States equal to Illinois. Her progress is onward and upward in the scale of wealth, population and influence. She is the future New York of the South.

What the Senate Committee said of Illinois applies most forcibly to Texas. Many of us will live to see the day when this railroad will be the thoroughfare of millions upon millions of inhabitants, and its groaning trains will come burdened with the fruits of labor exceeding in vastness and value the conception of any living man to day. Why, sir, in England before the railways were invented the rates of freight were 26 cents per ton per mile in wagons. The railways came and goods were carried at 2⅔ cents per ton per mile at the speed of twenty-five miles per hour.

Parliamentary returns of the English railway traffic from 1843 to 1865 furnish evidence that transportation has been six times greater than it was before the introduction of railways, and that the saving effected by cheapening fares and freights in a single year, 1865, was $360,000,000, a sum larger than our entire national taxation.

This does not include the value of time saved to 252,000,000 passengers, which is almost incalculable.

And correlatively the foreign commerce seems to keep pace with the increase of internal trade and the extension of railways.

In 1833 England had 4,000 miles of railroad. Her exports and imports were $425,000,000. In 1865 she had 17,289 miles of railroad, and her commerce had expanded to the wondrous figure of $2,450,000,000.

France, in 1837, had but 85 miles of railroad in operation. In 1857 she had 4,475 miles, and her imports and exports had increased from $250,000,000 to $850,000,000. In 1865 her railroads had increased to 8,134 miles, and her foreign commerce to $1,500,000,000.

But Belgium is pre-eminent. Her trade, external and internal, has increased more rapidiy than that of any other nation. In 1835 she had no railroads, and her foreign commerce was $50,000,000. In 1864 she had 1,350 miles of railroad, and, though only one tenth the size of Tennessee in territory, her foreign commerce had increased to $500,000,000. Little Belgium has become the workshop of Europe, not only underselling every nation, but excelling in the excellence of her wares; and this is the result of railroads.

The Senate committee deduced the fact that "the imports and exports of a nation are precisely in proportiou to the development of its railway system."

Mr. President, we have dwelt hitherto upon the domestic commerce of our country in its relation to this railroad. Let us look to another point in connection therewith.

The Land Commissioner in his report says; "The trade of the East from the earliest ages has been regarded by western nations as a source of wealth and power. The advance of Alexander the Great more than three centuries before the Christian era, to the Indus, had in contemplation higher objects than mere conquest, as his line of march became a line of civilized settlements—in facts centers of trade. The Eygptian commerce by the Red Sea was secured by that great Captain, and enlarged by the established of his western capital. The Greek settlements which had been made along the Hellespont and Euxine were the bases for opening the northern route by the Caspian and Aral, by which in caravans were brought the products of northern and eastern Asia to European markets. The routes thus marked out became the channels of trade under the Roman dominion, when the fleets of Augustus passed through a canal then existing from the Nile to the Red Sea and thence to India. * *

The increasing desire of European powers for ascendancy in the East has given in this age of steam, to the Suez Canal Isthmean route most important relations to the commerce of Asia."

This Republic, sir, is now a candidate for a full share of the Eastern trade. The aggregate British imports and exports from India and China for the five years ending with 1864 was nearly $1,900,000,000. (£378,587,122.) The Pacific railroad and lines of steamers from San Francisco make us the market for five hundred millions of people. In time and distance San Francisco and New York will be far nearer to many of the chief Asiatic ports than London even with the advantage of the abbreviated Suez route. It must eventually produce a monopoly of the carrying trade in the Pacific by American ships. The point of equalization, comparing New York and London, is somewhere between Manilla and Singapore. Therefore in all points eastward New York would have the advantage. How much greater would be the advantage to San Francisco and San Diego, which are 3,000 miles nearer!

The Pacific Mail Steamship Company now runs steamers from San Francisco to Shanghai and Hong Kong *via* Yokohoma, in Japan. Over the Pacific railroad, Japan is now within 26 days of New York and 35 from Liverpool. From London, *via* Marseilles and Suez, the shortest travel is 58 days, and *via* Gibraltar and Suez 60 days. Therefore, the travel from Japan, Russian, Asia, Philippine Islands, Eastern India, and Indian Archipelago, and Australia must come by way of New York to Europe, because it is quicker and cheaper. From Shanghai to San Francisco is 5,555 miles; to London *via* Suez, 10,469 miles. From Yokohoma, in Japan, it is 4,520 miles to San Francisco, and 11,504 *via* Suez to London. The rapidity of transit will compel the shipment of all light and costly goods by way of America. The teas and silks of China will reach England and France after transit over our railways, and their higher priced exports will reach Asia by the same route. The teas and silks imported into England during the five years ending in 1864 amounted to 541,428,329 pounds, valued at over $206,000,000. Our foreign trade with Japan is in its infancy, but it will grow with gigantic strides. The Colorado, on her first return trip, brought to San Francisco a freight nearly three times the value of the entire trade between that place and Japan for the first quarter of the year 1866. In 1866 our direct trade with China was more than three times that of the previous year. In 1866 the foreign goods brought to San Francisco were 765,000 tons; in 1867, 900,000 tons. For 1868 we have no data. In 1866 the passengers were 33,871; for 1867, upwards of 60,000.

And whilst we have shown the great advantage of the San Francisco and New York route, the superiority is still more signal *via* San Diego. Over this route it is 900 miles shorter from San Diego to Savannah than it is from San Francisco to New York.

Both the passenger and goods traffic between Asia and Europe will be abbreviated by passing over the El Paso route, economising freights and fares and lessening the duration of the trips.

Direct lines of steamers will sail from New Orleans, Mobile, Savannah, Charleston and Norfolk to European ports, and we shall all grow rich upon the custom which seeks Southern cities. And there need not be rivalry or jealousy between the railroads or cities of either section, as there will be ample work for all, and the increasing commerce will pour its auriferous streams into Southern and Northern laps alike.

BLANTON DUNCAN,
For the Southern Pacific Railroad Committee of the Memphis Convention.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna	100	$1,774,824		
American Central	100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point	100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina	100	5,545,225		
Atlantic & Gt. Western	50	25,879,923		
" " " pref.	50	1,919,000		
Atlantic & St. Lawrence*	100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah	100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio	100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.	100	2,660,000	A. & O.	Oct. '69 5
Baltimore City Passenger		670,000	F. & A.	Aug. '69 3
Bay de Noquet & Marq.	100	1,250,000	A. & O.	Apl. '68 3
Belvidere Delaware	100	996,250		
Berkshire*	100	600,000	J. A J&O	Oct. '69 1½
Bloosburg & Corning*	50	250,000	J. & D.	Dec. '69 2½
Boston and Albany	100	13,725,100	J. & J.	July '69 5
Boston and Chelsea	100	110,000	A. & O.	Oct. '69 4
Boston, Concord & Mont.	100	459,600		
Do. do. pref.	100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell	100	1,891,500	J. & D.	Jun. '69 4
Boston and Maine	100	4,076,974	J. & J.	July '69 5
Boston and Providence	100	3,360,000	J. & J.	July '69 5
Broadway (South Boston)	50	400,000	J. A. J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)	100	2,100,000	J. & D.	Dec '69 3
Brooklyn City	10	1,000,000	F.M.A.N	Nov. '69 3
Brooklyn City & Newt'n	100	399,800		
Buffalo, Bradford & Pitts.	100	1,100,000		
Buff., New York & Erie*	100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie	100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)	100	727,800	A. & O.	Oct. '69 4½
Camden and Amboy	100	5,000,000	F. & A.	Aug. '69 5
Camden and Atlantic, pref.	50	600,000		
Camden & Burlington Co.	100	331,000		July '69 3
Cape Cod	50	721,926	J. & J.	July '69 5
Cape May and Millvi le*	50	447,000	J. & D.	Dec. '69 3
Catawissa	50	1,150,000		
Catawissa, pref.	50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna*	50	589,110	J. & J.	Jul '69 4½
Cedar Rapids & Mo. pref.	100	765,000	M. & N.	M'y '69 3½
Central of Georgia	100	4,666,800	J. & J.	July '69 5
Central of New Jersey	100	15,000,000	J. & J.	Jan '69 2½
Central Ohio	100	2,600,000	J. & D.	Dec. '69 3
Do. pref.	100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River	100	970,000		Oct. '67 2½
Chemung*	100	380,000	J. A. J&O	July '69 2
Cheshire, preferred	100	2,017,825	J. & J.	July '69 2
Chicago and Alton	100	5,141,800	M. & S.	Sep. '69 5
" " pref.	100	2,428,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy	50	13,825,025	M. & S.	Sept. '69 5
Chicago, Iowa & Nebras*	100	2,600,000	J. & J.	July '69 5
Chicago and Milwaukee*	100	2,277,000		
Chicago & N. Western	100	14,590,162	J. & D.	Dec. '69 4
" " pref.	100	18,159,097	J. & D.	Dec. '69 5
Chicago, R. I. & Pacific	100	14,000,000	A. & O.	Oct. '69 1½
Cin., Ham. & Dayton	100	3,500,000	A. & O.	Oct. '69 5s
Cincinnati City Passenger			J'n & J'ly	Jan. '68 2
" Street			J. & J.	Jan. '68 2
Cin., Sand. & Clev. pref.	50	392,073	M. & N.	Nov. '69 3
Citizens' Passenger (Phil.)	50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind.	100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*	50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg	50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo*	50	5,000,000	F. & A.	Aug. '69 4
Col., Chi. & Indiana Cen.	100	11,420,000		
Columbus and Xenia*	50	1,786,200	J. & J.	Jul. '69 3½
Concord	50	1,500,000	M. & N.	Nov. '69 5
Concord & Ports., guar.	100	350,000	J. & D.	Jun '69 3½
Coney Island & Brooklyn	100	800,000		
Conn. & Passump. Rivers	100	189,000		
Do. do. pref	100	1,822,100	J. & J.	Jul. '69 3
Connecticut River	100	1,700,000	J. & J.	Jul. '69 5
Cumberland Valley	50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk	100	400,000		
Dayton and Michigan*	100	2,390,646		
Delaware*	50	694,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western	50	13,386,020	J. & J.	July '69 5
Des Moines Valley	100	1,820,200		
Detroit & Milwaukee	100	1,047,350		
" pref.	100	1,500,000		
D. Dock, E. B'dw. & Bat.	100	1,200,000	F.M.A.N	Nov. '69—
Dubuque and Sioux City	100	1,673,641	Annual.	J'ly '69 3½
Do do. pref.	100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy	50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.)	100	3,883,400	J. & J.	Jul. '69 4
Eastern (N. H.)	100	492,500	J. & J.	Jul. '69 4
East Pennsylvania	50	654,600		
East Tenn. and Georgia	100	1,290,067		
East Tenn. and Virginia	100	1,902,000		
Eighth Avenue (N. Y.)	100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*	100	800,000	F. & A.	Aug '69 2½
Elmira & Williamsport*	50	800,000	M. & N.	Nov'69 3½
Do. do. pref.	50	500,000	J. & J.	Jul. '69 3½
Erie Railway	100	70,000,000	F. & A.	Feb. '66 4
Do. pref.	100	8,538,910	Annual.	Dec' 69 7½
Erie & Pittsburg	50	962,990		
Evansville & Crawfordsv.	100	2,143,445		
Fitchburg	100	3,540,000	J. & J.	Jul. '69 4
Fitchburg & Worcester	100	248,000	J. & J.	Jan. '69 3
Flint and Holly	100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y	100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw. (Ph.)	50	491,620	J. @ J.	Jul. '69 3
Georgia	100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)	50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.)	50	160,000	J. & J.	Jul. '67 2
Granite	100		M. & S.	Sep. '69 4
Greenand Coates St. (Ph.	50	150,000	J. & J.	Jul. '69 3

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven	100	3,300,000	J. A. J&O	Oct. '69 5
Hannibal and St. Joseph	100	1,900,000		
Do. do. pref.	100	5,258,880		
Hanover Branch, Pa	50	116,850	M. & N.	Nov.'69 5
Housatonic	100	820,000		
" pref	100	1,180,000	J. & J.	Jul. '69 4
Huntingdon & B'd Top	50	494,380		
" " pref.	50	190,750	J. & J.	J'n.'68 3½
Illinois Central	100	28,415,780	F. & A.	Aug. '69 5
Indianapolis, Cin. & Lafay.	50	6,185,997	M. & S.	Sep. '67 4
Jeffersonv. Mad. & Ind.	100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*	100	1,500,000	J. A. J&O	Oct. '69 1½
Joliet & North. Indiana*	100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So.	100	35,000,000	F. & A.	Aug. '69 4
" " guar.	100	538,500	F. & A.	Aug. '69 4
Lackawanna & Bloomsb.	50	1 335,000		
Leeds and Farmington*	50		J. & J.	July '69 2½
Lehigh and Mahanoy	50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna	50	6,739,800	M. & N.	M'y. '67 5
Lehigh Valley	50	10,731,400	J. A. J&O	Oct. '69 2½
Lehigh Luzerne	50	344,650	J. & J.	Jan. '69 4
Little Miami	50	3,572,400	J. & D.	Jun. '69 3½
L. M. & C. and X. (Joint)	100	1,804,397	J. & D.	Jun. '69 5
Little Schuylkill*	50	2,646,100	J. & J.	Jul. '69 3½
Lomb. and South St (Ph.)	25	90,000		
Long Island	50	3,000,000	F.M.A.N.	Aug. '68 2
Long Branch & Sea Shore		95,194		N'v'67 10
Louisv., Cin. and Lex.	50	1,621,736	J. & J.	Jul. '69 3
" " pref.	100	848,315	J. & J.	Jul. '69 4½
Louisville and Nashville	100	8,780,501	F. & A.	Aug. '69 4
Louisv., N. Alb. & Chicago	100	2,800,000		
Lowell and Lawrence	100	200,000	A. & O.	Oct. '69 3
Macon and Western	100	2,000,000	June.	Jun. '69 2
Mahanoy & B'd Mountn*	50	1,676,916		
Maine Central	100	1,611,500		
Manchester & Lawrence	100	1,000,000	M. & N.	Nov. '69 5
Marietta & Cincinnati	50	3,029,778		
" " 1st pref.	50	3,130,719	M. & S.	Sep. '68 3
" " 2d pref.	50	4,460,368	M. & S.	Sep. '68 3
Memphis and Charleston	100	5,312,725	M. & S.	Mar. '68 3
Memphis and Ohio	100	570,000		
Metropolitan (Boston)	100	1,250,000	J. & J.	Jul. '69 5
Michigan Central	100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston)	100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*	50	323,375	J. & J.	July '69 4
Millville and Glassboro'	100	406,020	F. & A.	Aug. '67 6
Milw. & Prairie du Chien	100			
" " 1st pref	100			
Milw. & St. Paul	100	7,151,069	J. & J	J'n'69 1½s
" " pref.	100	3,188,272	J. & J.	Do. 7s10s
M. Hill & Schuylk. Haven	50	3,775,600	J. & J.	Jul. '69 4
Mobile and Ohio	100	3,762,400		
Montgomery & W. Point	100	1,544,104	J. & D.	Dec.' 67 4
Morris and Essex	50	3,616,350		Jul. '69 3½
Mt. Carbon & Pt. Carbon*	50	282,350	J. & J.	July '69 6
Nashua and Lowell	100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga	100	2,066,544		
Naugatuck	100	1,426,600	F. & A.	Feb.'69 5
New Bedford & Taunton	100	500,000	J. & J.	July '69 4
New Haven & N. London	100	788,538		
N. Haven & Northampton	100	1,344,000	J. & J.	Jan. '68 3
New Jersey	100	6,250 000	F. & A.	Aug. '69 5
New London Northern	100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.	100	45,000,000		Oct. '69 4
" Certificates	100	21,491,450		
" old int. cer.	100	22,829,000		Aug. '69 4
New York and Harlem	50	5,500,000	J. & J.	July '69 4
" " pref.	50	1,500,000	J. & J.	July '69 4
New York & New Haven	100	9,000,000	J. & J.	July '69 5
N. Y., Provid. & Boston	100	2,000,000	J. & J.	July '69 3½
Niag. Bridge & Canandai*	100	1,000,000	J. & J.	July '69 3
Ninth Avenue	100	797,400		
North Carolina	100	4,000,000		
Northern Central	50	4,798,900	F.M.A.N	Nov. '69 2
North Eastern (S.C.) pref.	100	155,000		May '67 4
Northern of N. Hampsh.	100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania	50	3,150,150		Jan.'69 5s
Norwich & Worcester	100	2,368,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n.	100	3,040,900	J. & J.	July '69 0
" " pref.	100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi	100	20,000,000		
" " pref.	100	8,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R.	50	4,259,000	J. A. J&O	Oct.'69 2½
Old Colony & Newport	100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark	100	281,550		
Oswego and Syracuse	50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri	100	3614,518		
Panama	100	7,000,000	J.A.J&O.	Oct. '69 6
Paterson and Ramapo	100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv	100	630,000	J. & J.	July '69 4
Pennsylvania	50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*	100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal		600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*	50	6,004,200	J. & J.	Jan. '68 8
" " pref.		2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading	50	26,280,350	J. & J.	July'69 5s
Do. Do. preferred	50	1,551,800	J. & J.	July'69 5s
Phil., Germ'n'n & Nor'n	50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*	100	1,259,120	F. & A.	Aug. '69 5
Phila., Wil. & Balt	50	9,058,300	J. & J.	July'69 4
Philadelphia City	50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby	50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry	25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.	100	19,685,000	J. A. J&O	Oct. '69 1½
Pittsfield and N. Adams	100	450,000	J. @ J.	July '69 3
Portland and Kennebec	100	579,500	F. & A.	Aug '68 3

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*	100	$1,500,000	J. & D.	Jun.'69 3
Providence & Worcester	100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston				Jul. '69 3
Rensselaer and Saratoga	100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville	100	2,000,000		
Richmond and Petersb'g	100	847,100		
Rich., Fred. and Potomac	100	1,041,800		
Rockport	100	88,400		Nov.'67 2
Rome, Watert. and Og'nb.	100	2,400,000	J. & J.	July'69 5
Rutland preferred	100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute.	100	2,300,000		
" " " pref.	100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.	100	1,469,429		
Sandusky and Cincinnati	100	2,089,000		
" " pref.	100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark	100	901,341		
Savannah and Charleston	100	1,000,000		
Schuylkill and Susqueh'a	50	1,269,150		
Second and Third St. (Ph.)	50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley*	50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke	100	868,200		
Second Avenue (N. Y.)	100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.*	50	869,450	F. & A.	Feb.'69 3
Shore Line	100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.)	100	750,000		Nov.'67 5
Somerville	100	75,000	M. & N.	May '69 3
South Carolina	100	5,819,275		
South Shore	100	259,685		Jul. '68 3
South Western, Georgia	100	3,939,900	F. & A.	A'g. '68 4
Staten Island	100	660,000	J. & J.	Jul. '67 4
Stony Brook	100	267,800	M. & N.	Nov.'69 3
Steubenville and Indiana	100	1,983,141		
Stockbridge & Pittsfield*	100	448,700		3½
Summit Branch	50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.	100	1,314,130		
Taunton Branch	100	250,000	J. @ J.	July'69 4
Tennessee and Alabama	100	595,922		
Terre Haute and Indiana	50	1,983,150	J. & J.	July'69 3
Third Avenue (N. Y.)	100	1,750,000		
Thirteenth and Fif. (Ph.)	50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw	100	2,700,000		
" " (E. D.) pref.	100	1,700,000		
" " (W. D.) pref.	100	1,300,000		
Tol., Wabash and West	100	5,700,000		
" " pref	100	1,000,000	M. & N.	May'69 3½
Troy and Boston	100	607,111		
Troy and Greenbush*	100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)	100	200,000		
Union (Phila.)	50	291,478	J. @ J.	July'69 3
Utica and Black River	100	834,400	J. & J.	July'69 4
Vermont and Canada*	100	2,500,000	J. & D.	Dec.'69 4
Vermont Central	100	5,000,000		
Vermont and Massachu'ts	100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian	100	357,408		
Virginia Central	100	3,353,679		
Virginia and Tennessee	100	3,506,300		
Western Union	100	2,707,693		
West Jersey	50	804,150	F. & A.	Aug.'69 5
West Philadelphia	50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon	100	1,463,775		
Winchester and Potomac			J. & J.	Jul. '69 3
Warren	100	1,547,650		3½
Worcester and Nashua	75	1 522,500	J. & J.	Jul.'69 3½
CANALS.				
Chesapeake and Delaware	50	1,618,963	J. & D.	Jun.'69 3
Chesapeake and Ohio	25	8,228,595		
Delaware Division	50	1,638,350	F. & A.	Aug.'69 4
Delaware and Hudson	100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan	100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania	50	64,000		
Lehigh Coal and Navigat.	50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation	50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)	10	1,025,000	F. & A.	Feb.'67 3
" (preferred)	100	1 175,000	F. & A.	F. '69 10s
Schuyl. Navigation (cons.)	50	1,908,207	F. & A.	Feb.'67 0
" " (pref.)	50	2 888,805	F. & A.	Feb.'67 6
Susq. and Tide Water	50	2,002,746		
Union	50	2,907,850		
" preferred	50			
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley	50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.				
Pacific Mail Steamsh p	100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation	100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph	100	41,063,000	J. & J.	July'69 2
American Coal	25	1,500,000	M. & S.	M. '69 3
Ashburton	50	2,500,000	J. & D.	Dec.'68 4
Butler Coal	25	500,000	J. & D.	Jun'69 1½
Central Coal	100	2,000,000	J. & J.	July'66 5
Fulton Coal			J. & J.	Jul. '69 2
Lackawanna Coal		200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal	40	200,000		Dec'68 2½
Pennsylvania Coal	50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal		200,000		Dec'68 2½
Short Mt. Coal	50	800,000		Jan. '69 5
Spring Mountain Coal	50	1,250,000	J. & J.	Jan.'69 6
Spruce Hill Coal	10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66
Adams Express	100	10,000,000	FMA&N	Apr.'68 5
American Express	100	9,000,000	FMA&N	May,'68
Merchants Union Express	100	20,000,000		
United States Express	100	6,000,000	FMA&N	A'g.'69 2½
Wells, Fargo & Co. Exp.	100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	299,422	286,562	342,743	2,300,767
1869	212,604	218,982	591,308	485,048	568,270	556 080	532,657	511,854	609,788	622,000	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,945	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,260	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	279,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,683	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,206	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,745	537,519	858,948	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,420
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,256	1,448,942	1,541,057	1,211,530	879,900	11,632,757
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1865	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,793	230.061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	.....	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,749	1,498,716	1,421,881	1,041,640	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,483	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,666	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,363	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,609	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,646	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	318,130	434,318	458,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	385,901	357,409	463,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,389	307,474	258,654	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,670	328,879	4,520,550
1866	282,439	265,796	337,158	343,737	366,196	335,083	324,986	359,646	429,161	498,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,560	473,546	490,772	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	550,565	751,738	1,101,771	775,616	436,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	.....	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,182,701	1,162,024	1,495,752	1,524,434	1,526,639	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,782,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	267,567	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	626,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,787	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532 911	506,641	625.547	675,360	701.352	691.556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,591	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,898	192,138	170,485	168,699	162,582	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406.766	351,759	333,480	3,809,356
1868	278,712	266,137	257,800	286,825	260,529	293,344	283,833	464,209	450,203	429,898	323,279	399,439	4,013,208
1869	284,102	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,366	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,559	617,585	755,084	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1869.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	118½
.. .. coupon		5	" "	1874	112½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	124
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	6	" "	1881	115½
and March 3, 1863 ..... coupon		6	" "	1881	115
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112½
(5-20s).....coupon		6	" "	1882	112½
Loan of March 3, 1864 (5-20s)...registered	8,882,500	6	" "	1884	110½
(5-20s).....coupon		6	" "	1884	110½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	110½
(5-20s).....coupon		6	" "	1884	110½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111½
(5-20s).....coupon		6	" "	1885	111
.. .. 2d series (5-20s)...registered	332,998,950	5	Jan. & July.	1886	113½
(5-20s).....coupon		6	" "	1886	113½
.. .. 3d series (5-20s)...registered	379,590,150	6	" "	1887	113½
(5-20s).....coupon		6	" "	1887	113½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	113½
(5-20s).....coupon		6	" "	1888	113½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106½
.. .. (10-40s)....coupon		5	" "	1904	106½
Union Pacific R. R. Bonds .....(currency)	62,625,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	47,195,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	298,502	var	.....	Due.	....
Treasury Notes (7-30s).....	853,750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,521,150	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,258	*nil.*	.....	Dem.	....
Fractional Currency	38,885,564	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	51
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	93½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
.. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	97½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	95
.. — .. (" " ").....	176,000	7	May & Oct.	1870	....
.. — .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	81
.. — .. (" " ").....	75,000	6	May & Oct.	1874	....
.. — .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	66
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	55
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	81
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1836	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	5	" "	1890	....
.. —Defence Loan of 1861-'68	2,040,100	6	" "	1883	102½
.. —Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar	1,166,500	5	" "	'90-'94	100
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	117½
.. —	650,000	6	" "	'72-'73	117½
.. —	720,000	6	" "	'74-'75	117½
.. — .. .. .. 1862.....	1,430,000	6	" "	1876	112
.. —Back Bay Loan of 1862-'63...	600,000	5	" "	'77-'78	....
.. —Bounty Fund Loan of 1863...	220,000	5	May & Nov.	1880	....
.. — .. .. '64-'67, stg.	200,000	5	Jan. & July.	1883	106½
.. — .. .. .. dol.	4,000,744	5	May & Nov.	1894	....
.. —Coast Defense Loan of 1863..	4,379,500	5	" "	1894	102
.. —War Fund 5-20 Loan.....	888,000	5	Jan. & July.	1883	101½
.. —Three Years' Loan.....	3,505,000	6	Mar. & Sept.	1886	100
Michigan—Sault Canal Bonds.....	919,324	6	Var.	3 yrs.	....
.. —Renewal Loan.....	66,000	6	Jan. & July.	1879	....
.. —Two Million Loan	200,000	6	" "	1878	97½
.. —War Loan.....	1,728,000	6	" "	'73-'83	93
.. —Bounty Loan	896,000	7	" "	1886	....
Minnesota—*Railroad Loan.....	463,000	7	May & Nov.	1890	101
Mississippi—*State Bonds (for banks).....	2,275,000	7	Jan. & July.	1883	....
Missouri—State Bonds proper.....	7,000,000	6	Jan. & July.	'41-'71	....
.. —Consols. (interest).....	453,000	6	Jan. & July.	'62-'90	....
.. —Railroad Loans	2,830,000	6	" "	1887	....
.. —S. W. Pacific, guar.....	13,734,000	6	" "	'82-'90	90
.. —Han. and St. Jo. R. R. Loan.....	1,589,000	7	" "	'81-'87	....
Nebraska—(No Account).....	3,000,000	6	" "	'81-'85	90
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,728,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	43
.. — .. (new).....	3,059,045	6	" "	'92-'98	32½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (")....	1,600,000	6	" "	1875	101½
.. — .. (")....	4,095,309	6	" "	1881	103
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,807,150	6	Feb. & Aug.	1872	102
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99½
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99½
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	434,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	53½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	49
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	48
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	52½
.. — .. Bonds	3,446,000	6	" "	'90-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	90
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	½	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6½	J. A. J. & O.	Baltimore.	1867	....
Loan of 1856	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	431,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898?	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	46½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,008	7	April & Oct.	New York.	1893	81½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	96½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $500,000	325,290	6	April & Oct	New York.	1870	97½
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	887,000	6	May & Nov.	" "	1889	84½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $250,000	205,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	2,586	7	Jan. & July.	New York.	1916	85
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	90½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	109½
National Loan	24,371,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'90	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1882	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1900	....
Company bonds	690,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	....
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	94
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	89½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1873	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	87½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1863	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	87
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1900	101
Chillicothe and Brunswick:						96
1st Mortgage	500,000	8	May & Nov.	New York.	1898	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1898	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1865	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1905	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	687,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	99
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	92
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	95½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	74½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	69
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83½
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,302,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1892	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1893	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	64½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,060,000	7	Jan. & July.	Philadelphia.	1880	88
Income Bonds	570,000	5	April & Oct.	"	1873	58
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	76
5th Mortgage	928,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,800	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	Irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1891	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	—— & ——	New York.	1873	....
2d Mortgage (do.)	794,000	7	—— & ——	" "	1883	....
3d Mortgage (do.)	237,000	7	—— & ——	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1857	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	85½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1896	95
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	90
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98½
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	—— & ——	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	58
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,723,000	7	May & Nov.	New York.	1885	94
2d Mortgage	2,993,000	7	" "	" "	1877	90
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	89½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	101½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	88½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,309,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	82
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556.421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	96
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven	1860	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1880	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	80
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	98
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85½
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	—— & ——	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1868	3,000,000	7	May & Nov.	New York.	1873	90½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1900	....
New York and New Haven:						
1st Mortgage	1,050,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'76	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72
1st Mortgage	303,000	8	" "	"	1877	90
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1866	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
Chattel Mortgage	380,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	—— & ——	"	18—	64½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	101½
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	451,500	6	Jan. & July.	Baltimore.	1873	95
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		6	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	
Equipment Bonds	300,000	8	" "	"	'69–'78	100
Ohio and Mississippi:						99½
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	92
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	83
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	93
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,288,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	92
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
3d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	
Peninsula (C. & N. W.):						....
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	98
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb. {	2,594,000	6	April & Oct.	"	1875	98
2d M. stg. }	2,283,840	6	" "	London.	1875	94½
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	90
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						....
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (General)	5,000,000	6	" "	"	1881	96
2d Mortgage	4,000,000	7	" "	"	1901	85
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	84½
Philadelphia, Germant. & Norist.:						....
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	
Bonds of 1861	106,000	6	Jan. & July.	"	1871	100½
Bonds of 1836-43-44-48 and 49	2,497,900	6	" "	"	1880	96
Bonds of 1857, convertible	171,500	6	" "	"	1886	90
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	97
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	....
Philadelphia and Trenton:						102
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1883	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1890	....
Port Huron and Lake Michigan:						89
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$250,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	99
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	176,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'78	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	79
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	73
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1894	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1893	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1806	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
2d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1880	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1889	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	$28,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	79½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	81
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	75
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	85
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1886	76½
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	99
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct. or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	72½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	70
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	97½
Convertible Loan	1,201,850	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	53
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	382,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West..N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,286	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,180	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶..N.Carolina.	—	—	—	—	—	—	—	—	94.9	—	—	—	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	—	1,650,000	25,000	—	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	937,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,606	1,918,432	—	100	147
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	21,318,631	*	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	8½
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	131
Nov. 30, 1868	76.2	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146 1	893,661	3,148,988	844,136	1,565,462	453,780	10	100	142½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,380,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,466	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota..Iowa.	.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	65
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	118,571	201,728	47,880	219,517	75,638	6	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased	to West Jersey.)	—	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	19,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	—	—	—	3,359,500	371,000	—	—	67.5	257,968	—	358,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	—	—	(Leased	to Illinois Central.)	—	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	—	—	(Leased	to Chic. and N. W.)	—	—	—	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	84	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	—	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	87½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss	6	100	28
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah....S. Car. & Ga.	1,505,000	*	—	—	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	*	—	—	880,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	—	—	—	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. and Read.)	—	—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,528	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	149
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,690	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	73½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	105½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	Leases of San. & Cin.								Cincinnati, Dayton and Eastern.....Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Cin. and Laf.	.....	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)	—	—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.	.....	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	$253,046	107,571	93,877	355,964	17,675	—	100	....

Dec. 31, 186	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	75
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—		(Leased to	Atl. &	Gt. Western.)	—	—	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg.....Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	987,788	6	50	80½
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,969,077	1,232,517	—	—	6,250,000	3,149,000	—	—		(	Leased to	Lake Shore.)	—	—	7	100	92
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	29,184,000	*	—	—	11,620,000	17,764,000	—	—		(Leased to	Pittsburg	Cincinnati	and St. Louis.)	—	—	100	22
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Columbus and Xenia.....Ohio.	1,464,078	—	655,530	81,105	1,786,200	248,000	80,667	85,846		(Ope	rated by	Little Miami.)	—	—	8	50	....
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Concord.....New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord and Claremont..New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Portsmouth..N.Hampshire.	350,000	*	—	—	350,000	—	—	—		(L	eased to	Concord.)	—	—	7	100	108½
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv..Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River .....Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	129½
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecting (Phila.).....Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—		(Leased	to Phila.	& Trent.)	—	—	—	50	....
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,828	39,337	14,823	—	100	....
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Cumberland and Pennsylvania..Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,685	1,246,515	523,329	163,178	—	50	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley.....Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	10	14	6	227	Danbury and Norwalk .....Connecticut.	435,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin...Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—		(U	nder cons	truction.)	—	—	—	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan .....Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	141.4	—	—	—	965,853	273,497	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union .....Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western.....Ohio.	1,087,779	—	—	—	309,276	738,000	—	—	42.0	—	—	—	139,355	loss.	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Delaware.....Delaware.	1,826,018	*	—	—	891,206	892,750	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware, Lack. and Western.....Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,704,648	18½	50	104½
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Des Moines Valley.....Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	168.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee.....Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipissogee....New Hamp.	825,199	*	—	—	480,000	—	—	—		(Leased	to Boston	& Maine.)	29,000	29,000	3	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186	—	4½	100	109
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	Dubuque South Western.....Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	....
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg...N. York.	365,000	—	—	—	280,000	—	—	—		(I	n progres	s.)	—	—	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	—	—	—	—	500,000	1,000,000	—	—		—	—	—	(In progress.)	—	—	100	....
Sept. 30, 1868	10.0	—	—	66.0	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	—	—	124,800	140,000	2,000	—		(Leased	to Pennsy	lvania.)	—	—	—	50	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Eastern ¶.....Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	115½
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern Shore ¶.....Maryland.	850,000	—	—	—	280,000	570,000	—	—		(Leased	to Phila.,	Wil. & Balt.)	—	—	—	100	....
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	—	—	—		(Leased	to Phila.	& Reading.)	—	—	6	50	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,589,847	—	—	—	654,600	576,900	—	—	36.0	244,880	293,720	481,273	565,168	191,033	—	50	74
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia ¶..Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia ¶.....Tenn.	—	—	—	—	—	—	—	—	130.0	350,378	82,393	71,288	537,691	133,709	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky ¶.....Tenn.	—	—	—	—	—	—	—	(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—		(Leased	to Northe	rn Central.)	—	25,000	5	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—		(Leased	to Northe	rn Central.)	—	165,000	5	50	64
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Erie.....New Jersey, N. York & Pa.	56,486,606	*	2,276,118	18 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,848	3,908,243	14,376,872	3,244,583	—	100	27½
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg.....Pennsylvania.	2,094,388	806,184	—	—	962,900	2,459,132	62,103	—	90.6	400,545	147,041	434,006	636,916	245,369	—	50	....
Oct. 31, 1868	61.6	2.0	14.0	—	19	11	3	30	European and North American ¶..Maine.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American ¶..N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Jun. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville...Indiana.	2,402,734	358,321	—	14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	463,186	117,920	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville.Ky.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence..R. I.	330,059	21,759	—	36,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	107,400	—	—	—		(Leased	to Pittsbu	rg and Co	nnellsville.)	—	7.6	50	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fitchburg .....Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000	—	23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	130
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg and Worcester..Massachusetts.	275,000	*	30,000	—	248,000	—	21,663	—	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Nov. 30, 1868	14 0	—	17.9	—	3	4	2	74	Flemington.....New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—		(Leased	to Belvide	re Delaw	are.)	—	—	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	*Flint and Pere Marquette*.....Michigan.	—	*	—	—	1,098,800	1,620,500	—	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Florida*.....Florida.	3,000,000	*	—	—	3,000,000	—	—	—	164.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida and Alabama*.....Florida.	1,300,000	*	—	—	—	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida, Atlantic and Gulf Central*.Florida.	—	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—		(In pr	ogress.)	—	—	—	—	100	....
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural..N.J.	329,305	*	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Galveston, Houston & Henderson..Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Georgia.....Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	238.0	667,607	—	—	1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*.....Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	Grand River Valley.....Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand Trunk ¶.....Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Great Western ¶.....Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia ¶....S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph* ¶.....Missouri.	—	—	—	—	7,600,000	9,760,000	—	22,441	271 0	—	—	—	2,184,167	—	—	100	107½
Aug. 31, 1868	206.0	69.0	20.6	—	54	27	14	601	Harrisburg and Lancaster..Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	—		(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	111
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Hartford and New Haven....Connecticut.	4,030,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,097,334	529,117	12	100	232
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford, Prov. and Fishkill.Conn. & R. I.	4,395,285	456,449	361,606	—	2,037,939	2,055,000	—	—	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic .....Connecticut.	2,105,558	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central ¶.....Texas.	4,600,000	*	—	—	2,000,000	2,600,000	140,000	—	185 0	—	—	—	897,617	528,297	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston Tap and Brazoria.....Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Hudson River.....New York.	16,669 882	2,516,607	19,484	—	13,932,700	5,074,960	1,167	—	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	6	100	158
Sept. 30, 1868	144.0	—	170.6	—	82	159	30	1,059	Huntingdon and Broad Top Mt.....Penn.	2,201,675	*	—	—	649,380	1,810,045	—	—	58.7	152,874	27,812	296,895	219,211	80,051	—	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*.....Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,935	10	100	132½
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	Indianapolis and St. Louis.....Indiana.	—	—	—	—	(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	uis R.	R.)	—	—	—	100	....
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,158,897	8,232,807	—	—	302.5	—	—	—	—	—	—	50	26
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	237,260	—	—	—	—	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line..Iowa & Mo.	—	—	—	—	—	—	—	—		—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron .....Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	66,378	64,610	8,944	—	100	....
Jun. 30, 1868	13.0	—	....	—	4	2	—	64	Ironton.....Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,044	225.0	693,519	—	—	1,063,624	284,958	—	100	67
Dec. 31, 1868	108.0	52.0	18.1	—	37	28	15	521	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—		(Leased	to Chicag	o and Alt	on.)	—	7	100	92½
Dec. 21, 1868	37.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—		(Leased	to Michig	an Central.)	—	152,927	8	100	....
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	70,033	41,937	—	100	....
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central.....Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul.....Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned	by Chic	ago Burli	ngton & Q	uincy.)	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston ¶...Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	18.0	—	—	88.0	—	—	—	8	Knoxville and Kentucky ¶....Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	....
Dec 31, 1868	31.0	—	13	84.0	2	7	1	20																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	600,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,083	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	936,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,636	Lake Shore and Michigan Southern.....	G.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid ated.)		619.3	.....	.....	.....	.....	.....	—	109	84½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coal	and Na	vigation .)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,182,673	28,412,376	4,270,650	1,769,356	10	50	106
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	—	39,600	.....	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,593	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint)..O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	50	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	85
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	—	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	—	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	(11 mos.)	.....	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	84.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	351,360	138,055	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	—	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	—	—	—	....	Manchester and Lawrence..N. H. & Mass	1,000,000	—	.....	.....	1,000,000	—	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	126
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	—	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksev. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,674	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	—	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	—	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,605	—	100	67½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	107
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	—	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	(9 mos.)	.....	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	87½
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	248	Nashua and Lowell....N. Hamp. & Mass.	787,706	—	.....	.....	720,000	—	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,923	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600,655	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	88	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,241,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	.....	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,087,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,281,303	5,143,140	8	100	169½
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....Connecticut.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,282	983,545	8	100	126
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	90
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,600	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0				284,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	"				(In pro	gress.)				—						—	100	....
Dec. 31, 1868	283.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8				1,296,961	301,779	—	100	80½
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839			67.3	421,267			1,015,394	388,240	5s	50	76
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8		4,738,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	87½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	104
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373			35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	109
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)				146.0	279,621		3,345,141	253,994		—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	63½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534		2,964,041	663,427	—	100	24
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897		101.5	248,880			1,197,090	653,185	—	50	76½
May 31, 1869	72.5	68.5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842	1,404,296	531,078	6	100	96½
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500			9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387							111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	263.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	6,000,000				7,000,000	1,192,000				47.6						24	100	200
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					—	(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000				—	(Leased	to Erie)				—	100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				—	(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000				—		(Leased t	o Camden	and Amboy.)			—	100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	107½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		8,200,000	597,500	375,000			47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				—	(Leased	to Chic. R. I. and Pac	ific.)		125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000										—	100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	900,000	212,500			39.0	67,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633			287.5				2,804,250		—	50	56
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950				24.3	342,775			642,639	295,901	10	50	140½
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135			8,791,937	3,150,837	10	50	98½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5				995,196	290,585	10	100	117½
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200			2,393,897	905,891	8	50	105
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio. 13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	18	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,083	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782		—	50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)					23.0	34,971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510			109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680		51.3	258,977			518,592	130,420	6	180	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	—			350,000	—				—	(Leased	to Concor	d.)		24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	—			170,000	200,000				—	(Leased	to Eastern	.)	77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000				14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.0	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,659	21,943	1,900,000	—	129,656	23,426		54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																—	100	....
Dec. 31, 1868	73 8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800	1,226,390			92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	87	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000				—	159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,782,884	811,575			3,000,000	1,500,000				175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146,985	58,729	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000				—		(Not in o	peration.)			—	100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under c	onstructio	n.)		—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2				1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	789	Rutland	Vermont.	6,500,000	—								166.3	694,469	4 069,421	11,712,202	993,239		—	100	29
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000						(About $5	0,000 a mo	nth.)			—	100	80½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100	25
Dec. 31, 1868	195.0	15.0	15.9	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000				120.0				612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				—	(Leased	to Chi. &	Alton.)	240,000		—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030				—		(Under co	nstruction	.)		—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.										—		(Under co	nstruction	.)		—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700		232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	—			180,550	100,000				—	(Leased	to West J	ersey.)		16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	881,471	82,542		6,679	243,305	226,900	487			—	(Operat	ed by Bos	ton & L.)	17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000			116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	148,578			54.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—			576,050					—	(Leased	to Phila.	and Readin	g.)		5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000										—	100	....
Feb. 29, 1868	81.8	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3				312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100				160.0				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	—			869,450	700,000				28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900			25.0		265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—			100,000	37,800				20.0	(Operat	ed by Jeff.	Mad. and	Louisville	.)	—	100	....
May 31, 1869	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376			289,288	68,334	—	100	....
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000				75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510			109.0	373,510	7,127,219		605,543	214,124	6	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—			438,300					—	(Leased	to Central	of New J	ersey.)		—	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	8,860,741	514,388	1,295,967		243.0	756,431			1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000					—			(In progres	s.)			—	100	....
Nov. 30, 1868	14.5	—	2.0	—	8	12	2	15	South Shore	Massachusetts.	501,592	*			259,685	150,000	17,614	15,039		22.0	45,312	2,002,440		77,017	15,961	3	100	....
Sept. 30, 1868	53.0	0.9	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000			—		(Not in fu	ll operatio	n.)		—	100	....
Sept. 30, 1868	128.0	6.6	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	476,160	9,401		132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000					(Und	er const	ruction.)				—	100	....
Dec. 31, 1868	80.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*								—				250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,075	130,224	207.5	333,302	.....	.....	.....	.....	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.									68.0							100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,000	.....	660,000	200,000	45,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)	31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	19,773	15,970	6½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	....
Dec. 31, 1868	12.0	—	12.0	—	....	....	....	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	—	—	67,705	25,942	5	100	....
Sept. 30, 1868	61.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	—	(Will form a part of the Rondout and Oswego Line.)													100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	*	3,274,000	.....	654,000	2,620,000	—	—	—	—	—	—	—	—	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,968,150	.....	148,488	967,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	230.0	....	....	....	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western.O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,907	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	54½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	—	—	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leased	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Dec. 31, 1868	900.0	—	....	....	176	58	25	2,810	*Union Pacific*.....Nebraska, &c.	20,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	117.0	2.0	25.0	—	66	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	—	(Leased	to Vermo	nt Centra	l.)	—	8	100	97½
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	808,097	114,080	2	100	56½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	.....	—	(Leased	to Rutlan	d.)	—	—	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	.....	Virginia and Tennessee ¶.....Virginia.	7,570,627	*	.....	.....	3,500,300	2,452,852	461,649	.....	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	....	....	....	....	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,550	511,400	.....	.....	113.5	.....	7,261,882	15,554,017	863,212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	....	....	....	....	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	18.3	(Leased	to Del. La	c.& W'tn.)	410,371	166,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget.D. C. & Va.	.....	—	(In hands of receiver.)						10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.	.....	—	.....	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	*	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	....	68	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	.....	.....	.....	.....	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,998	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	.....	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,406	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	West Wisconsin.....West Wisconsin.	.....	—	(Under construction.)		.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	125
Dec. 31, 1868	20.8	—	....	6.5	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	—	(Under construction.)		.....	.....	.....	.....	—	—	(Not	in operati	on.)	—	—	—	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—	—	(Not	in operati	on.)	—	—	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by	Boston,	Concord a	nd Mont	real.)	6	100	....
Sept. 30, 1868	171.0	—	....	—	14	13	8	140	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	169.0	—	15.0	—	21	15	11	267	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1868	19.0	19.0	9.5	—	—	—	—	—	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Dec. 31, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	—	—	—	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	1,160,782	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	317,050	52,000	24,333	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
																		13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Le	high Nav.	Co.)		.....	.....	—	50	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	.....	.....	6	25	....
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	.....	.....	14	100	120½
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	—	—	—	64,000	813,511	—	.....	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	—	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	67½
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,600	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	106.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,189	7,762,720	536,411	—	108.3	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	1,026,580	.....	—	50	20½
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	800,000	600,000	.....	.....	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30,'68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31,'68	31.00	480	80	Baltimore City.....Md.								100	100	19½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	98½
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31,'68	9.20			Cincinnati street.....O.								100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200.000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	288,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130.000	2,500	63,945	Loss.		100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct.-31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	12
Dec. 31,'68				Hoboken and Hudson City.N.J.										
Dec. 31,'68				Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	100,700	74,000	9,272				100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	....
Nov. 30,'68	3.60			Malden and Melrose (Btn).Mass.	60,246		52.600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	67
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	71½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)....Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,648	285,307	5,500		87,643	16,274	7.	50	25	25¾
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.8	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31,'68	3.96			Schuylkill River (Phila.)....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	673,387	109,300		524,611	177,857	11½	50	30	41
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,589		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	53½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston).....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68				13th and 16th streets (Phila.).Pa.										19½
Sept. 30,'68	3.47	82	5	Troy and Albra.....N.Y.	72,463	44,700		18,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	101⅞
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80			West Hoboken.....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct 31,'67	1.02	10	4	Williamsport.....Pa.	20,867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester.....Mass.	82,578	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1876	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	74
Camden and Atlantic, pref....	600,000	7	...	....
Catawissa,* pref. and guar....	2,200,000	7	7	38
Cayuga and Susquehanna,* guar....	589,110	...	9	60½
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	83
Chicago and Alton, pref....	2,425,400	7	10	145½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	87½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	88
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46½
Hannibal and St. Joseph, pref....	5,253,836	...	...	104½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	...	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	20½
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	83½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref....	3,500,000	7	7	69
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,580	...	7	....
Rutland, preferred....	.....	7	7	50
St. Louis, Alton and T. H., pref....	2,040,000	7	7	58
Sandusky and Cincinnati, pref....	445,596	6	6	34
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	60
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, prefarred....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	26
Mariposa Mining, pref....	4,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton	34 50 @	36 —
Pig, American, No. 1		39 — @	40 —
Pig, American, No. 2		37 — @	38 —
Pig, American, Forge		36 — @	— —
Bar, Refined, English and American		86 — @	— —
Bar, Swedes, assorted sizes	(gold)	82 50 @	85 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes..	Less 5 per ct.	— —	@140 —
Bar, Refined	" "	95 —	@ 1 —
Bar, Common	" "	87 50	@ 90 —
Scroll	" "	120 —	@180 —
Ovals and Half-round	" "	120 —	@145 —
Band	" "	120 —	@ — —
Horse Shoe	" "	120 —	@ — —
Rods, ½@3-16 inch	" "	100 —	@155 —
Hoop	" "	125 —	@180 —
Nail Rod	Less 5 per ct.	per lb. —	8½@ — 9½
Sheet, Russia, as to No.'s	(gold)	— 10½@	— 11½
Sheet, Single D. and T. Common		— 5½@	— 7
Rails, English	(gold)	per ton. 56 50 @	57 —
Rails, American, at Works in Penna.		c'y. 76 — @	77 —
Anvils, Eagle		per lb. —	9½@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 18 @ — 22
English Spring	(2d and 1st quality)	— 9 @ — 11½
English Blister	(2d and 1st quality)	— 11½@ — 19
English Machinery		— 12½@ — 15
English German	(2d and 1st quality)	— 14 @ — 16
American Blister " Black Diamond"		— 10½@ — 16
American, Cast, Tool,	do.	— 19 @ — —
American, Spring,	do.	— 10 @ — 13
American Machinery	do.	— — @ — 13
American German	do.	— 10 @ — 13

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 75 @ — —
Clinch		6 25 @ — —
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 26 @ — 30
Copper		— 38 @ — 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35½@ — 36
Straits	(gold).	— 33½@ — 33½
English	(gold).	— 31½@ — 31½
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 8 12½@ 8 37½	11 — @ 11 50
I. C. Coke	6 75 @ 7 37½	9 — @ 10 25
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	7 75 @ 8 25	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— 18 @ — 18½
Crude, 40 @ 47 gravity (in shipping order)		— 23½@ — 24
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 30 @ — —
Refined, Standard White (in ship'g order)		— 33½@ — 33½
Refined, prime White (in shipping order)		— 33 @ — —
Refined, S. W. (in merchantable order)		— — @ — 31
Naptha, Refined, (60 @ 63 gravity)		— — @ — 10½
Residuum	per bbl.	— — @ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	....per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
Canton Co.	....	....	....	51	....	50
Central Pacific 6s	92½	92	92	91½	91	90
Central of N. Jersey	91½	91	90½	89½	88	87½
Chicago & Alton	148	150	149	149½	149	....
" pref.	....	....	....	149	148½	145½
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	152	152	....	153	152	151
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	74	74½	75½	72½	74½	72
" pref.	88½	88½	88½	88½	87½	86
" 1st M.	....	89½	....	....	....	....
" Interest	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	87½
Chic., Rock Isl. & Pac.	103½	103½	104½	105½	105½	104½
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	95	95½	95½	95½	....	....
Clev., Col., C. and Ind.	....	....	....	....	75	....
Clev. and Pittsburg	84	82	81	79½	80	80½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	72½	....	....	73	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	24	24	22	21½	21½	22
" 1 M.	76	75½	75½	75½	75	74½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	26	....	....	....	....	....
Del. & Hudson Canal.	....	....	....	....	....	....
Del., Lack. & Western.	109	109	108	107	105	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	92½
Erie Railway	29½	28	28½	27½	27½	27½
" pref.	....	....	....	....	46½	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	84	....	....	85	85	....
" 4 M. 7s, 1880	....	....	....	....	....	75
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	79	....	....	....	....	....
Hannibal & St. Joseph.	108½	107½	....	....	107½	104½
" pref.	....	108	107	106	104½	....
Hudson River	161	156	157	155	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	137	....	....	132	132½	132½
" bonds	118	....	....	....	....	....
Lake Shore & Mich. S'th.	88	87½	88½	88	86½	83½
" Div. bonds	....	83½	....	....	....	....
Marietta & Cin. 1st pref.	....	20½	20½	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120	120	120½	120½	120½	120
" S. F. 8s, 1882	....	....	....	....	117	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	94½	95	95	....	94	94
" 2 M.	....	....	....	....	90	....
Mariposa Mining Co.	....	8	....	....	....	7½
" pref.	16	16	16½	16½	15½	15
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul.	68½	68	68	68	67½	66½
" pref.	83½	83½	83½	83½	82½	81½
" 1st mort.	....	....	90	....	89½	....
" 2d mort.	....	....	....	....	....	....
" 8s	101½	....	....	....	....	....
" 7 3-10s con.	....	88	88	....	....	....
Missouri 6s	91	91	91	91	....	89½
" H. & St. J. 1ss.	91	91	91	....	90	....
Morris and Essex	....	87½	....	88	87	87½
" 1st mort.	....	96	....	96	....	....
" 2d mort.	....	....	....	....	....	92
New York Central	161½	178½	174½	173½	169½	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	86	....	88	89	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	90½	89½	89	88½	87	86½
N. York and Harlem	....	131½	131	130	129½	126
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	44½	41	42	41	41½	40½
" new	34	30½	37½	30	30	32
" special tax.	37½	34	37	29½	28½	31½
Ohio and Miss.	26½	26½	26	25½	24½	24½
" pref.	....	....	....	....	69	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	52½	52½	52	51½	51½	47½
Panama	....	....	207½	....	208	200
Phila. and Reading	99	97½	....	98½	98½	97½
Pitts., Ft. W. & Chi. gtd.	86½	87½	88	87½	87½	86
" 1 M.	....	....	....	....	100	100
" 2 M.	94½	....	94½	94½	....	95
" 3 M.	....	....	....	....	....	....
" Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	14½	14½	14½	14	13½	13
St. L., Alton & T. H.	....	....	....	25	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	91	....	....	92½
" 2 M. pref.	....	....	80	....	79	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s	59	58	56½	58½	58½	58½
" new	52	51½	50½	50½	50	49½
Tol., Wab. & Western	59	....	55½	55½	55	52
" pref.	....	....	....	....	....	....
" 1 M. ex.	....	....	88½	....	....	....
" 2 M.	81	....	....	81	81	....
" Equipment	....	....	....	....	....	....
Virginia 6s, ex-coupon	50½	....	....	....	....	....
" now	....	....	....	....	....	52½

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	107¼	107⅜	106¼	107	106⅝	
U. S. 5s, 10-40s, reg	107¼	....	....	....	106⅜	
U. S. 6s, 1881, reg	....	....	115½	....	....	
U. S. 6s, 1881, coup	117¼	117¼	115	115	....	
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	
U. S. 6s, 1881, .. ¼y	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62.112¼	112¼	111¾	110¾	110¾	112⅜	
U. S. 6s, 5-20s, c. 1862.114¼	115¼	114	112¾	112¾	112⅜	
U. S. 6s, 5-20s, reg. '64	....	....	....	110¼	....	
U. S. 6s, 5-20s, c. 1864	112¼	....	110¾	111	110¼	
U. S. 6s, 5-20s, reg. '65	112¼	112	111¼	....	....	
U. S. 6s, 5-20s, c. 1865.113¾	112¾	112¾	110¾	111¼	110¾	
U. S. 6s, 5-20s, r. n. '65.115¼	....	....	....	....	....	
U. S. 6s, 5-20s, c. n. '65.115¼	114¾	114¾	113¾	113¾	113¼	
U. S. 6s, 5-20s, reg. '67.115¼	114¾	....	113¾	....	....	
U. S. 6s, 5-20s, c. 1867.115¼	115	114¾	113¼	113¾	113⅜	
U. S. 6s, 5-20s, reg. '68.115¼	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68 ..115¼	....	114¼	113¾	....	113	
U. S. 6s, Pac.R.R.issue107¼	107¼	107¼	107¼	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa	....	14	....	....	....	....
.. preferred	....	....	....	....	....	34½
Camden and Amboy...119¼	119¼	120	....	....	....	119
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883 84	....	84	....	....	....	84
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	94	....	....	....	93¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation..... 34	....	34	34	34	33¾	
.. 6s, 1884	82	81¼	....	81¾	....	
.. Gold L..... 97¼	98¼	....	98	96	97¼	
.. R. R. L	....	85¼	85¼	....	....	
Lehigh Valley R. R..... 53¾	53¾	53¾	53¾	53¼	53¾	
.. 6s new coup	....	....	....	....	....	
.. 6s new reg	....	....	95	....	....	
Little Schuylkill R.R... 42¼	....	....	....	43	....	
.. 7s	....	....	....	....	....	
Minehill	53	....	....	....	....	
Morris Canal	....	....	....	....	....	
.. pref	60	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
North Pennsylvania	....	38	....	....	....	
.. 6s, 1880	88	....	88	....	....	
.. 7s	....	....	....	84¾	....	
.. 10s, 1887	....	....	....	....	....	
Northern Central	....	....	....	....	....	
Pennsylvania R. R..... 54	54¼	54¼	54	54	53¾	
.. 1st M	....	....	98	....	98	
.. 2d M	....	....	94¼	....	....	
Penn. State, 6s, 1st series102¼	102¼	101¾	....	102	....	
.. 6s, 2d series	....	106¾	106¾	106¾	....	
.. 6s, 3d series	....	....	108	....	....	
.. 6s, W. L	100¾	....	....	....	....	
Philadelphia City, 6s	....	....	97¼	....	97¼	
.. new 102	102	102	101¼	101¾	101¼	
Philad., Germ. & Nor	....	....	....	70¼	....	
Phila. & Reading 48¼	49¼	49¼	49¼	49¾	49¼	
.. 7s, 1893 102	....	....	....	102	....	
Philadelphia and Erie.. 29	....	28¼	29	28¼	28	
.. 6s	....	....	....	....	....	
.. 7s	84¼	84¾	....	....	84½	
Schuylkill Navigation	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 6s, 1882	....	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	75	....	
Susq. Canal	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Union Canal, pref	....	....	....	....	....	
.. 6s, 1878	....	....	....	....	....	
Hestonville, (Horse)	....	....	....	....	....	
Chestnut & Wal. ..	....	....	....	....	....	
Green & Coates ..	....	....	....	....	....	
2d and 3d streets ..	....	....	41	....	....	
Spruce and Pine ..	....	....	....	....	....	
13th and 15th sts. ..	....	....	18¼	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875. 91¼	....	....	....	91¼	91¼	
.. 1886 92	....	....	....	....	....	
.. 1890 ..... 92¼	92¼	91¾	92	91¼	91¼	
.. 1893	90	....	....	....	....	
Balt and Ohio	....	123	122¾	123	....	
.. bonds, 1875	....	....	....	....	....	
.. .. 1880	....	....	....	....	....	
.. .. 1885	....	92¾	....	92¼	....	
Marietta & Cin. 1st M	....	88	....	88	....	
.. 2d M	....	....	....	....	66	
Northern Central	....	....	43¾	43¼	43¾	
.. bonds, 1885	....	....	....	....	....	
.. .. 1900	....	....	....	....	....	
N. W. Va. 1st mort	....	....	....	....	....	
.. 2d mort	....	....	....	....	....	
.. 3d mort	....	....	....	....	....	
City Passenger R R	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1
Boston and Albany	146¼	147	147	147	147	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	142¼	142½	....	....	142½	
Boston and Providence	....	....	....	....	....	
Boston, Hartford & Erie 10½	10½	10¼	10	9½	8½	
.. 7s, new..... 46¾	46¾	46¼	46	45	45	
Cheshire, pref..... 83	....	83	....	....	....	
Concord	....	....	....	75¾	75½	
Connecticut River	....	129½	....	....	....	
Eastern 114¼	114¼	114½	....	....	115½	
Fitchburg.....130½	....	130½	130½	130	....	
Manchester & Lawr'ce	....	....	....	....	126	
Michigan Central.....120½	120½	120¾	....	....	120½	
Northern, N. H	....	104	104	....	....	
Ogdens. & Lake Champ	....	....	....	....	....	
.. pref	102½	....	103½	....	....	
Old Colony & Newport. 96¾	96¼	96	96	....	96¾	
Ph., Wil. & Baltimore	....	....	....	....	52¼	
Portl'd, Saco & Ports	....	....	....	....	....	
Union Pacific 6s	82½	....	....	81½	....	
" Land Grant 7s	56½	....	....	....	....	
Vermont & Canada	....	96½	....	....	97¼	
Vermont & Mass	....	....	....	56½	....	
Broadway (Horse)	....	....	....	....	....	
Cambridge 97½	97	....	97	97	98½	
Metropolitan ..	....	67	....	....	....	
Middlesex ..	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls ..	....	....	....	....	....	
Franklin ..	....	....	....	....	....	
Huron	....	....	....	....	....	
Isle Royale ..	....	....	....	....	....	
National ..	....	....	....	....	....	
Minnesota ..	....	....	....	....	....	
Pewabic ..	3¼	....	3	....	....	
Pittsburg ..	....	....	....	....	....	
Quincy ..	....	....	....	....	20	

London Stock Exchange.

	—Closing Prices.— Nov. 5.	Nov. 12.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	45 — 55	50 — 60
Do. do., 2d mort., 1881	45 — 55	50 — 60
Do. Penn., 1st mort., 1877	45 — 55	50 — 60
Do. do., 2d mort., 1882	45 — 55	50 — 60
Do. Consol. 7 per cent. mort. 1890	24 — 25	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	61 — 63	60 — 62
Do. 2d mort. 8 p. c	62 — 64	62 — 64
Erie shares 100 dol. all paid	20½ — 21	20½ — 21
Do. sterig. 6 p. c. convertible bonds	63 — 68	63 — 68
Do. 3d mort. 7 p. c. 1883	60 — 65	60 — 65
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —100	98 — 99
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	98½ — 99	98 — 99
Marietta and Cin. R. R. bonds 7 p. c.	74 — 77	74 — 77
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	93 — 95	93 — 95
Do. General mort. 6 p. c. 1910	86 — 88	86 — 88
Philadelphia and Erie 1st mort. 1881.	85 — 87	85 — 87
Do. with option to be paid in Phila.	87 — 89	85 — 87

American Railroad Journal.

Saturday, December 4, 1869.

Stock Exchange and Money Market.

Money has been in more general and more urgent request, since our last, and has been quoted up to 7 per cent. on call, to the best class of street borrowers, and 9@8 per cent. per annum in the discount form. The country drain of currency has been moderate. The city banks report a loss of $273,231 of legal tender notes, and $136,795 of deposits. They have reduced their loans, $389,534, and their circulation, $76,084. They, however, show a gain of $1,758,825 in their specie reserve. The U. S. Sub-Treasury reduced its coin balance, about ⅝ of a million, and added over half a million to its reserve of currency. It closed the month of November with an aggregate cash balance of $87,231,751, against $94,689,062 at the close of October. Washington advices report the coin reserve in the ownership of the Treasury Department at the close of the week at $74,033,517; currency balance, $10,142,800; private deposits of coin, $35,655,440.

Washington telegrams state that between the 11th of May and the 25th of November there was paid for United States six per cent. bonds, on account of the Sinking Fund and for the fund held subject to order of Congress, interest and premium paid thereon, $89,282,270 13. The Treasurer now holds on account of the fund named $75,478,800 in United States six per cent. stocks. The dividends on the stocks so held will net an income to the Treasury of $4,528,728 per annum. There has already been received on these bonds, $704,304 in gold, which has been invested in United States bonds, representing $787,000 held as above.

The Public Debt statement for Dec. 1, according to the Washington dispatches, showed a further liquidation of about 7⅛ millions in November, leaving 105 millions of coin (including 36 millions on private account,) and 11 millions of currency in the Treasury.

The specie reserve of the city banks according to the latest return is $29,687,896, against $15,786,277 same time last year. The city bank deposits are now $183,597,895, against $187,418,835 week ending Nov. 28, 1868. The legal tender reserve amounts to $48,181,890, against $62,440,206 same time last year. The circulation now stands at $34,155,838, against $24,284,568 same time last year. The loans are now $252,678,474, against $254,386,057 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $93,530,644 a day, against a daily average of $80,291,759 the preceding week, and $95,143,215 the week ending with Nov. 13, 1869. The current week's exchanges average about $100,712,000 a day. The city banks, last week, reported a gain of $1,758,825 of specie, with a loss of $136,795 of deposits, and $273,231 of legal tender notes. They reduced their loans, $339,534; and their circulation, $76,084.

The city bank exchanges on Wednesday were up to $113,815,081.

National Bank notes to the amount of $112,140 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to $319,403,801, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,666,188, leaving, with the existing 1,618 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,737,613. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,502,650; and for the public deposits, $19,358,000—making a total of $359,860,650. The Treasury Department last week redeemed and destroyed $424,000 of worn and mutilated fractional currency, and issued $316,204 of new. The outstanding amount of fractional currency on the 1st of Nov., was $37,035,442, against $33,001,299 on the 1st of October, 1869.

The U. S. Sub-Treasury receipts, week ending with Nov. 27, were $5,228,052 in coin, (including $2,088,000 from customs duties,) and $5,996,541 in currency; payments, $5,910,367 in coin, (including $1,894,458 of coin interest,) and $5,406,530 in currency; balance at the close of the week, $86,181,305, (including $79,913,031 of coin, and $5,938,506 of currency,) against $90,419,483 at the close of the preceding week, showing a decrease of $4,238,178. The business of the Office on the first two days of the current week, was as follow

On Monday, receipts, $729,698 in coin, (including $302,726 from customs,) and $390,945 in currency; payments, $162,554 in coin, (including $153,788 of coin interest,) and $573,175 in currency. On Tuesday, receipts, $687,423 in coin, (including $354,074 from customs,) and $312,283 in currency; and payments $114,297 in coin, (including $102,550 of coin interest,) and $416,240 in currency. The balance at the close of business on Tuesday stood at $87,231,751, (including $5,615,835 of currency, and $81,053,296 of coin,) against $88,454,638 a week previous; and $87,128,396 on Nov. 16, 1869. The aggregate receipts of the office in Nov. were $67,322,747, including $9,190,801 from customs; aggregate payments, $74,780,059, including $15,992,989 of coin interest.

The outstanding amount of coin certificates on the 1st of Nov. was $28,731,520, against $24,412,720 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,784,698 of coin certificates through the receipts for customs.

Government revenues have been rather less prolific, since our last. The excises yielded about 3¼ millions; customs at the port of New York, $1,924,698, and at the outports about $640,000 (in coin) more, making the grand total income for the week equal to abont $6,391,750 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 77 millions. In November, they reached $13,145,570 75, an increase over the corresponding month last year of $3,504,266 12.

Gold has been more freely offered in the open market, and has been quoted down to 121@121⅛, which figures were made early on Tuesday. Subsequently, there was a rally to 123@123⅛, on official announcement that Government would make no award of gold on that day, notwithstanding the fact that it had invited proposals, without making for itself the usual reservation of the right to reject any or all bids, which might be made. There were bids, made to the amount of $1,435,000 at from 120.63@121.20 the latter having been bid for $600,000 by Messrs. Trevor & Colgate, who claim that their bid should be accepted, in view of the omission, in the official advertisement of the customary reservation in the interest of the Government. The Sub-Treasurer, however, acting on instructions from Washington, declined to make any award at less than 122, which price was not bid. Government had announced, as part of its programme for December, that it would sell eleven millions of gold, during the current month, as follows: Dec. 3, $1,000,000; Dec. 7, $1,000,000; Dec. 9, $1,000,000; Dec. 10, $1,000,000; Dec. 16, $1,000,000; Dec. 17, $1,000,000; Dec. 21, $1,000,000; Dec. 23, $1,000,000; Dec. 24, $1,000,000; Dec. 28, $1,000,000; Dec. 31, $1,000,000. Since this announcement was made it has been stated that some of our leading merchants had urged the Secretary of the Treasury to either stop or materially reduce his gold sales during December, upon the ground that the decline which, in the present condition of the market, would naturally follow the large sales advertised, would be likely to check exports of produce, and force prices so low as to bring about embarrassment in credits. On Wednesday, the range of the price was from 121⅝@122¼, and the closing quotation was 122. The speculation has shown more activity through the week, though the custom and export calls have been on a restricted scale.

The coin balances of the Government at this port on Wednesday morning, amounted to a little over 81 millions.

The coin interest disbursements on Wednesday were $170,453.

The customs demand for Gold last week, averaged $320,782 a day; thus far, this week, it has averaged $372,509 a day, or equal to a weekly aggregate of $2,235,054. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $24,963, and since Jan. 1, $14,870,752, against $6,528,237 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $119,798,156, against $107,809,438 same time in 1868. At San Francisco, from Jan. 1, to Nov. 19, 1869, $7,501,000, against $7,530,150 same time last year.

The exports of specie, from this port, last week, were $161,704, against $642,105 same week last year; total, since Jan. 1, 1869, $30,346,340, against $69,123,685 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1,894,453, and since Jan. 1, 1869, $87,425,387, against $80,134,609 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Nov. 19, 1869, were $34,708,886, against $32,526,034 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Nov. 27, were about 73¼ millions.

Foreign exchange has been quoted stronger in price, and rather brisker. Bankers' prime sixty day bills on London closed heavily on Wednesday at 109@109¼, and on Paris to 5.21¼@5.16¼; sight bills on London to 109⅛@109¾, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been rather liberal this week. The week's exports of domestic produce have been to the currency value of $4,078,197, making the total since Jan. 1, 1869, $181,214,573, against $152,871,364 same time last year.

Government securities have been more abundant and have declined sharply, influenced by the fall in gold, but the demand has been rather more active at the reduced figures. Government has decided to buy in thirteen millions of Five-twenties in the current month of December, as follows: Dec. 1, $2,000,000; Dec. 2, $1,000,000; Dec. 8, $2,000,000; Dec. 15, $2,000,000; Dec. 16, $1,000,000; Dec. 22, $1,000,000; Dec. 29, $2,000,000; Dec. 30, $1,000,000. Of these amounts, the purchases of Dec. 2d, 16th, and 30th, will be on account of the Sinking Fund. The Government purchase of two millions of Five-twenties on Wednesday was made at 110.14@110.40 net, out of an aggregate offering of about 5¼ millions.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 17.	Nov. 24.	Dec. 1.
Consols	93¾	93	93¾
U. S. 5-20's of 1862	83⅜	83⅛	84⅝
U. S. 5-20s, 1865	82	82½	83⅛
" 1867	83½	83⅞	85⅜
" 10-40s	77¾	78¼	80¼
Erie	20	20½	21
Ill. Central	98½	99	99
At. and Gt. West	....	....	....

State bonds have been moderately active, but generally easier in price.

U. S. sixes of 1881 closed here more steadily at 115⅛@115⅝; U. S. Five-twenties of 1862, ex-coupon, 112½@112¾; U. S. Five-twenties of 1864 at 110¼@110¾; U. S. Five-twenties of 1865 at 110⅛@110¾; U. S. Five-twenties of 1865, consolidated, 113@113¼; U. S. Five-twenties of 1867, 113¼@113⅜; U. S. Five-twenties of 1868, 112¾@113¼; U. S. Ten-forties at 106⅜@106⅝; U. S. Six per cent. currency bonds, 107@107½.

A good inquiry has been noted for all substantial Railway Mortgage, at generally well supported prices. The Western Pacific Loan, offered by Messrs. Fisk & Hatch, meets with a free sale at the ruling price of 90 per cent. and accrued interest, the latter calculated at the rate of six per cent. in currency. The probability is that the loan will be closed at an early day.

Railway and miscellaneous share property has been fairly active, but has fluctuated widely. At the close more steadiness was apparent, notwithstanding the increasing activity in money.

There has been less animation in general business, and considerable irregularity in prices. Middling upland cotton closed rather buoyantly on Wednesday at 25¼@25½ cts. per lb. The stock of cotton now here is given at about 26,500 bales. The receipts at the port this week, have averaged about 5,000 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 778,000 bales, against 615,000 bales in 1868-'9; exports, same time 374,750 bales, against 272,750 bales same time in 1868-'9; stock on hand at latest dates, 261,500 bales, against 213,800 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 20,040 pkgs., against 22,042 pkgs., same time last year. From Boston, 6,878 pkgs., against 7,753 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in more demand, at from 8@16½c., per lb.; week's receipts, 5,823. Milch cows inactive, at $40@$110 each, receipts, 100. Veal calves in slack request at from 4@12½c. per lb.; receipts, 1,081. Sheep and lambs in moderate demand at from 4@7c., and 5@7½c. per lb.; receipts, 35,662. Swine in less request at 9¾@10¾c. per lb., all live weight; receipts, 17,104.

Foreign goods have been in less request and depressed in price.

Ocean Freights have been less active, lower, and irregular. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s.@2s. 3d. by steamer, per bbl.; grain at 4½d.@5d. by sail, and 5d.@6d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and ¼d.@$\frac{5}{16}$d. by steamer per lb.; and heavy goods 20s.@35s. by sail, and 20s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 465.

The balance in the Sub-Treasury on Wednesday was $87,219,799 25.

The New York exports, exclusive of specie, for the week ending Nov. 30, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$4,269,207	$4,078,197
Prev. reported	148,602,157	177,136,376
Since January 1	$152,871,364	$181,214,573

The imports for the week ending November 27, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$1,244,543	$1,168,847
Gen. merchandise	4,075,950	3,013,850
Total for the week	$5,320,493	$4,182,697
Previously reported	222,782,624	264,263,064
Since January 1	$228,103,117	$268,445,761

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York Central and Hudson River scrip, 78; N. Y. and New Haven, 140; Dubuque and Sioux City R. R., 109; do., 1st mort., 93; Norwich and Worcester R. R., 108; New Jersey Central new bonds, 97; Pacific 7s, guar. by Mo., 92; Union Pacific 6s, gold, 85; St. Louis and Iron Mt. 1st mort., 81; Toledo, Peoria and Warsaw 1st mort., E. D., 82½; Milwaukee and St. Paul 1st mort., Iowa Div., 87; Morris and Essex con. bonds, 84; N. Y. Central Sub. bonds, 85½; South Carolina 6s, new, 67¼; Ohio 6s, 1875, 101½; Louisiana 6s, 66; do., 6s, Levee bonds, 58; Georgia 7s, 95; New York 7s, Bounty Loan, 109¼; do., 5s, 1874, 99¼; Alabama 8s, 93½; Brooklyn 6s, W. L., 92½; Pennsylvania Coal, 235; Western Union Telegraph, 35; do., 7s, 85½; Am. Mer. Union Exp., 36; U. S. Exp., 49¾; Adams' Exp., 56¼; Benton Gold, 0.18; Consolidated Gregory gold, 1.60; Grass Valley gold, 0.47; Hope gold, 0.05; Liberty gold, 0.07; La Crosse gold, 0.21; Quartz Hill gold, 2.60; Smith and Parmalee gold, 1.90.

Philadelphia.—Oil Creek and Allegheny River R. R., 38¼; East Pennsylvania R. R., 37; Tioga R. R. 7s, 91; West Jersey 6s, 91; Lehigh Nav. Conv. Loan, 80; Ridge Avenue R. R., 9; Germantown R. R., 28; Trenton (N. J.) W. L., 96⅛; Ocean oil, 0.56. The latest quotations are: do., City 6s, 96@97; do., free of tax, 99@99¼; State 5s, coupon, 92½@92¾; do., 6s, W. L., 101@—; do., 1st series, 102@102½; do., 2d series, 106½@106¾; do., 3d series, 107@108; Reading, 49⅛@49⅛; do., 7s, 1893, 101@103; do., mort. 6s, 1880, 90@91; Camden and Amboy, 119¾@120; do., mort. 6s, 1889, 93@93¼; do.. 1883, 84@84½; do., 1889, 84½@85½; Penn. R.R., 53@53⅛; do., 1st mort., 98@99; do., 2d mort., 94¾@95; Little Schuylkill R. R., 42¼@42¾; Morris Canal, 25@30; do., pref., 60@61; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@7½; do., pref., 14@15; do., 6s, 1882, 52¾@54; Elmira and Williamsport, pref., 38@40; do., 7s, 1873, 89@90; do., 5s, 57@59; Lehigh Coal and Navigation, 33½@33⅝; do., 6s, 1884, 81@81¾; do., R. R. Loan, 85¼@85½; do., Gold Loan, 95@96; North Pennsylvania, 37@38; do., 6s, 88@89; do., Chattle 10s, 107@—; Philadelphia and Erie, 28@28¼; do., 6s, 86@89¾; Minehill, 53@53¼; Catawissa, 14@15; do., pref., 34½@35; Lehigh Valley, 53@53; do., 6s, 92@95; do., 6s, reg., 94¾@95; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40@41; Thirteenth and Fifteenth, 18@19; Spruce and Pine, 18@22; Green and Coates, 38@38; Chestnut and Walnut, 45¾@46; Hestonville, 11⅜@11⅝; Union, 40@45.

Boston.—Eastern R. R. 6s, 1889, 96; do., 1874, 94½; Vermont and Massachusetts 6s, 1883, 90; Cincinnati, Sandusky and Cleveland 7s, 1890, 70; Ogdensburg and Lake Champlain 8s, 99¾; Vermont Central 1st mort., 76⅛; Vermont Central and Vermont and Canada 8s, 99; Old Colony and Newport 6s, 1876, 93; do., 7s, 1877, 101; Dixon and Peoria R. R. 8s, 1889, 89¼; Carthage and Burlington R. R., 8s, 1879, 89¾; Keokuk and St. Paul R. R. 8s, 90¼; Union Horse R.R. 101⅞; Conn. and Passumpsic Rivers pref., 88; do., 6s, 1876, 90; Summit Branch R. R., 23¼; Boston, Concord and Montreal pref., 74; Burlington and Missouri River R. R., 74; do., 8s, 1879@1894, 96¼; Boston Water Power Co., 13⅞; Cary Imp. Co., 6⅛; Maine 6s, 1889, 97¾; Massachusetts 6s, 1871, gold, 117¾; do., 5s, 1894, gold, 101⅞; Cambridge 6s, W. L., 98½; Chicago 7s, 1899, 93¼; Cleveland, Ohio, 7s, 1870, 98½; do., 1871, 97⅛; do., 1872, 96⅜; Cincinnati 7 3-10s, 1899, 101¼; Hartford 6s, 1893, 92¼; Portland 6s, 1887, 91¾; Bangor 6s, 1894, R. R. Loan, 84⅞; Calumet Mining Co., 55; Phœnix, 16.

Baltimore.—Orange, Alexandria and Manassas 7s, 73; Northern Central 6s, 1890, gold, 101¼; Memphis City 6s, 48; Maryland Defense Loan, 102¼; Virginia 6s, 1866, reg., 54. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@—; Balt. and Ohio, 123@123¼; do., 6s, 1875, 93⅛@94; do., 1880, 93⅛@—; do., 1885, 92¼@92¾; Northern Central, 43½@44; do., 6s, 1885, 87½@88; do., 1900, 82½@84; do., 6s, 1900, gold, 100¾@101; Parkersburg Branch, 23@23¾; N. W. Va. 1st mort., 93@95; do., 2d mort., 91@93; do., 3d mort., 1885, 86@89¼; Marietta and Cincinnati 7s, 1892, 87@88½; do., 2d mort., 65@66¾; Central Ohio, 27@28⅞; do., 1st mort., 79@80; Western Md. 6s, 1890, 65¼@67; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@42; do., 6s, guar., by Washington Co., 77@80; Richmond and Danville bonds, 68@69½; Baltimore 6s, 1875, 91¼@92; do., 1886, 91¾@93¼; do., 1890, 91⅛@92¼; do., 1893, 89@92½; do., 5s, 1838-'70, 70@75; Memphis City 6s, 47¾@50; Maryland Defense Loan, 102¼@103; City Passenger R. R., 18@18⅝; Baltimore and Catonsville, 4@8; George's Creek Coal, 50@70; Santa Clara, —@1.50; Atlantic Coal, 2.50@3.00; Bare Hill, 0.06@0.15.

St. Joseph and Denver City Railroad.

This company offer for sale $1,500,000 of their First Mortgage Bonds having 30 years to run, and bearing Eight per cent. interest, payable in gold coin, free of government taxes, in New York, London, or Frankfort on the Main. These bonds are secured by a mortgage upon 111.08 miles of road, extending from Elwood, Mo., to Marysville, Kansas, 40 miles of which are now in successful operation, and the remaining portion is being rapidly completed. This road is a continuation, or extension, of the Hannibal and St. Joseph, and St. Louis and St. Joseph Railroads, to Fort Kearney, on the Union Pacific main line. The whole road when completed will be 271 miles in length, commencing at Elwood, Kansas, on the west bank of the Missouri River, opposite St. Joseph, Missouri, and terminating at Fort Kearney, Nebraska, thus intersecting the Union Pacific. The central point on the line of the road between St. Joseph and Fort Kearney is Marysville, 111.08 miles from Elwood, to which place the line is now being pushed with great rapidity. The agents in this city for the sale of these bonds are Messrs. W. P. Converse & Co., 54 Pine St., and Messrs. Tanner & Co., 49 Wall St.

☞ Messrs. Lockwood & Co., 94 Broadway, New York, continue the Banking and Commission business in Government, Railway, and other Securities.

☞ A CHOICE SECURITY. SEVEN PER CENT. GOLD, FREE OF GOVERNMENT TAX. NEARLY 10 PER CENT. CURRENCY, FIRST MORTGAGE BONDS OF NEW YORK AND OSWEGO MIDLAND RAILROAD. THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to $20,000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,
Bankers, No. 25 Nassau st.

Norfolk and Great Western Railroad.

The surveys of the eastern division of this road, between Norfolk and Bristol, have been completed, the engineer corps, under charge of Capt. Fitzhugh, having arrived at Bristol, its Western terminus, after surveying every foot of the line from Norfolk. Their report of the route is of the most favorable character. The Iron mountain was crossed at Fox Gap, about eight miles north of White Top mountain, and the survey passes down Widener's Valley and crosses the Middle Fork of Holston about one mile above its confluence with the South Fork.

☞ The Newark and Elizabeth Railroad is progressing rapidly towards completion, the track being now laid a considerable distance inside the city line. Mr. E. G. Brown has charge of the road.

Commerce of New York.

The foreign imports at New York for the month of October, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	$11,294,439	$10,288,541
Do. for warehousing	6,850,498	5,841,349
Free goods	1,294,991	879,329
Specie and bullion	554,862	3,580,817
Total entered at port...	$19,994,790	$20,590,036
Withdrawn fr. wareh'use	8,892,665	10,704,752

The foreign imports at New York for the ten months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	$110,570,527	$132,338,648
Do. for warehousing...	92,231,894	108,505,972
Free goods	9,598,423	12,489,960
Specie and bullion	6,473,583	15,319,395
Total entered at port..	$218,869,427	$268,653,975
Withdrawn fr. wareh'se	88,256,992	94,670,950

The revenue from customs at New York:

	1868.	1869.
1st quarter.	$28,026,042 14	$34,640,194 91
2d quarter.....	27,424,706 51	28,827,215 03
3d quarter.....	34,150,298 97	35,865,913 58
In October.....	10,059,277 34	10,554,660 92
Total from Jan. 1.	$99,660,324 96	109,887,984 44

The exports from New York to foreign ports in the month of October, were:

	1868.	1869.
Domestic produce..... ..	$18,964,602	$18,419,645
Foreign free goods.....	10,822	71,862
Do. dutiable.....	740,477	577,748
Specie and bullion.....	1,608,739	2,531,076
Total exports	$16,314,640	$21,600,331
Do. exclusive of specie.	14,705,901	19,069,255

The exports from New York to foreign ports for ten months from January 1, were:

	1868.	1869.
Domestic produce.....	$127,662,172	$153,147,985
Foreign free goods....	551,831	327,068
Do. dutiable	6,456,018	5,799,784
Specie and bullion.....	67,942,609	29,248,704
Total exports	$202,612,630	$188,523,541
Do. exclusive of specie	134,670,021	159,274,837

Journal of Railroad Law.

COMMON CARRIERS—EXTENT TO WHICH THEY MAY CONTRACT AGAINST THEIR OWN NEGLIGENCE—WHAT QUESTIONS SHOULD BE LEFT TO THE JURY.

The facts of the recent case of Illinois Central R. R. Co. *vs.* Adams (42 Ill., 474,) are fully and clearly stated in the following opinion by

BREESE, J.—This was an action on the case, brought in the De Witt Circuit Court by Parker S. Adams against the Illinois Central Railroad Company, for negligence in transporting certain car loads of live hogs from Clinton to Chicago, by reason whereof a number of the hogs died.

The cause was tried by a jury, and a verdict for the plaintiff for $505 12. A motion for a new trial was made and overruled, and exception taken. Exceptions were also taken to the judgment of the Court refusing certain instructions asked by the defendant, in modifying others and in giving instructions in behalf of the plaintiff. The case is brought here by appeal. The declaration, as filed, contained four counts, to the first three a demurrer was sustained, and the trial was had upon the fourth count, in which the averment was, that the defendants were guilty of gross carelessness in not watering the hogs, by means whereof they were injured to the amount of $1,000. Various errors are assigned, but the controversy depends principally on the instructions and the nature of the contract entered into by the parties.

It is insisted by the appellants, that by the contract of shipping, the company was not liable for any loss except such as might result from a collision of the train, or when the cars were thrown from the track in course of transportation, and that the hogs were to be fed and watered by the owner, and to be at his risk in all respects except as specified to in the form of the contract or receipt in the hands of the agent.

The phrase, "feeding and watering," as used in the contract, has reference alone, as we understand the contract, to the ordinary sustenance such animals require in the course of transportation, while the negligence complained of, and for which the railroad company is sought to be charged, is the application of water externally to hogs confined in cars, causing them to become much heated, and from which speedy death ensues if they are not promptly relieved by this application.

The whole case turns upon the fact of the liability of the company to apply this water, and failing to do so on request, does it amount to such gross negligence against which it is not in the power of the company to stipulate?

The proof is clear that it is the custom of the railroad agents to make this application of water, and it is most reasonable and just that it should be their duty, for their employers own the trains, the tanks and the water within them, and have entire and exclusive control of all the movements and stoppages of the trains, with which no shipper can, in the slightest degree interfere. Were it not so, who can estimate the derangement to which trains would be subjected, did every shipper control its movements—did he have the power to stop it for any purpose, or appropriate water at an inconvenient or improper station where there might be but a scanty supply not in excess of the necessities of the boilers? Good policy and a due regard to the operations of the trains, require that this duty of watering live hogs in the manner described in the evidence should devolve upon those who manage the trains, and not upon the shippers of such stock. The contract referred to in the declaration had no reference to this matter, but to their ordinary feeding and watering, which duty properly belonged to the owner.

If, then, it was gross negligence in the conductor of the train carrying these hogs, in refusing to apply water to them when requested at Bloomington or at Normal, at which latter place water was convenient and abundant, the company could not contract against that. This Court said, in the case of Ill. Central R. R. Co. *vs.* Crabtree & Morrison, 19 Ill., 139, that although a railroad company might protect itself by contract against certain risks assumed by common carriers and belonging to their vocation, it was contrary to good morals and public policy that they should be allowed to stipulate against their own gross negligence, or that of their employees, or their wilful default.

The jury have found there was gross negligence in this case. It is true, the testimony was contradictory on this point, but the jury have given the most credit to Shaw, the witness for plaintiff, who testified to his own interference with Perigo, the conductor when the train was at rest at Bloomington, and also when it was on the switch at Normal, and at both places distinctly informed the conductor of the suffering condition of the hogs for the want of water, and of the personal appeal of the owner to the same conductor to apply the water. Perigo, the conductor, denied all this, and it was exclusively for the jury to weigh the testimony of both, and give the credit where they thought it most properly belonged, and with their decision in this regard this Court is not permitted to interfere. The testimony of Shaw fully establishes gross negligence of a wilful character, and inexcusable in any light in which it can be regarded. If excusable at Bloomington, on account of a scarcity of water, or a total want of a supply there, it was not so at Normal, where the train rested long enough to have performed the operation more than once if needed. But the appellant's counsel insists, that it was the gross neglect of appellee in not watering the hogs at Clinton, after driving them more than four miles, and suffering them to remain in the stock yard there without water, from ten o'clock in the forenoon until four or five o'clock in the afternoon, when they were placed on the cars. Most of the witnesses say it would have been a good thing to have watered the hogs at Clinton, but no one attributes the deaths and injuries to this omission, nor does there seem to have been any necessity for watering them there before placing them on the cars. It was not water internally the animals needed, and, as it was a wet time at which they were driven to Clinton, and several branches of water crossed on the route thither, it is reasonable to suppose they had their fill of that element, and it was only when confined in the cars that they suffered for the want of it, and the conductor was deaf to every appeal made to him to supply water until the train had reached El Paso, a distance of more than forty miles from Clinton, and then denied water, until the station agent at that place directed the conductor to do his duty by supplying water. At this point the hogs were transferred to the cars going to Chicago, and Perigo's train proceeded on the main track. The counsel for appellant's insists, it was not the duty of this train to engage in switching, or anything else, but to coal and water, and hitch on such cars as were to go north by his train.

This being so, then, most imperative and overwhelming was the duty of this conductor to apply the water at Normal, when he was requested by the owner to do it, and the animals then in a suffering and dying condition. He knew he could not take the time at El Paso. He knew he had other duties there which would engage his train, and when he arrived there, it was only by the interference of the station agent he made any movement in the direction desired. If the jury believed the statement of Shaw, a case of recklessness, of gross negligence, by conductor Perigo, was fully established.

The views here presented fully dispose of all the objections taken to the instructions.

Those which were refused, as asked by appellant, were substantially embraced in those given.

Perceiving no error in the record, the judgment must be affirmed.

Judgment affirmed.

Louisville and Nashville Railroad.

We gave, last week, an abstract of the reports of the officers of this company for the fiscal year ending June 30, 1869. The following extract from the report of ALBERT FINK, Esq., General Superintendent, has reference to the connections and extension of the road:

In my annual report for the year 1866, I referred to various connections and extensions that would, as soon as completed, add greatly to the prosperity of the road and the city, and which at no distant day might become absolutely necessary in order to establish the Louisville and Nashville Railroad upon a firm and enduring basis. It is satisfactory to be able to record, after the lapse of only three years, that the works then mentioned have not only all been commenced, but that some have already been completed.

The Louisville and Cincinnati Railroad, begun in 1867, was opened for business in June last. However, we can not expect to reap the full benefit from this important improvement until the connection with the Louisville and Nashville Railroad at Louisville has been established, as originally contemplated when the Louisville and Nashville Railroad Company agreed to aid in the construction of the Cincinnati road.

The bridge over the Ohio River commenced in the summer of 1867, will be finished by about the first of December. Perhaps no other improvement will exercise so great and beneficial an influence upon the prosperity of the Louisville and Nashville Railroad as this one. At present the amount of through freight business which this company and its southern connecting lines could transact is measured by the capacity of the Transfer Company to haul by wagons from Jeffersonville to our depot. On account of the delays caused by this transfer, and the limited quantity of freight that can be handled, our through business has been greatly checked. With the completion of the Ohio River bridge all these difficulties will be overcome, and we will be enabled to establish the quickest and most satisfactory through line between the Southwest and the Northeast for both passengers and freight.

The extension of the Mississippi Central Railroad to Humboldt has been virtually accomplished by means of a contract made by that road with the Mobile and Ohio Railroad, according to the terms of which the trains of the Mississippi Central Railroad are permitted to run as far as Humboldt, where they now make direct connection with our trains. The great obstacle in the way of transacting a satisfactory through passenger and freight business with the Mississippi Central Railroad is thus removed, and the beneficial effects of this arrangement are already apparent.

The Montgomery and Decatur Railroad (North and South Alabama Road) is now under contract, and from the character of the gentlemen who have undertaken the construction of the road, its completion in the shortest practicable time may be confidently expected. This road will give us a valuable connection, *via* Nashville and Decatur, with a section of country the centers of which are Selma, Montgomery, and Pensacola, now accessible only by circuitous routes.

The extension of the Lebanon Branch in the direction of Knoxville has not progressed during the year as rapidly as is desirable, owing in a great measure to the fact that the prospects of forming a connection with the Knoxville and Kentucky Railroad at State Line have not been of a nature to justify a more energetic prosecution of the work on our part. The road is now operated as far as Mount Vernon, 129 miles distant from Louisville; and by January 1, 1870, the track will have reached Rockcastle River, 140 miles from Louisville, beyond which point all work has been suspended for the present. With a view of urging the early completion of this road, which has become a matter of vital importance to this company, the following considerations are submitted.

The large capital already invested in the Lebanon Branch cannot be expected to yield proper returns as long as that Branch is operated as a local road, which must necessarily continue to be the case until a connection is made with the roads in East Tennessee, whereby through business would be secured. The estimated cost of completing the road to State Line is $1,800,000; and in case the Knoxville and Kentucky Railroad Company should be unable to finish their portion of the line, the entire additional capital required to finish the road to Knoxville would be about $3,000,000. There can be no doubt that the increased revenue derived from the through business over the 140 miles of finished road, which we could command when the road is completed to Knoxville, would pay the interest on the additional capital required, while before long the whole investment must become profitable. The completion of the road would place us in condition to demand of our connecting lines south of Nashville, which now discriminate against the Louisville and Nashville Railroad, such terms as would enable us to compete with other lines for the great business carried on between the Southeast and Northwest. On the other hand, if we fail to complete the road, it may be with certainty assumed that a large portion of this business which now passes over the Main Stem, yielding a revenue of about $300,000 per annum, will be entirely lost to us in the course of a few years.

The business between the Northwest and Southeast is constantly on the increase, and as we now occupy the vantage-ground in the way of forming the shortest connection between these two great sections—a connection which has almost become a public necessity—we have it in our power to secure and control the largest share of it before any rival interests could seriously interfere. In fact, the speedy establishment of this thoroughfare would make the construction of a rival road exceedingly improbable.

The city of Cincinnati is willing to expend $10,000,000 for the purpose of securing a connection with the railroad system of East Tennessee, which Louisville can obtain at one fourth the cost, and in almost less time than it would take Cincinnati to properly locate a route.

With the completion of the Knoxville Branch to Knoxville, the main railroad system centering in Louisville may be considered as completed, and it will only be necessary to construct branches to feed the main lines. The location of the Louisville and Nashville Railroad with its Branches is one of great strength and is peculiar to itself. By means of it the best connecting links between the different sections of country are formed in all directions. Thus the Main Stem occupies almost the direct line between Pensacola and Chicago, furnishing for all the country directly south of Louisville an excellent route to the North, Northwest, and the Northeast. The Memphis Branch forms part of the quickest through line between Memphis, Mobile, New Orleans, and the North Atlantic States, connecting us also with the railroad systems of Arkansas and Texas. The Knoxville Branch will give the shortest line of communication between all the South Atlantic States and the Northwest, connecting Norfolk, Wilmington, Charleston, and Savannah with Chicago and St. Louis, and through their roads with the Pacific.

With all these great advantages of location, the Louisville and Nashville Railroad will always be in a position to command a fair share of business, no matter what rival lines may spring up in the the future; and as the population and commerce of the country are rapidly increasing, it is safe to conclude that after the completion of the works above mentioned, with proper management, the prosperity of the company can be secured for all time to come.

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THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.

Lots Nos. 42, 44, 46, and 48 Steuben street: and

Lots Nos. 45 and 47 on Morgan street.

Together with the buildings, factories, shops, and improvements thereon erected.

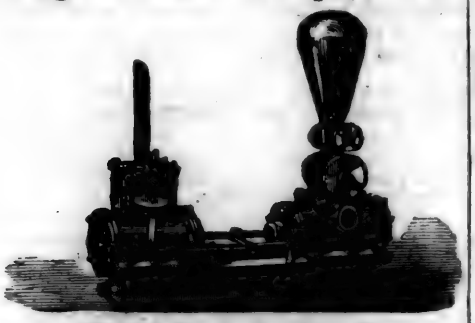
Dated Jersey City, November 6th, 1869.

THOMAS W. JAMES
ISAAC I. VANDERBEEK,
Executors.

N. B.—The executors will consider any offer to dispose of the above at private sale, made before the vendue.

☞ The Charlottsville (Va.) *Intelligencer* says that on the 16th ult., a deed was recorded to secure the New York Farmers' Loan and Trust Company to the amount of a million dollars. That company will endorse the bonds of the Fredericksburg and Charlottsville Railroad Company to this amount. The work will go on at once.

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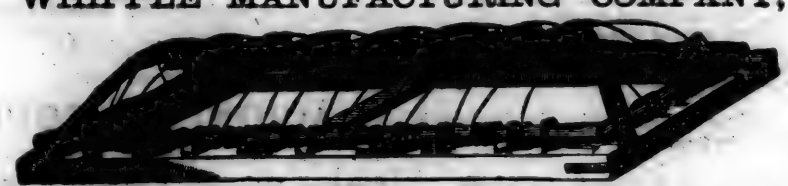
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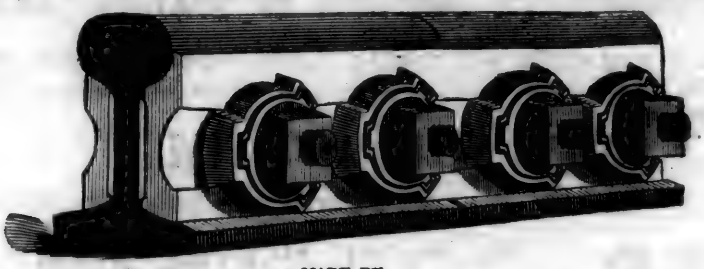
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The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 50.] SATURDAY, DECEMBER 11, 1869. [WHOLE No. 1,756, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 11, 1869.

Portland, Rutland, Oswego and Chicago Railroad.

From inquiries made on the part of those interested in the prosperity of Portland, we are inclined to believe that many of our readers are but imperfectly informed as to the magnitude, nature and present condition of the project of an independent line of railway from Portland to Chicago. With the aid of a good railroad map one can easily follow out the details hereafter given, needful to a thorough comprehension of the entire scheme. Commencing at Chicago, the Michigan Air Line Railway as it is called, a company organized in the three States of Illinois, Indiana and Michigan, runs an air line after rounding the Lake, to Jackson, Michigan, on the line of the Michigan Central R. R., a city of 14,000 people, half way between the head of Lake Michigan and the town of St. Clair lying upon St. Clair River, between Sarnia and Lake St. Clair, touching Ridgway ten miles west of St. Clair; from which place to Lake Michigan, the distance exceeds but 2½ miles from that of an air line.

The line in question touches the Michigan Central at Niles, and crosses it again on an air line at Jackson, the Central making a circular sweep or bow between Jackson and Niles running as far north as Kalamazoo and Augusta. The Central line having been built many years ago by local subscriptions, running to the different villages to reach such subscriptions, is now some 40 miles longer than an air line between Ypsilanti and Niles. This company proposes, at no distant day to build a straight road from Niles to Ypsilanti.

From the St. Clair River to the Niagara River, a charter is held from the Parliament of Canada, by Wm. A. Thompson, Esq., of Queenstown, and his associates, owners of the Erie and Niagara Railway, a line of railway on the west bank of the Niagara River between Lake Erie and Lake Ontario. This company was authorized by Act of Feb. 28, 1868, to construct a line of railway, from the Village of Fort Erie at the mouth of the Niagara River through the town of St. Thomas, and to the St. Clair River. The company is allowed two years in which to organize.

The plan of running an air line, or the direct route from Ridgway to the Niagara River, leaves Detroit some 20 miles to the south, which city shows it but little favor.

From letters recently received, there seems no reason to doubt that this Canadian Company will be able to secure the needed subscriptions, and be prepared to enter into the agreement of consolidation, provided for in resolution of Mr. Thompson, adopted at the Oswego Convention. The distance between St. Clair River at the town of St. Clair and the Niagara River at the town of Erie is 160 miles as against 230 miles on the line of the Great Western between Detroit and the suspension bridge. It is 516 miles from Chicago to the bridge by the Michigan Central and Great Western lines against 450 miles by the Michigan Air Line and the Erie and Niagara Extension Railway Company. From the Niagara to Oswego the distance is 145 miles by the line of the Lake Ontario Shore Railroad, of which company the Hon. Gerrit Smith, the wealthiest citizen of northern New York, is President, being largely interested in property at Oswego from which he receives an annual net rent of over $50,000. The work upon this line will be vigorously prosecuted the coming year; the line following the level shore of Lake Ontario over a most favorable route through thriving villages and over a most productive soil. Hon. Gerrit Smith alluding to the through line, speaks of "the straight and level route from Chicago to Oswego." From Oswego east, the line runs to Richland over an existing railroad thirty miles in length, to a point eleven miles north of Oswego upon the same parallel as Portland 48 deg. 39m.

From Richland east, the line of the New England and Oswego Railroad as agreed upon at the Oswego Convention, proposes to run to the line of the Rensselaer and Saratoga Railroad over a route to be hereafter decided on after careful surveys. One line, passing from Richland through Boonville, has been examined and found practicable, with no grades exceeding 30 feet to the mile. The friends of this line from Richland east, propose to complete the line through, in connection with the other lines west, within three years. And they ask New England to meet them on the line of the Rensselaer and Saratoga road with a connected line from Portland within the same period. Over that section of the Rensselaer and Saratoga Railroad which may be called in requisition, an additional track will be laid by the latter company as soon as required, for the uses of business.

Between Rutland, the eastern terminus of the Rensselaer and Saratoga Railroad and Portland, the distance is 136 miles on an air line. The located line of the railroad will considerably increase the distance, probably 30 miles, the principal deflection being from Rutland to Woodstock to cross the ridge of the Green Mountains. Between Rutland and Woodstock the distance is but 20 miles, but, to secure favorable grades, it will probably be thought advisable to swing the line as far north as Chittenden to reach the head of the Queechy River running to Woodstock. Favorable grades are easily secured by the lengthening of the line, in the manner proposed. From Woodstock to White River Junction to a point of connection with the Northern Railroad of New Hampshire, a distance of 14 miles, the line is well nigh constructed.

From White River Junction the line runs 31

miles east, along the route of the Northern Railroad of New Hampshire. The Legislature of that State, having provided that, in case the companies cannot agree upon terms, an impartial tribunal shall fix them, so that an independent line can, if necessary, be constructed to Danbury; at which point the New Hampshire Central Railroad is to run east through Bristol and onward north of Winnepisaukee Lake to the boundary of Maine, where it can connect with the line already chartered through the Ossipee Valley to Portland. Running down the Ossipee to Cornish Village, the line can be easily and cheaply run through Limington and Standish to the line of the Portland and Rochester road at Buxton Centre 15 miles from Portland.

Of this distance of 956 miles from Portland to Chicago, 361 are required to reach Oswego. The difficult portions of the line are found in crossing the lower spurs of the Adirondack Mountains; and overcoming the Green Mountain summit. The 595 miles from Oswego to Chicago encounter no engineering difficulties whatever, except expensive bridges across the St. Clair, Niagara, and Oswego Rivers. Of the line to Oswego, 125 miles are already built; 15 in Maine, 31 in New Hampshire, 38 in Vermont, 41 in New York; leaving 236 miles to be built to reach Oswego. The line of railway from Buxton to Danbury can be built at prices varying from $15,000 to $25,000 per mile; not exceeding $20,000 per mile for a completed road without equipment. No heavy grades occur on any portion of the route. The summit between the Ossipee waters, and those of Lake Winnepisaukee are only 89 feet above the level of the lake, which is 501 feet above tide water. At Bristol, the line is 610 feet above tide water, and rises, by a moderate ascent to the line of the Northern R. R. at Danbury 810 feet above tide water. A new track from Danbury to White River Junction can be laid down on the Northern R. R. for $12,000 per mile. From White River Junction to Woodstock the line will cost, not exceeding $25,000 per mile. From Woodstock to Rutland, the cost of building the line will be somewhat greater, over the crest of the mountains, but not expensive for a large portion of the distance, according to the reports of the Engineers. From Rutland to Fort Anne, over the Rensselaer and Saratoga R. R. is 34 miles, along which a double track can be very cheaply built. From Fort Anne to Richland it is fair to expect that an expensive route will be encountered, compared with the other portions of the route except about 10 miles over the Green Mountain summit. As to the means for building this line there can be no doubt that its friends in Maine, New Hampshire and Vermont can easily build the remaining links between Portland and Rutland within the next three years, which insures the completion of the line through to Chicago. If built as a consolidated line, as agreed upon at the Oswego convention, the entire cost of the 956 miles between Chicago and Portland can be built at one-half the cost of any existing line of railway between Buffalo and New York. We have estimates in detail of the various sections of this line, compiled from various reports and estimates which establish the fact that the line of the Transcontinental Railway can be built as a first class road, with a single track including permanent way, with iron bridges, ready for equipment with suitable depots, engine houses, &c., inside of $30,000,000, or, for a little over $30,000 per mile. The great feature in the line of the proposed railway from Portland to Chicago is that it combines all the advantages of a through railway line and of a line running in connection with water navigation upon the Lake basin. It touches Whitehall, at the head of Lake Champlain; Oswego, at the lower end of Lake Ontario; Buffalo, at the foot of Lake Erie; the navigable waters of Lake Huron at St. Clair; and the head of Lake Michigan at Chicago, having advantages over any line that can ever be proposed upon this continent; bringing lake trade to the open sea by the cheapest route, and reaching Chicago by a cheaper line than any other possible railway from Chicago to the ocean.—*Portland Argus*, Nov. 9, 1869.

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$193,981 28	$185,283 68
" freight	230,481 70	245,775 82
" express	19 011 36	12,488 48
" mail service	9,400 00	9,400 00
" rents	312 00	295 00
" use of engines and cars	.....	3,735 62
	$453,186 34	$456,978 10
Expenses, viz:		
Running road	$74,057 34	$75,474 28
Maintenance of way	86,488 77	74,638 84
Maintenance of bridges	34,591 47	11,740 78
Repairs of engines & cars	70 058 17	59,061 80
General expenses	70,095 50	64,535 59
	$385,266 25	$285,451 29
Net earnings	$117,920 09	$171,526 81
Interest and taxes	108,946 28	106,633 72
Balance	$8,973 81	$64,893 09

The receipts from all sources during the year were $467,771 33; and the expenditures, $425,494 37—showing an excess of receipts of $42,277 06.

The expenditures embrace—

Transportation expenses, as above	$235,451 29
Interest paid	93 035 03
Internal revenue tax	5,188 12
State, county and city taxes	8,410 57
Redemption of 27 bonds for sinking fund	22,766 00
Construction and equipment	10,643 36
Total	$425,494 37

The assets and liabilities of the company at the close of the past and preceding year, were as follows:

Assets:	1868.	1869.
Cash on hand	$11,264 99	$40,946 22
Due from agents	14,405 42	16,750 42
Open account	3,079 50	9,767 42
	$28,739 91	$67,464 06
Liabilities:		
Due other lines	$20,996 46	$10,793 55
Other liabilities	31,368 84	38,018 84
	$52,365 30	$48,812 39
Excess of assets	.....	$18,651 67
Excess of liabilities	$23,625 39	.....

The capital account of the company has been increased during the year $10,643 36. There has been expended in construction and equipment during the same time the sum of $10,643 36, making the total cost at the date of the last financial year as follows:

Construction of road	$2,410,284 33
Equipment	361,413 81
Total	$2,771,698 14
Which is represented by—	
Common stock	$1,044,030 47
Preferred stock	100,000 00
First mortgage bonds	1,213,000 09
Earnings expended	414,667 67
Total, as above	$2,771,698 14

There has been no extension of the main track. One thousand feet have been added to the sidings. The roadway, structures and rolling stock are all in good order. Twenty-three thousand new cross-ties have been put in the track. Three and a-half miles of re-rolled rails of the fish bar pattern have been laid, and 495 old rails repaired. Portions of the track most needing it have been ballasted, and considerable progress made in fencing. One box, 2 freight caboose, 1 platform, 3 hand and 6 push cars have been added to the equipment. The gross earnings show an increase of $3,791 76, and the expenses a reduction of $49,814 96. The train service for the year is 281,743 miles, being 20,046 miles in excess of the previous year. The report says:

The work of extending our bonds has progressed fairly during the year, and comparatively few remain yet to be extended.

In accordance with the proposition made to our bondholders for a twenty years' extension of their bonds, we have begun the redemption of the two several issues, by redeeming upon advertisement from the lowest bidders, in January and May last, twenty-seven bonds of $1,000 each, for the sum of $22,766. This redemption will be continued on the 1st days of January and May of each year, till all bonds of these issues are paid.

The Evansville, Henderson and Nashville Railroad, to whose completion we anxiously look forward for Southern connections, has, for financial reasons, progressed slowly for the past year, and its completion will probably be delayed another year.

A direct Northern connection of this road, under the name of the Evansville, Terre Haute and Chicago Railway Company, has been organized to construct a road from Terre Haute to the State Line, in the direction of Danville, there to unite with the Chicago, Danville and Vincennes Railroad, and has so far progressed with its surveys and stock subscriptions as to justify the hope of its completion within about a year from this date. It northern connection, the C. D. & V. Railroad, is being rapidly completed. About thirty-three miles of the track is laid, and its builders contemplate its completion to the Indiana State Line during the coming year at farthest.

General Balance Sheet, Aug. 31, 1869.

Construction of road		$2,410,284 33
Equipment		361,413 81
Real estate not necessary for use		6,888 70
District Fair Ground stock		1,000 00
Fuel on hand		9,406 60
Shop supplies		18,615 75
Cash	$40,946 22	
Due from agents	16,750 42	
Open accounts	9,767 42	
		67,464 06
		$2,875,073 25
Capital stock paid in		$998,971 13
Fractional scrip		8,642 18
Unclaimed stock dividend, 1856		36,417 16
Preferred stock		100,000 00
Seven per cent. bonds, main line	$1,090,000 00	
Less redeemed by sinking fund	27,000 00	
		1,063,000 00
Seven per cent. bonds, Rockville Extension		150,000 00
Due other lines	$10,793 55	
Other liabilities	38,018 84	
		48,812 39
Income Account:		
Earnings expended for construction	$414,667 67	
Balance of account	54,562 72	
		469,230 39
		$2,875,073 25

President & Supt.—Jno. Ingle, Jr.

Directors.—Jno. Ingle, Jr., Samuel Orr, J. S. Hopkins, W. Baker, L. S. French, J. W. Maddox, J. Alsop, H. K. Wilson, C. Rose, J. H. Turner, W. R. McKeen, G. K. Steele, J. J. Daniels.

Secretary and Treasurer.—J. E. Martin.

Ass't Superintendent.—L. Pearson.

Pacific Railroad.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The Union Pacific Railroad Company, during the last fiscal year, completed 165 88 100 miles of railroad and telegraph, terminating at Promontory Summit. The distance therefrom to Omaha is 1,085 88-100 miles. The joint resolution of 10th April, 1869, provides: "That the common terminus of the Union Pacific and the Central Pacific Railroads shall be at or near Ogden; and the Union Pacific Railroad Company shall build, and the Central Pacific Railroad Company pay for and own, the railroad from the terminus aforesaid to Promontory Summit, at which point the rails shall meet and connect and form one continuous line." The connection was formed on the 10th of May last. This department has not, however, been advised of any agreement by the companies respecting the location of their "common terminus." The company report that, since the connection, trains have been run with a regularity not surpassed on the oldest roads in the country, and that an adequate force has been constantly engaged in making such improvements as would render their road in all respects equal to the standard prescribed. They furnish the following statement: Amount of stock subscribed, $24,777,300; actually paid in, $24,762,300; received from passengers from 1st July, 1868, to 30th June, 1869, $2,453,672 45; from freight, $4,423,463 39, and from telegraph, &c., $465,135 32. The average number of miles of road operated during the year was 854 65-73; the gross earnings were $8,342,271 16; and the operating expenses, $5,894,268 63; leaving as net earnings, $1,448,002 53. The entire cost of the road to 30th June, 1869, not including unadjusted balances with engineers and contractors, was $92,748,762 14, and the indebtedness of the company at that date, $67,986,462 14.

On the 14th August last, the Commissioners appointed under the joint resolution approved 10th April, 1869, were instructed to examine the roads built by this and the Central Pacific Railroad Company, of California, and to report touching their location, construction, and equipment, and the sums, if any, that would be required to complete each of them for its entire length as a first class railroad, in compliance with the requirements of Congress. The Commissioners have submitted their report. They are of opinion that there are no material errors in the general location of this road, but that the deviations from the accepted line at Promontory and Uintah Mountains should be corrected, and the bridge line at Omaha built so as to avoid the present heavy grade. The road bed, the larger part of the way, is of proper width, though there are some places where the embankments should be widened. The bridges, culverts and trestles are generally good structures. Some of the former should be strengthened and some of the latter filled up. The track is generally very good. The cottonwood cross ties should be replaced by others of more durable material. The sidings are ample, amounting to fully nine per cent. of the length of the line. The road needs ballasting between Promontory and Ogden, and in the Platte Valley. A machine shop at the junction of the two roads, and engine houses at three points, will be required. Freight cars are in excess of the wants of the road. The estimate for supplying deficiencies between Promontory and Ogden is $206,000, and between the latter place and Omaha, $1,380,100, making an aggregate of $1,586,100. The company have on hand a surplus of material and supplies amounting to about $1,800,000 in value. While the location of the Central Pacific Railroad is, in several places open, to criticism, there are no errors the immediate correction of which, in the opinion of the Commissioners, should be required by the Government. At a few points the embankments need widening. There are fifteen tunnels on the road, and those which require it are arched with wood. The bridges and trestles are in the same condition as those on the other road. In a distance of forty miles there are thirty-two miles of snow sheds. The track is well adapted to high rates of speed. Some additional ballasting is required. The sidings are about five per cent. of the length of the road. The machine shops are considered sufficient, except at the junction of the two roads. Additional engine houses are needed. The equipment is in excess of the wants of the road.

The Commissioners estimate the sum required to supply deficiencies at $576,650, and the value of the surplus material at more than $1,000,000.

The original act required the completion of a continuous line of railway from the Missouri River to the navigable waters of the Sacramento "by the 1st day of July, 1876." The energy with which the work was prosecuted has been crowned with signal and unexpected success, as this great national thoroughfare was in use more than seven years before that date. It is not surprising, in view of the unprecedented rapidity with which it was constructed, that deficiencies, most of which are incidental to all new roads, should have existed. Each successive report of the special commissioners who were from time to time appointed, shows that these deficiencies have been gradually and in a very great degree supplied. The aggregate material and equipment on hand exceed by $637,250 the amount necessary to make the whole line conform in every respect to the demands of the law and the just expectations of the country. No patents have been issued to the first company, and the subsidy of $1,670,400, on account of the fifty-two and one-fifth miles of road which were last constructed, has been withheld. The other company have received patents covering only 144,386 63-100 acres. It will thus be perceived that the Government has ample means to secure from the companies the faithful performance of their respective engagements.

Three hundred and three-tenths miles of the Central Pacific Railroad of California have been constructed since the date of the last annual report of this department. The distance from Promontory Summit to Sacramento is six hundred and ninety and three-tenths miles. The President of the company has not submitted a report, as required by law.

Stock of the Kansas Pacific Railway Company, to the amount of $5,072,500, has been subscribed and paid in. The receipts for transportation of passengers and freight from 1st September, 1868, to 31st August, 1869, were $2,141,198 47, and the net earnings, $946,635 11. The cost of construction, surveys, right of way, and of real estate purchased, to the latter date, was $23,705,757 58, and the then indebtedness of the company, $18,263,504 58. Including the Leavenworth Branch, 438 miles of road have been constructed, and it is expected that the line to Denver will be finished and in successful operation during the next Summer.

Stock of the Central Branch Union Pacific Railroad Company to the amount of $1,000,000 has been subscribed, and $980,600 paid. The receipts for the transportation of passengers and freight from 1st August, 1868, to 1st August, 1869, were $109,064 31. The actual cost of the road, fixtures, rolling stock, &c., is $3,723,700; and the indebtedness of the company for borrowed money, railroad iron, and freights, $98,834 29.

The Sioux City and Pacific Railroad has been completed and accepted. Its length is 101 27 100 miles. The amount of capital stock of the company subscribed is $4,271,000, of which $1,677,900 has been paid. The receipts from the transportation of passengers and freight from 1st October, 1868, to 30th September, 1869, were $233,724 25, and the operating expenses, $151,920 20. The cost of the construction and equipment of the road is $4,236,503 49, and the indebtedness, $4,934,220.

The amount of stock of the Western Pacific Railroad Company subscribed, all of which has actually been paid in, is $881,100. During the year ending 30th June, 1869, the receipts from passengers and freight, were $6,173 37, and the running expenses, $260 87. The indebtedness at that date, unsettled accounts with contractors not included, was $851,000. Since the last annual report of the department, eighty-three miles of their road have been built and accepted.

The foregoing statement of the business and financial condition of the companies has been compiled from the reports which they respectively filed in the department pursuant to the act of 25th June, 1868. Neither the Northern Pacific, the Atlantic and Pacific, nor the Southern Pacific Railroad Company have complied with the act.

Pursuant to the authority conferred by the act of 3d March, 1869, the Kansas Pacific Railroad Company entered into a contract with the Denver and Pacific Railway and Telegraph Company for the construction, operation and maintenance by the latter of that part of the road of the former company which extends from Denver to Cheyenne. A copy of the contract and a map of the route between those points have been filed in this department, and the granted lands withdrawn from market. One thousand dollars appropriated by an act of 3d March, 1869, have been expended in completing the bridge over the Dakota River, and in locating and surveying the wagon road between it and the Vermilion River. There is a balance of $15 53 of the appropriation for the bridge across the Big Sioux River, and for the wagon road between Sioux City and the mouth of the Big Cheyenne River. No further work has been done on the road from Virginia City, Montana, to Lewiston, Idaho.

Peninsular Railroad.

Regular trains commenced running on this road between Battle Creek and Bellevue, Michigan, on the 1st inst. On that day an excursion train, consisting of six cars, was run, all loaded to their fullest capacity. The cars were similar to those used by the Michigan Central Company, and one of them fully equal to the celebrated palace car No. 56, that was built and used by the Michigan Central. The road is as well built and ballasted as any new road in the State. Their T rail is of the best English iron, fifty-six pounds to the yard, of the latest improved pattern, with fish plate connections. The company has 1,200 tons of iron in Detroit and 1,800 tons on the way. This amount with what they have on hand, will iron the road to Lansing. It is expected, weather permitting, that the company will run regular trains from Battle Creek to Lansing in January next. Two first class locomotives, equal to the one they now have, are on the way from Philadelphia. A large amount of cars are building in Detroit for this company, in addition to the forty-five they now have. This company has some of the most energetic men in the State, who are putting it in operation as fast as men and money can do it, and all the cash capital is on hand that is required for that purpose. It is expected to be in operation from Chicago to Port Huron before the close of the year 1870.

☞ About seventy miles of the Michigan Air Line Railroad are graded, and the work is being pushed rapidly. From Ridgeway to Romeo the iron is laid, and trains will be running on that section this month.

☞ The earnings of the Dubuque and Sioux City Railroad in November, 1869, were $140,000, and for the five months ending November 30th, $701,032, a gain over the corresponding five months of 1868 of $188,692.

☞ The Columbus, Washington and Maysville Railroad Company has been organized with a capital of $3,000,000.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first eleven months of the year:

	1868.	1869.
Ashes, bbls.	6,183	8,571
Breadstuffs—		
Wheat flour, bbls.	2,664,497	3,166,776
Cornmeal, bbls.	251,173	188,040
Wheat, bush.	12,700,198	22,984,880
Rye, bush	760,915	820,873
Oats, bush.	9,905,916	8,119,528
Barley, bush.	2,749,354	2,675,094
Peas, bush	368,491	70,038
Corn, bush	18,672,678	11,585,223
Cotton, bales	584,630	594,451
Naval Stores—		
Crude turp., bbls.	10,175	13,893
Spirits turp., bbls	62,144	61,591
Rosin, bbls	423,504	526,297
Tar, bbls.	36,296	70,629
Pitch, bbls	6,344	6,706
Provisions—		
Pork, pkgs	84,521	77,098
Beef, bbls.	65,630	71,171
Cutmeats, pkgs	67,641	73,803
Butter, pkgs.	458,041	595,692
Cheese, pkgs	1,092,858	1,253,630
Lard, tcs. and bbls.	84,943	65,904
Do., kegs	14,001	15,130
Whiskey, bbls.	40,120	163,861
Petroleum, pkgs	604,677	815,176

Exports from New York to foreign ports of certain leading articles of domestic produce for eleven months of the year:

	1868.	1869.
Ashes, Pots, bbls	3,570	3,697
Do., Pearls, bbls	178	91
Beeswax, lbs	427,581	176,009
Breadstuffs—		
Wheat flour, bbls.	944,730	1,416,780
Rye flour, bbls.	6,926	4,676
Cornmeal, bbls.	174,187	128,384
Wheat, bush.	5,481,990	17,312,797
Rye, bush	153,093	142,542
Oats, bush.	81,732	48,116
Barley, bush.	.....	.....
Peas, bush	178,818	88,308
Corn, bush	5,723,395	1,611,829
Candles, bxs.	66,652	45,708
Coal, tons	61,201	40,362
Cotton, bales	277,048	281,804
Hay, bales	37,076	29,401
Hops, bales	10,981	81,725
Naval Stores—		
Crude turp., bbls	517	501
Spirits turp., bbls	18,616	17,275
Rosin, bbls	330,435	414,319
Tar, bbls	9,657	31,013
Pitch, bbls	3,418	4,740
Oils—whale, galls	197,710	96,783
Do., sperm, galls	366,119	578,388
Do., lard, galls	132,210	29,449
Do., linseed, galls	53,602	13,044
Provisions—		
Pork, bbls.	76,261	66,608
Beef, bbls.	24,148	30,552
Do., tcs	45,675	50,911
Cutmeats, lbs	33,025,293	44,548,439
Butter, lbs.	924,380	1,084,810
Cheese, lbs	40,045,764	54,545,009
Lard, lbs.	39,738,390	28,718,639
Rice, tcs	226	298
Do., bbls	19,012	9,871
Tallow, lbs	11,765,606	20,704,340
Tobacco, crude, pkgs.	82,229	113,564
Do., manf., lbs	6,723,044	5,440,369
Whalebone, lbs	597,721	259,051
Petroleum, galls	48,929,001	61,214,229

☞ Rochester (N. H.) has voted to subscribe for $15,000 stock in the Nashua and Rochester and Concord and Rochester Railroad Companies.

☞ The Wilmington and Reading Railroad will be opened to Coatesville by the 18th inst.

Internal Revenue.

From the Report of the Commissioner of Internal Revenue we learn that the total receipts from internal revenue sources, exclusive of the direct tax upon lands and the duty upon the circulation and deposits of national banks were, for the fiscal year 1869, $160,080,344 29, collected from the following sources, viz:

Spirits	$45,062,402
Tobacco	23,480,708
Fermented liquors	6,099,879
Incomes and salaries	34,791,356
Stamps	16,420,710
Banks and bankers	3,385,517
Legacies and successions	2,434,593
Schedule A, and passports	912,314
Gas companies	2,116,006
From other sources	25,471,859
Total	$160,039,344

The amount from other sources was collected from the gross receipts of railroads, insurance and express companies, from the sales of brokers, dealers and manufacturers, from special taxes and from penalties and miscellaneous sources.

This includes the sums refunded for taxes illegally assessed and collected, amounting to $360,-235 12, nearly all of which was for taxes assessed and collected in previous years.

For the fiscal year 1868 there were refunded $1,018,334 81.

Drawbacks were also allowed to the amount of $1,379,980 01.

No drawbacks were allowed during the fiscal year 1869 by this bureau, excepting on general merchandise, under section 171 of the act of June 30, 1864, limited under the act of March 31, 1868, to ale and patent medicines, amounting to $377,-411 31. The drawback on rum and alcohol is not allowed by this bureau.

The receipts for the current year are estimated at $173,000,000, viz:

Spirits	$60,000,000
Tobacco	35,000,000
Fermented liquors	8,000,000
Incomes, salaries and schedule A.	40,000,000
Stamps	20,000,000
Banks and bankers	3,500,000
Legacies and successions	4,000,000
Gas companies	2,500,000
Total	$173,000,000

The total amount collected on the annual incomes from individuals up to November, 1869, is $25,293,680. This sum will be increased to an amount over $26,000,000. The Secretary says:

As this tax expires with the assessment for 1870 it will be for Congress to determine whether we can part entirely with the receipts from this source of revenue; and if not, whether any substitute can be devised more just and equitable and less burdensome to taxpayers.

If the income from this source cannot be spared from the general receipts, and other objects cannot be found more acceptable as a substitute, it is for Congress to determine whether or not the tax shall be renewed.

In considering this question, after determining the total amount which ought to be realized from internal revenue sources, and considering carefully what will be realized by the present system, without resorting to incomes, the question will present itself whether the entire income tax, as now assessed, shall be revived, or whether it shall be renewed at a less rate of taxation. My opinion is, that so long as a large internal revenue is required by the financial necessities of the Government, a portion of that revenue should be collected from incomes. The reasons for this seem apparent and forcible. This tax reaches simply the profits of trade and business, and the increased wealth of individuals from investments. If the tax were paid as these profits and accumulations accrue it is not believed that it would be thought objectionable; but, being required to be paid all at one time, and often after the income has been reduced by the expenses of the taxpayer or reinvested in business, it seems more onerous is more seriously complained against.

The objection most frequently and earnestly made against this tax is that it leads to a system of espionage into private affairs that is not only offensive, but sometimes injurious to individuals.

I do not see why this objection may not, with equal force, be urged against all taxes upon personal property. Such taxes cannot be collected without ascertaining the amount of taxable property possessed by the taxpayer. The law imposing a tax upon incomes does nothing more than this, if so much. It simply requires a truthful and honest statement of the actual income of the taxpayer during the preceding year, which can be complied with as easily and with as little exposure of private affairs as any other law—National, State or municipal—which seeks to raise revenue from the personal estate of taxpayers.

After all, it is but a tax upon the increased wealth of the nation, and when it is understood that Government securities are exempted from taxation, and that the interest on these securities produces a large amount of the incomes of taxpayers, I submit if it will be wise to abolish the income tax so long as the labor, industry and business of the country are directly or indirectly subjected to any considerable taxation. These observations are intended to apply to the questions whether the income tax shall be retained or abolished, and not to the rate of the tax or the manner of its assessment and collection.

Another Canadian Railroad Era.

Canada can now be said to have fairly embarked in its second era of railway improvement. Our first was when the Great Western and Grand Trunk lines were constructed and several of the branch lines which now serve as feeders to these two great arteries of traffic. Within a few years somewhere about $100,000,000 of money must have been spent on public works! The greater portion of this large sum was foreign capital—principally English—which was either invested by the possessors themselves or borrowed by our Government and municipalities in the London money market. The effect of this large influx of capital into Canada was soon made evident. Montreal awakened to new life and activity and, with the opening of the Grand Trunk, received an impetus whose fruits are to be seen in its present size, wealth, and commercial activity. Toronto also felt the prosperous wave and, indeed, all sections of Upper and Lower Canada, and particularly those districts close to the two great lines of railway felt that we had emerged into a new and brighter era. Since the completion of these roads and their branches we have not made very rapid progress in railway building. The fact is the other parts of the country were hardly prepared for them, either as regards furnishing traffic or aiding in their construction. But during the present decade, as the census of 1871 will abundantly prove, our country has made great progress and the spirit of railway enterprise seems again to have taken possession of almost every nook and corner of the land. The number and importance of the different railways at present projected and certain to be built within a few years indicate very plainly that we have begun our second era of railway building, whatever its result may be. We have first the great Intercolonial Line, which is to unite Quebec and Ontario with New Brunswick and Nova Scotia. This is, like the Grand Trunk and Great Western, a trunk line, and from its great length and the money which will be spent for years along its route, must do much to open up and settle all the tracts of country through which it will pass that are fit for settlement. Without referring to the question of route,

which does not properly come into view here, this road must largely benefit the eastern portions of Quebec and the northern parts of New Brunswick. In the province of Quebec the experiment of wooden railways seems about to be made; and, coming westwards, we find that active steps are being taken at Kingston and Bellville to construct a road into the Madoc mineral regions. This line will most probably have a chief terminus at Kingston, and although it will not be very long, its construction must beneficially affect the whole tract of country lying back of Kingston and Belleville. We believe this railway must soon go on. It is needed and no delay should take place in beginning it. Near the thriving town of Whitby, on the Grand Trunk, below Toronto, his Royal Highness Prince Arthur recently turned the first sod on a short road from that place to Port Perry, a thriving village on Lake Scugog. It is understood this undertaking will be proceeded with promptly. From the capital of Ontario, Toronto, two large lines are about to be commenced. These are to be constructed on the narrow-gauge principle and the one line, the Toronto, Grey, and Bruce, will run a little north-by-west through the most fertile parts of the country to Lake Huron; the other line, the Toronto and Nipissing, will run through a vast extent of back country in a north-eastern direction from the city, its ultimate terminus being expected to be Lake Nipissing. Both of these undertakings are Toronto enterprises; and very spirited, indeed, have been the efforts put forth by the merchants and business men generally to render them successful. These projects show Toronto to be very ambitious and manifests a strong desire to drain the whole trade of Ontario into its lap. The city has contributed $400,000 towards the two railways and bonuses have been obtained from many municipalities through which the roads are expected to pass; but, probably not yet sufficient has been contributed to insure either of the projects being carried out in its entirety. They will, in all probability, shortly be begun and, as the work proceeds, it is quite possible means may be found to carry both undertakings to completion. If both projects prove successful, they must inevitably add to the importance and prosperity of Toronto and tend to give the city that complete supremacy in Ontario which its public men are so ambitious to achieve. Next in order we come to the Wellington, Grey, and Bruce line. This project may be justly denominated a Hamilton enterprise and is the great rival of the Toronto, Grey, and Bruce—both of which at the time we write are engaged in a deadly struggle in the county of Bruce for the large subsidy offered by that county. A by-law has been passed by that corporation granting the subsidy to the Wellington, Grey, and Bruce line (Hamilton enterprise) and the ratepayers are to vote upon it on the 2nd prox. The Wellington, Grey, and Bruce line starts from the enterprising town of Guelph and is intended to run in a north-westerly direction to Lake Huron. Part of the road—a distance of thirteen miles between Guelph and Elora—is already in process of construction and is expected to be finished and running by Christmas. We feel pretty confident the whole of this railway will ultimately be made. It certainly ought to be. On reaching Guelph the inhabitants of the splendid country on the shores of Lake Huron would be brought into connection with the whole railway system of the country, and that, too, by a comparatively short line. We regard this line as a very important one not only to the people of Grey and Bruce, but also the whole of Western Ontario, and we view the benefits to flow from its construction to be such as must insure the success of the undertaking at an early day. The people of Hamilton have largely assisted the line and have exhibited unusual enterprise in advocating and pushing it forward.

Another large line of railway in Ontario may soon be proceeded with. We refer to the long projected line for many years known under the name of the "Southern" road. A charter is now held for that line between Windsor and Fort Erie, and at the next session of the Ontario Legislature two new applications are to be made for charters for a line from the St. Clair River to Fort Erie. Applications are to be made in the interests of certain Americans who want this new road to be part of a grand trans-continental line, and are understood to be prepared to find capital to build it if a charter can be obtained. We might speak of other projected railways (the proposed line from the Northern Railway into the Muskako district, for instance), but we think we have said sufficient to show that we are entering upon our second railroad era and that railway enterprise has become the order of the day. The question naturally arises—What effect will these enterprises have upon the public welfare? There can be but one answer; they must develope our resources, stimulate our business energies, and increase the general prosperity. The capital expended may not probably equal that spent during our first railway era. But as the Intercolonial itself will certainly not cost less than $25,000,000 before it is in running order, we may safely assume that there will be spent at least $50,000,000 on new railways in Canada before five years, and if we undertake a line to Red River—as many believe we must—the estimated outlay of the whole will not fall much or any short of $100,000,000.—*Trade Review Nov.*, 1869.

Louisville Commercial Convention.

MAJORITY REPORT OF THE COMMITTEE ON SOUTHERN PACIFIC RAILROAD.

The undersigned, a Committee on a Southern Pacific Railroad, beg leave to report:

That they have bestowed upon the subject referred to them that attention and investigation which its paramount importance demands—having carefully considered the various resolutions and papers referred to them, and elicited information from various other sources within their reach; and they have found their labors greatly abridged by the very able and exhaustive report of Col. Blanton Duncan, as acting chairman of the Committee on Southern Pacific Railroad, appointed by the late Memphis Convention, with instructions to prepare and submit a report to this convention; which report, so submitted and referred to them, your committee desire and recommend be published among the proceedings of this convention in connection with the report of the present committee, and as a part thereof.

Your committee believe that they cannot better perform the duty assigned them and subserve the interests of the Southern and southwestern States, and of the whole country, than by recommending for the adoption of this Convention the action upon the same subject of the Commercial Convention which assembled at Memphis on the 18th of May last, and the succeeding one that convened at New Orleans in the same month.

It may well be presumed that these two bodies, each composed of a very large number of delegates, representing all the great interests involved, and harmoniously reaching the same conclusions, gave a full and fair expression to the public sentiment upon this subject.

Other routes have been presented for the consideration of the committee; but, while it may be true that great centers of trade and population may spring up in the future, requiring other and different lines of communication with the Pacific coast, for all the practical purposes of the present the route designated by the former conventions referred to is the one unhesitatingly recommended by your committee. And we therefore beg leave to submit the following resolutions:

Resolved, That this convention memorialize Congress to grant the right-of-way and such subsidies as may seem just to a Southern Pacific Railroad from San Diego, Cal., *via* the junction of the rivers Colorado and Gila, along the valley of the Gila and south of the same to El Paso, on the Rio Grande, and thence to a convenient point near the 32d parallel of north latitude east of the Brazos or near that river in the State of Texas; to which main trunk feeder roads may be built from Leavenworth, St. Louis, Kansas City, Cairo, Vicksburg, Memphis, New Orleans, and Galveston on the east, and Guaymas, Mazatlan, and San Francisco on the west, and such other roads on the east or west as may be desired, with equal right of connection to all.

Resolved, That the President of this convention be requested to forward a copy of this resolution to the President of the United States, the Vice President and the Speaker of the House of Representatives, and request them to present the same to their respective houses of Congress. That the chairman of each State delegation be requested to appoint two gentlemen from their respective States to visit Washington at the next setting of Congress in the interests of the Southern Pacific railroad, as recommended by this convention.

[Signed]

David P. Lewis, Ala., Chairman,
B. D. Williams, Ark.,
Jas. Bradford, Del.,
C. E. Dyke, Fla.,
A. D. Nunnally, Ga.,
J. H. Oberley, Ills.,
R. P. Glenn, S. C.,
C. G. Forshey, Texas,
R. M. Corwine, Ohio,
A. M. Speights, Ga., Secretary.
Morris Emanuel, Miss.
D. C. DeJarnette, Va.,
J. W. Clapp, Tenn.,
John T. Sprague, N. Y.,
Wm. Schmoele, N. J.,
John T. Ludeling, La.,
John Ingle, Ind.,
W. W. Wright, Kansas,
Wm. F. Beasley, N. C.,
Eugene Underwood, Minn.,

Vermont Central Railroad.

The annual meeting of the First Mortgage Bondholders of this road was held in Boston on the 30th ult. Ex-Gov. Smith, President of the road, submitted his annual report, which gave the total receipts from traffic during the year as $1,949,430 43; total expenditures, $1,358,097 46; balance in favor of the road, $591,332 97. From all sources the receipts have amounted to $2,829,926 50; aggregate expenditures, $2,425,091 88; balance in favor of the road, $404,834 62. The total assets of the company are $552,600 44.

A statement of the comparative earnings of the road for four months of the years 1868 and 1869 was given and was in favor of the latter year, but the late severe rainstorm decreased the subsequent receipts. So that comparing this year with last there was a falling off of $3,000 in the receipts. The road has now 70 engines, 68 of which are in good condition; 12 have been built during the year and 4 are building. There have been built 279 new box and platform cars, 524 freight cars built and rebuilt, 5 passenger cars and 2 drawing room cars built, 5 rebuilt, 40 miles of new iron made and 90,000 cross ties cut. An account was given of the great damage done to the road by the storm, and Gov. Smith estimated that it would cost about $75,000 to replace it suitably.

The report was accepted and ordered to be printed, after which J. M. Pinkerton and Otis Drury, the Committee of the 1st mortgage bondholders of last year, were re-elected, and the meeting adjourned.

A meeting of the Second Mortgage bondholders was then held, Mr. George Merrill of Boston, presiding, and Mr. Lansing Mills, secretary. Mr. M. Hall Stanton of Philadelphia was unanimously re-elected Committee of the 2d mortgage bondholders, after which the meeting adjourned.

☞ The following gentlemen have been elected directors of the Indianapolis, Cincinnati and Lafayette Railroad: Gen. T. A. Morris, Indianapolis; A. R. Forsyth, Greensburg, Ind.; L. B. Lewis, Lawrenceburg, Ind.; H. C. Lord, W. W. Smith, Cincinnati; Wm. A. Booth, John S. Kennedy, Geo. Bliss, of New York; J. S. Fay, of Boston.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	----------	----------
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,252,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	2,545,225	----------	----------
Atlantic & Gt. Western ... 50	25,879,925	----------	----------
" " " pref. 50	1,919,000	----------	----------
Atlantic & St. Lawrence* 100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,982	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,850,000	A. & O.	Oct. '69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	----------	----------
Berkshire*.....100	600,000	J.A J&O	Oct. '69 1
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	July'69 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,900	----------	----------
do. pref.100	1,340,400	M. & N	Nov.'69 3
Do.,	1,891,500	J. & D.	Jun.'69 4
Boston and Lowell.....500	4 076,974	J. & J.	July '69 5
Boston and Maine.....100	3,360,000	J. & J.	July '69 5
Boston and Providence ...100	400,000	J A J. O.	Oct. '69 2
Broadway (South Boston) 50	2,100,000	J. & D.	Dec '69 3
Broadw'y & 7th Av.(N.Y.)100	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City 10	399,800	----------	----------
Brooklyn City & Newt'n..100	1,109,000	----------	----------
Buffalo, Bradford & Pitts.100	950,000	M. & N.	M'y'69 3½
Buff., New York & Erie*..100	5,000,000	F. & A.	Aug. '69 4
Buffalo and Erie..... ...100	777,800	A. & O.	Oct.'69 4½
Cambridge Horse (Bost'n)100	5,000,000	F. & A.	Aug.'69 5
Camden and Amboy.....100	600,000	----------	----------
Camden and Atlantic,pref. 50	331,000	July '69 3	----------
Camden & Burlington Co.100	721,926	J. & J.	July '69 5
Cape Cod 60	447,000	J. & D.	Dec.'69 3
Cape May and Millvi le* 50	1,150,000	----------	----------
Catawissa..... ...50	2,200,000	M. & N.	Nov'69 3½
Catawissa, pref..... 50	689,110	J. & J.	Jul.'69 4½
Cayuga & Susquehanna.* 50	785,000	M. & N.	M'y'69 3½
Cedar Rapids & Mo. pref..100	4,666,800	J. & J.	July.'69 5
Central of Georgia.....100	15,000,000	J. & J.	Jan.'69 3½
Central of New Jersey....100	2,600,000	J. & D.	Dec.'69 3
Central Ohio.....100	400,000	J. & D.	Dec. '69 3
Do. pref.....100	970,000	----------	Oct.'67 2½
Cen. Park, N. & E. River.100	280,000	J.A J&O	July'69 2
Chemung*.....100	2,017,825	J. & J.	July'69 2
Cheshire, preferred 100	5,141,800	M. & S.	Sep. '69 5
Chicago and Alton.....100	2,425,400	M. & S.	Sep.'69 5
" " pref..100	13,825,025	M. & S.	Sept.'69 5
Chicago, Burl. & Quincy . 50	2,000,000	J. & J.	July'69 5
Chicago, Iowa & Nebras*.100	2,227,000	----------	----------
Chicago and Milwaukee*.100	14,590,162	J. & D.	Dec.'69 4
Chicago & N. Western.....100	18,159,097	J. & D.	Dec.'69 5
" " pref.100	1,000,000	A. & O.	Oct.'69 3½
Chicago, R. I. & Pacific....100	3,500,000	A. & O.	Oct.'69 5
Cin., Ham. & Dayton.....100	----------	J'n &J'ly	Jan.'68½2
Cincinnati City Passenger....	----------	J. & J.	Jan.'68½2
" Street.....	392,073	M. & N.	Nov.'69 3
Cin., Sand. & Clev. pref... 50	192,750	J. @ J.	Jul. '69 7
Citizens' Passenger (Phil.) 50	2,056,400	M. & N	Nov'69 3½
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul.'69 3½
Cleveland & Mahoning*.... 50	5,958,775	J AJ&O	Oct. '69 2
Cleveland and Pittsburg... 50	5,000,000	F. & A.	Aug.'69 4
Cleveland and Toledo*.... 50	11,420,000	----------	----------
Col., Chi. & Indiana Cen..100	1,786,200	J. & J.	Jul. '69 3½
Columbus and Xenia*..... 50	1,500,000	M. & N.	Nov.'69 5
Concord..... ...50	350,000	J. & D.	Jun'69 3½
Concord & Ports., guar....100	600,000	----------	----------
Coney Island & Brooklyn 100	139,000	----------	----------
Conn. & Passump. Rivers.100	1,822,100	J. & J.	Jul. '69 3
Do. do. pref.100	1,700,000	J. & J.	Jul. '69 3
Connecticut River..... 100	1,316,900	A. & O.	Apl.'69 4
Cumberland Valley..... ..50	400,000	----------	----------
Danbury and Norwalk ...100	2,390,646	----------	----------
Dayton and Michigan*.....100	594,260	J. & J.	Jul. '69 3
Delaware*..... ...50	13,286,020	J. & J.	July'69 5
Del., Lackaw. & Western. 50	1,820,200	----------	----------
Des Moines Valley.....100	1,047,350	----------	----------
Detroit & Milwaukee..... 100	1,500,000	----------	----------
" " pref.100	1,200,000	F.M.A N	Nov.'69—
D. Dock, E. B'dw. & Bat.100	1,678,641	Annual.	Jan.'70 5
Dubuque and Sioux City..100	1,987,351	J. & J.	J'ly'69 3½
Do do. pref.100	392,550	J. & J.	Jul. '69 3
East Mahanoy 50	3,883,300	J. & J.	Jul. '69 4
Eastern (Mass.).....100	492,500	J. & J.	Jul. '69 4
Eastern (N. H.) 50	654,800	----------	----------
East Pennsylvania 50	1,290,067	----------	----------
East Tenn. and Georgia....100	1,902,000	----------	----------
East Tenn. and Virginia...100	1,000,000	J.A J&O	Jan. '68 4
Eighth Avenue (N. Y.) ...100	600,000	F. & A.	Aug'69 2½
Elm., Jeffers. & Canand*..100	500,000	M. & N.	Nov'69 1½
Elmira & Williamsport*.. 50	500,000	J. & J.	Jul.'69 3½
Do. do. pref. 50	70,000,000	F. & A.	Feb.'68 4
Erie Railway 100	8,539,910	Annual.	Dec'69 1½
Do. pref.....100	982,990	----------	----------
Erie & Pittsburg 50	1,143,445	----------	----------
Evansville & Crawfordsv.150	3,640,000	J. & J.	Jul. '69 4
Fitchburg 100	248,000	J. & J.	Jan. '69 3
Fitchburg & Worcester...100	500,000	M. & N.	M'y '67 5
Flint and Holly 100	750,000	A. & O.	Oct. '67 5
Forty Sec. St. & G. St. Fy.100	491,620	J. @ J.	July '69 3
Frankf. and Southw.(Ph.) 50	1,156,000	J. & J.	Jan. '69 4
Georgia 100	112,245	J. & J.	Jul. '69 3
Germantown (Phila.)..... 50	180,000	J. & J.	Jul. '67 2
Girard College (Phila.) .. 50	----------	M. & S.	Sep. '69 4
Granite..... 100	150,000	J. & J.	Jul. '69 3
Greenand Coates St. (Ph. 50)			
Hartford and New Haven.100	3,300,000	J.A J&O	Oct. '69 5
Hannibal and St. Joseph..100	1,900,000	----------	----------
Do. do pref.100	5,253,880	----------	----------
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000	----------	----------
" pref 100	1,180,000	J. & J.	Jul. '69 4
Huntingdon & B'd Top ... 50	494,350	----------	----------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,416,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July '68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 325,000	----------	----------
Leeds and Farmington*.....	----------	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	6,739,800	M. & N.	M'y.'67 6
Lehigh Valley 50	10,731,400	J.A J&O	Oct.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,546,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	----------	----------
Long Island..... 50	3,000,000	F.M.A N.	Aug.'66 2
Long Branch & Sea Shore ...	95,194	----------	N'v'67 10
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N. Alb.& Chicago.100	2,800,000	----------	----------
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	----------	----------
Maine Central.....100	1,611,500	----------	----------
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	----------	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,480,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,812,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	670,000	----------	----------
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul.'69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '69 3
Mill Creek and Minehill*. 50	323,376	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	----------	----------	----------
" " " 1st pref 100	----------	----------	----------
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " pref.....100	8,188,272	J. & J.	Dec. 7a10s
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	----------	----------
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	8,616,350	----------	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 6
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	----------	----------
Naugatuck.....100	1,426,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	788,538	----------	----------
N Haven & Northampton.100	1,344,000	J. & J.	Jan.'68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	896,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	----------	Oct. '69 4
" Certificates.100	21,491,450	----------	----------
" old int. cer.100	22,829,000	----------	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	July'69 5
N Y., Provid. & Boston .100	2,000,000	J. & J.	July'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	----------	----------
North Carolina.....100	4,000,000	----------	----------
Northern Central 50	4,798,900	F.M.A N	Nov. '69 2
North Eastern (S. C.) pref.100	155,000	----------	May '67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150	----------	Jan.'69 5a
Norwich & Worcester 100	2,363,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	----------	----------
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A J&O	Oct.'69 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 50	281,550	----------	----------
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri..... 100	8614,516	----------	----------
Panama..... 100	7,000,000	J.A J&O.	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,150	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 3
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " pref....	2,400,000	J. & J.	Jan.'69 4
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5a
Do. Do. preferred. 50	1,551,800	J. & J.	July'69 5a
Phil., Germ'n't'n & Nor'n 10	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	July'69 4
Philadelphia City..... 50	100,000	J. & J.	Jan.'69 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July'69 2
Pittsb., Ft. W. & Chi. gtd.'100	19,665,000	J.A J&O	Oct. '69 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec...100	579,600	F. & A.	Aug '68 3
Portl., Saco & Portsm'th*.100	$1,600,000	J. & D.	Jun.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....	----------	----------	----------
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 2½
Richmond and Danville ...100	2,000,000	----------	----------
Richmond and Petersb g..100	847,100	----------	----------
Rich., Fred. and Potomac.100	1,041,800	----------	----------
Rockport 100	68,460	----------	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....	----------	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000	----------	----------
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	----------	----------
Sandusky and Cincinnati.100	2,089,000	----------	----------
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341	----------	----------
Savannah and Charleston.100	1,000,000	----------	----------
Schuylkill and Susqueh'a. 50	1,289,150	----------	----------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	----------	----------
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	656,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	----------	Nov.'67 5
Somerville 100	75,000	M. & N.	May'69 3
South Carolina 100	5,819,275	----------	----------
South Shore 100	259,686	----------	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stony Brook.....100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,988,141	----------	----------
Stockbridge & Pittsfield*100	448,700	----------	---------- 3½
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	----------	----------
Taunton Branch 100	260,000	J. @ J.	July'69 4
Tennessee and Alabama .100	695,922	----------	----------
Terre Haute and Indiana. 50	1,988,150	J. & J.	July'69 3
Third Avenue (N. Y.).....100	1,760,000	----------	----------
Thirteenth and Fif. (Ph.). 50	----------	J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw.100	2,700,000	January,	1870,11
" " (E. D.) pref.100	1,700,000	----------	----------
" " (W. D. pref..100	1,800,000	----------	----------
Tol., Wabash and West....100	5,700,000	----------	----------
" " pref.100	1,000,000	M. & N.	May'69 2½
Troy and Boston.....100	607,111	----------	----------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 2½
Union Transport'n (Bos.)..100	200,000	----------	----------
Union (Phila.) 50	291,478	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central..... 100	5,000,000	----------	----------
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'69 4
Vicksburg and Meridian...100	367,408	----------	----------
Virginia Central 100	3,353,675	----------	----------
Virginia and Tennessee....100	3,506,300	----------	----------
Western Union 100	2,707,698	----------	----------
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,465,775	----------	----------
Winchester and Potomac....	----------	J. & J.	Jul. '69 3
Warren..... 100	1,517,650	----------	---------- 3½
Worcester and Nashua ... 75	1 522,600	J. & J.	Jul.'69 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	----------	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 6
Erie of Pennsylvania..... 50	64,000	----------	----------
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10a
Pennsylvania 50	4,300,000	----------	----------
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	----------	----------
Union..... 50	2,907,850	----------	----------
" preferred 50		----------	----------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 6
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'68 6
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'68 4
Butler Coal..... 25	600,000	J. & D.	Jun'69 1½
Central Coal 100	2,000,000	J. & J.	July'68 5
Fulton Coal.....	----------	J. & J.	Jul. '69 2
Lackawanna Coal..... —	200,000	J. & J.	Jan.'69 2½
Mt. Pleasant Coal..... 40	200,000	----------	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 6
Roaring Brook Coal..... —	200,000	----------	Dec'68 2½
Short Mt. Coal..... 50	800,000	----------	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '69
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000	----------	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	----------	----------

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	69,029	81,156	95,828	121,702	174,812	181,297	200,550	212,169	128,166	75,871	1,421,525
1868	64,463	88,937	81,396	96,461	106,835	164,729	259,590	251,832	262,770	295,422	236,562	342,748	2,000,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	622,000	.....	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,569	153,294	1,675,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	282,015	2,770,484
1866	280,503	275,283	299,063	288,490	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	280,169	3,892,561
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4 508 643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	159,142	160,306	210,729	216,030	198,455	201,134	1,980,287
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,017	321,037	3,095,470
1865	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,486,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,056	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,287	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	561,000	475,000	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,859	380,385	421,363	466,889	565,145	480,719	519,306	669,605	729,759	716,378	583,409	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	756,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	688,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	666,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,990	11,632,727
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,914	1,321,139	1,414,231	1,144,029	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866	242,295	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,081	2,918,642
1867	204,112	190,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	.....	.....	.....
Erie:													
1866	1,155,746	987,936	1,070,917	1,183,441	1,101,632	1,243,636	1,208,243	1,295,409	1,416,101	1,476,244	1,418,991	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,891	1,041,646	14,139,264
1868	1,031,329	901,752	1,136,991	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	382,786	414 843	410 356	372,523	359,463	3,445 827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,676	496,433	437,679	424,831	4,571,028
1864	327,909	416,588	459,762	423,797	406,373	510,100	423,578	649,179	799,236	661,891	657,141	603,452	6,320,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,493	747,469	739,736	641,589	633,887	516,089	7,181,20
1866	603,053	505,266	505,465	411,605	569,250	567,679	489,626	576,253	571,348	661,971	598,219	504,066	6 546,741
1867	647,120	524,871	417,071	440.271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,164,92
1868	687,443	636,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	661,941	7 917,829
1869	681,656	658,783	711,559	595,355	655,047	740,949	661,794	790,322	915,051	894,584	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,378	98,043	106,921	104,566	113,504	112,952	123,802	1,201,349
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,822	132,387	123,883	1,276,715
1868	92,433	81,599	98,462	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1,294,026
1869	98,517	91,668	103,553	109,526	111,033	118,645	114,496	129,388	140,473	132,866	131,019	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	257,227	268,613	264,925	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,202,54
1864	256,000	304,445	338,454	330,651	267,126	316,258	278,891	368,862	402,219	407,107	448,864	411,806	4,120,152
1865	363,996	366,361	413,974	365,190	351,459	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	495,656	429,546	352,218	4,650,329
1867	305,557	311,088	305,372	409,248	367,749	307,968	313,130	434,318	488,388	530,871	429,755	380,054	4,666,508
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,826	543,886	436,399	437,503	4,981,1 3
1869—*Including Lake Shore	385,901	357,409	455,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,092	172,189	216,624	295,966	322,389	297,474	256,654	2,650,792
1863	242,073	245,858	236,432	238,495	236,483	206,221	193,328	215.449	308,168	375.488	339.794	306.186	3 168,085
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,479	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,693	329,105	413,501	476,661	490,694	447,670	328,870	4,520,580
1866	282,439	265,706	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,669	4,260,115
1867	294,095	253,661	375,210	362,783	333,952	254,977	313,021	398,993	464,778	506,296	412,934	330,375	4,371,075
1868	343,316	304,315	326,880	415,758	369,236	325,301	321,013	392,942	456,973	511,820	410,820	390,671	4,569,291
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	.....	.....	.....
Milwaukee and St. Paul:													
1867	349,763	240,755	261,143	316,246	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	436,823	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	468,191	423,206	522,682	1,024,045	1,037,464	566,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801.165	.....	.....
New York Central:													
1865	957,860	613,581	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,782	1,501,454	1,526,839	1,456,356	1 117,558	14,575,129
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,583	1,135,461	1,285,911	1,480,929	1,530,518	1,211.108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,050	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,096
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	241,613	3,380,585
1867	242,793	219,065	279,647	284,729	282,939	240,155	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,801	2,964,041
1869	180,386	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	323,044	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,906	254,285	368,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	336,685	361,834	396,771	429,929	505,517	464,809	451,854	574,486	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,884	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,062,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	854,974	436,990	10,637,124
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,687	693,104	873,153	966,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	344,334	370,965	3,745,310
1863	337,850	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,614	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,656	914,082	7,120,466
1865	690,144	678,504	857,583	733,566	637,186	646,995	584,523	712,496	795,935	858,501	712,363	580,964	8 489,060
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	767,441	679,935	655,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	666,218	669,037	784,600	690,598	573,727	7,242,126
1868	505,505	604,316	689.317	770,198	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,684	244,834	212,227	177,564	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,693	133,392	149,164	155,384	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	186,589	202,238	205,750	.....	.....	.....
Toledo, Wabash and Western:													
1864	79,705	95,843	132,896	122,987	127,010	156,338	139,026	244,114	248,540	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	351,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,806	323,279	399,439	4,013,206
1869	284,192	265,137	242,705	311,633	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	623,559	617,585	755,084	876,017	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Dec. 1, 1869.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	118½
" " " " ..... coupon		5	" "	1874	112½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	124
" " " " ..... coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,732,600	6	" "	1881	114½
" " " " ..... coupon		6	" "	1881	119½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112½
" " " (5-20s).....coupon		6	" "	1882	115½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	112½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	111½
" " " (5-20s).....coupon		6	" "	1884	112½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	113
" " " (5-20s).....coupon		6	" "	1885	113½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	111½
" " " (5-20s).....coupon		6	" "	1886	115½
" " 3d series (5-20s)...registered	379,590,150	6	" "	1887	111½
" " " (5-20s).....coupon		6	" "	1887	115½
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	111½
" " " (5-20s).....coupon		6	" "	1888	115½
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	107½
" " " (10-40s)....coupon		5	" "	1904	109½
Union Pacific R. R. Bonds .....(currency)	62,625,320	6	Jan. & July.	'95-'99	107½
Certificates of Mar. 2, 1867, and July 2, 1868...	47,195,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	"	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	298,502	var	.....	Due.	....
Treasury Notes (7-30s).....	853,750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,521,150	6	.....	Due.	....
Temporary Loan of June 30, 1864	152,160	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,268	*nil.*	.....	Dem.	....
Fractional Currency	38,885,564	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,000	5	May & Nov.	1872	64
" — " " (extended).....	2,414,800	5	" "	'83-'86	....
" — " " (sterling).....	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)..	732,800	5	" "	1886	....
" — " " (new).....	660,200	8	" "	'94-'95	93½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
" —* " " (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857.....	3,066,500	7	Jan. & July.	1877	123
" — " 1860.....	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
" — Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	97½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863		6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	6	Jan. & July.	Var.	....
" — "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	95
" — " " (" ")....	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
" — " " (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	51
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds.....	996,649	6	" "	1877	100½
" —Liquidation Bonds.....	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	101
" —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
" — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
" —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'96	70
" — " " (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees).....	1,000,000	6	Various.	1886	60
" — " " (" 1867).....	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868).....	3,000,000	8	" "	1908	81
" — " " (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
" — "	171,000	6	Various.	'76-'78	97½
" —War Loan of 1861.....	800,000	6	"	1871	99½
" — " " 1863.....	525,000	6	Mar. & Sept.	1883	....
" — " " 1864.....	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " converted.....	2,252,112	5	" "	'89-'90	....
" —Currency Bonds of 1837.....	1,214,580	5	" "	'89-'90	....
" — " " 1827.....	269,000	3	" "	1890	90
" — " " 1834-'35.....	24,000	5	" "	1880	....
" — " " 1838-'39.....	1,438,428	6	" "	'70-'85	94
" — " " 1838-'39.....	525,006	6	" "	'80-'99	....
" — " " 1838-'39.....	46,232	5	" "	1890	....
" —Defense Loan of 1864-'68	2,040,100	6	" "	1883	103
" —South Relief Loan of 1867.....	100,000	6	" "	1873	....
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	115
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	101½
" —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.).....	171,000	5	Various.	1870	....
" — " "	117,000	5	"	1872	....
" — " "	125,000	5	April & Oct.	1873	....
" — " "	244,000	5	Various.	1874	....
" — " "	162,000	6	June & Dec.	'70-'72	....
" — " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	117½
" — " " "	650,000	6	" "	'72-'73	117½
" — " " "	720,000	6	" "	'74-'75	117½
" — " " "	1,430,000	6	" "	1876	112
" — " " 1862.....	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1890	....
" —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	102
" —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	101½
" —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
" —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1870	....
" —Renewal Loan.....	200,000	6	" "	1878	97½
" —Two Million Loan	1,728,000	6	" "	'78-'83	93
" —War Loan.....	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
" —Consols. (interest).....	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	89½
" —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97
" — " of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866..	500,000	6	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,699,800	6	Jan. & July.	'69-'84	102½
" — " of 1863 (free).....	1,002,900	6	" "	'86-'96	....
" — " of 1864.....	593,400	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
" — "	800,000	6	" "	1878	....
" — "	1,189,781	6	" "	pleas.	....
" — "	900,000	5	" "	1875	....
" — "	348,107	5	" "	pleas.	....
" —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
" — "	5,726,800	6	" "	1873	101
" — "	2,250,000	6	" "	1874	103
" — "	500,000	6	" "	1875	100
" — "	900,000	6	" "	1877	100½
" — "	2,035,800	5	" "	1874	99½
" —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
" — " Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	42½
" — " (new).....	3,050,045	6	" "	'92-'98	27½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
" — " (").....	1,600,000	6	" "	1875	101½
" — " (").....	4,095,300	6	" "	1881	103
" — " (").....	2,400,000	6	" "	1886	103½
" —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
" —Relief Bonds.....	82,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,707,910	6	Various.	Due.	....
" — "		5	" "	"	....
" — "	1,642,128	5	Jan. & July.	1870	100
" —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
" — "	112,000	4½	Jan. & July.	1882	....
" —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
" —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
" — " " "	7,909,600	6	" "	1877	106½
" — " " "	9,273,050	6	" "	1882	107½
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
" — " of 1862.....	1,157,000	6	Mar. & Sept.	1883	99
" — " of 1863.....	214,000	6	April & Oct.	1883	99
" — " of 1863.....	776,000	6	Jan. & July.	1893	99
" — " of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1833	314,454	6	J. A. J. & O.	1870	....
" — " (stg.).....	484,445	5	" "	1868	....
" —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	67½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — "	289,160	5½	" "	"	....
" — "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	50
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	41½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Bonds.....	1,028,000	6	June & Dec.	'71-'78	99
" — " Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	40
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.....	2,381,560	6	" "	"	....
" —Funding Stock.....	2,880,801	6	" "	1870	63½
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'83	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
3d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	3	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
3d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1860	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,820	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	47½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	96
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	800,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	81½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	96½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1880	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £309,200	1,846,080	5*	March & Sept.	"	1894	....
Loan for $800,000	323,230	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	91
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	967,000	6	May & Nov.	" "	1889	83
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1567 for $350 000	308,000	6	Feb. & Aug.	Philadelphia.	1887	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	67
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'96-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'96-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	96
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	90
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	80
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1896	96
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	108½
National Loan	24,371,000	6	" "	" "	1896	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,500	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1903	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	88
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1900	....
Company bonds	680,000	7	March & Sept.	New York.	1900	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1897	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1905	....
Income	300,000	7	" "	" "	1905	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1900	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1901	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1895	98
Funded Coupons	755,000	7	May & Nov.	" "	1903	96
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	94
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	87½
Equipment Bonds	1,375,000	10	May & Nov.	" "	'69-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1888	....
1st Mort. (Chi. & Mil. R.W. 85 m.)	1,095,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1903	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	94½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1896	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1890	80
3d Mortgage	500,000	8	Jan. & July.	" "	1895	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	70
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1898	....
2d Mortgage	800,000	7	March & Sept.	" "	1903	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1886	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1886	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1886	....
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'90-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1876	90
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	96
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	75½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	69
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1900	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	296,000	7	" "	"	'76–'77	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1903	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	99
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	730,000	6	Feb. & Aug.	Boston.	1874	94½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1890	88
Income Bonds	570,000	5	April & Oct.	"	1872	58
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	74½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1896	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1860	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1860	....
Rockville Extension 1st Mort.	160,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–78	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	6*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,356,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'72–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,000,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	800,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	153,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	83
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	35
Illinois Central:						
Construction	2,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	90½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1888	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1895	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	91
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98½
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	397,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	88
1st Mortgage, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	65
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1890	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	95
2d Mortgage	2,693,000	7	" "	" "	1877	90
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	102
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	90
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	82
Tennessee Loans	1,660,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	34
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	96½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	428,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'98–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1967	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampe. & Hampd.)	200,000	6	April & Oct.	"	1876	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	95
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	98
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	862,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	96½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'79	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	" "	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	85½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	85
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	
Equipment Bonds	300,000	8	" "	"	'69–'78	100
Ohio and Mississippi:						99½
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	93
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	82½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	93
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	70½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	73
Va. State Loan	249,982	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	92
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						....
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	96
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	94½
2d M. stg. }	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	88
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	800,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						....
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage (General)	5,000,000	6	" "	"	1881	85
2d Mortgage	4,000,000	7	" "	"	1901	85
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						....
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						....
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90½
Bonds of 1857, convertible	171,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						....
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	93½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	60
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'78	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	70
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	70½
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	220,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	....	— & —	— & —	.....	....
2d Mortgage	52,000	....	— & —	— & —	.....	....
3d Mortgage	665,000	....	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	690,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	78
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	80
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
Consol. M. (T.,W. & W. 409 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1873	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	77½
2d Mortgage	1,500,000	7	" "	Boston.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'76–'77	92½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " " 2d class	850,000	7	" "	"	1890	....
" " " 3d class	154,000	7	" "	"	1890	....
" " " 4th class	1,263,000	7	" "	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	6	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct	New York.	1890	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	985,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	97½
Dollar Bonds	798,000	6	" "	Boston.	1875	97½
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. & J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. & J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	81½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95½
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Essex):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	282,087	6	" "	"	1886	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,960,670	6	Jan. & July.	"	1882	53½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1875	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Cars: Pass.	Cars: B. M. E.	Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Opened.	Operations: Carried one mile: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,930	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jun. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley..... Pennsylvania.	8,042,793	*	—	—	2,241,250	4,000,000	1,801,543	—	132.0	.....	362,803	570,186	946,465	446,907	—	50	....
Jun. 30, 1868	28.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,227	185,226	75,428	—	100	....
Nov. 30, 1868	28.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased to Cheshire.)				7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	96
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,824	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶ ..... Georgia.	5,784,180	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	45,640	—	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*	—	—	2,494,900	3,463,992	—	—	150.5	—	—	—	1,080,749	266,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	3,668	—	20,032	40,024	3,651	29,301	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶ .... Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1866	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1866	103.5	—	....	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	—	—	100	23½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*.... Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	282,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware ..... New Jersey.	3,914,396	*	.....	.....	998,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland..... Vermont.	1,125,060	*	.....	.....	332,000	706,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	7	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	600,000	*	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	16.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased to Fall Brook Coal Co.)					7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,606	1,918,432	—	100	147
Nov. 30, 1868	28.0	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg ..... Mass.	1,027,044	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,738	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	6	223	Boston, Concord and Montreal ..... N. H	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,350	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,423	—	108.8	777,049	1,913,253	376,191	1,238,657	223,834	—	100	8½
Nov. 30, 1868	26.8	1.8	48.5	—	28	30	16	522	Boston and Lowell..... Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	131
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine..... Mass., N. H. & Me.	4,128,738	658,019	645,669	100,288	4,299,724	—	306,973	976,017	146.1	893,661	3,144,988	244,136	1,566,462	453,780	10	100	142½
Nov. 30, 1868	47.0	7.0	46.5	—	30	40	12	410	Boston and Providence..... *Mass. & R. I.*	3,152,600	207,400	552,058	146,386	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,486	*	.....	.....	428,717	709,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie..... New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	—	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*..... Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	—	9,999,989	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,428	10	100	119½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic..... New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville..... New Jersey.	701,034	—	—	—	447,000	.....	.....	—	—	(Leased to West Jersey.)					6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville..... Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,963	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased to Dela., L. and W.)			54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased to Illinois Central)					—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	.....	.....	—	(Leased to Chic. and N. W.)			419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..... Georgia.	4,472,000	*	859,922	416,392	4,668,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,650	12	100	122
Dec. 31, 1868	64.0	10.0	76.0	—	107	104	15	1,608	Central of New Jersey..... New Jersey.	18,034,675	*	—	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	90
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	—	229,560	204,630	1,025,545	Loss.	6	100	23
Dec. 31, 1868	695.0	—	....	62.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah... S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina.... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased to Erie.)			30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	....	Cheraw and Darlington..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire..... New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	463,290	124,570	261,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased to Phila. and Read.)					—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,806	10	100	144
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy.. Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,023	4,794,250	1,842,826	1,537,013	442.0	3,185,690	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased to Chic. and N. W.)			631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249.259	17,290,400	317,065	1,914,655	1,156.0	—	—	—	13,941,343	4,881,189	10	100	72½
Mar. 31, 1869	498.0	60.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,566	1,597,244	528.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	107½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867		Lea	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern..... Ohio	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	3	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton... Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased to Ind., Cin. and Laf.				25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased to Kentucky Central.)					—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction.. O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased to Ind., Cin. and Laf.			54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,223	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,898	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	289,046	197,571	93,877	355,954	17,575	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,845	242,302	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74½
Dec. 31, 1868	67.8	12.4	59.6	—				—	Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,652,100				(Leased to	Atl. &	Gt. Weste	rn.)		8	100	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,368	5,971,150	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	83
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517			6,250,000	3,149,000				(	Leased to	Lake Sho	re.)		7	100	92
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland, Zanesville & Cincinnati	Ohio.	29,184,000	*			11,620,000	17,764,000			(Leased to	Pittsburg	Cincinnati	and St. L	ouis.)		100	22½
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	1,464,078	*			1,786,200	248,000	80,667	85,846		(Operated by	Little Mi	ami.)			8	50	
Mar. 30, 1868	54.7	—	12.8	—				—	Columbus and Xenia	Ohio.	1,500,000		665,530	81,105	1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire		*			595,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	7	100	
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*								(Leased to	Concord.)					100	108½
				—				—	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000				110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	87
Mar. 31, 1869	58.0	—	3 1	—				—	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	54.4	280,564	691,133	227,764	619,349	193,584	9	100	129½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,978,745	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355		(Leased to	Phila.	& Trent.)				50	
Nov. 30, 1868	50.0	4.4	12.1	—	13	18	8	225	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300		14.6	21,710	15,047	8,826	39,337	14,823	—	100	
Oct. 31, 1868	6.8	—	95.3	—				—	Contoocook River	New Hampshire.	257,000				200,000	30,000			34.0	248,299	67,635	1,246,515	523,329	163,178	—	50	
Mar. 31, 1868	14.6	—	1.1	—				—	Cumberland and Pennsylvania	Maryland.	3,300,000	*			1,500,000	1,674,000			74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,800	352,400	63,957	143,207	23.8	69,630			170,672	51,024	10	100	
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	455,538	*	26,000	44,586	400,000	100,000		6,124		(Under construction.)						100	
Dec. 31, 1868	23.5	—	3.0	—	5	6	2	60	Danv., Urbana, Bloomingt'n & Pekin	Ill.	5,000,000				3,000,000	2,000,000										100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	600,700		141.4				965,853	273,497	—	100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Union	Ohio.	599,684	*			76,000	527,449	12,768		31.8	78,128	72,188	60,571	118,420	17,479	—	100	
Jan. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Western	Ohio.	1,087,779				309,276	738,000			42.0				139,355	loss.	—	100	
Nov. 30, 1868	36.0	—	2.8	—				—	Delaware	Delaware.	1,826,018	*			891,206	992,750			112.5				354,270	61,942	6	100	
Dec. 31, 1868	84.5	28 0	6.3	—				—	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18	50	106½
Oct. 31, 1868	113.0	—	...	—	98	15	8	3,734	Des Moines Valley	Iowa.					1,820,000	2,892,000			108.0							100	
Dec. 31 1868	162.0	—	10.0	—	19	10	10	376	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	103,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Dover and Winnipiseogee	New Hamp.	825,199	*			480,000					(Leased to	Boston	& Maine.)	29,000	29,000	3	100	
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to	Illinois Ce	ntral.)		975,166		—	100	
Dec. 31, 1868	143.5	—	6 1	—				—	Dubuque South Western	Iowa.	1,384,312	*			680,372	550,000	377		79.0				176,217		—	100	
Dec. 31, 1868	56.9	—	2.0	—	4	2	2	67	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(In progress.)						100	
Sept. 30, 1868	—	—	—	41.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progress.)			100	
Sept. 30, 1868	10.0	—	—	66.0	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000			(Leased to	Pennsylvania.)					50	
Oct. 31, 1868	17.5	—	0.3	—				—	Eastern	Massachusetts.	5,865,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	116½
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	Eastern Shore	Maryland.	850,000				280,000	570,000				(Leased to	Phila.,	Wil. & Ba	lt.)			100	
Dec. 31, 1868	38.5	—	1.8	—				—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased to	Phila.	& Readin	g.)		6	50	
Oct. 31, 1868	7.5	—	3.5	—				—	East Pennsylvania	Pennsylvania.	1,589,847				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,033	—	50	74
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Tennessee and Georgia	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339		140.8				512,864	60,999	—	100	
Jan. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Virginia	Tenn.								(Oper. by	130.0	350,378	82,393	71,288	537,691	133,709	—	100	
Jan. 30, 1868	130.0	—	7.0	—	20	14	5	206	Edgefield and Kentucky	Tenn.									Evan	sville, H	enderson	& Nashv.)	82,923	8,095	—	100	
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased to	Northe	rn Centra	l.)	25,000	5	100	
Sept. 30, 1868	46.8	—	2.9	—				—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leased to	Northe	rn Centra	l.)	165,000	5	50	64
Oct. 31, 1868	78.0	—	14.5	—				—	Erie	New Jersey, N. York & Pa.	56,486,606		2,276,118	18 506,705	46,302,210	23,398,600	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	26½
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.8	400,545	147,041	434,005	636,916	245,369	—	50	
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	European and North American	Maine.																100	
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	European and N. American	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	
Jan. 30, 1868	108.0	—	13.5	....	14	19	6	178	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,334	1,144,010	1,240,000	52,365	377,044	132.0	261,697			453,180	117,920	—	100	
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	Evansville, Henderson and Nashville	Ky.									64.0							100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Fall River, Warren and Providence	R. I.	330,059	21,750		36,631	150,000	200,000	38,450		5.9	10,815	76,770		31,320	5,770	—	100	
Nov. 30, 1868	5.8	—	....	—				—	Fayette County	Pennsylvania.	130,000				107,400					(Leased to	Pittsburg	and Co	nnellsville	.)	7.6	50	
Oct. 31, 1868	12.7	—	0.4	—				—	Fitchburg	Massachusetts.	3,189,850	350,150	228,161	417,697	3,540,000		23,615	56,476	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	130
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000		248,000		21,663		23.0	36,955	115,847	48,956	91,943	16,661	6	100	
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased to	Belvidere	Delaw	are.)			100	
Dec. 31, 1868	12.0	—	....	—				—	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,620,500			90.0		245,424	119,182	381,984	189,578	—	100	
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	*Florida*	Florida.	3,000,000	*			3,000,000				164.0							100	
Dec. 31, 1868	154.0	—	8.5	—	7	—	—	75	*Florida and Alabama*	Florida.	1,300,000	*							12.5							100	
Dec. 31, 1868	45.2	—	....	—	4	—	—	84	*Florida, Atlantic and Gulf Central*	Florida.									60.0							100	
Dec. 31, 1868	60.0	—	....	—				—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In progress.)						100	
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Freehold & Jamesburg Agricultural	N. J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	2	12	Galveston, Houston & Henderson	Texas.						575,000			52.0							100	
Dec. 31, 1868	50 3	1 7	....	—	7	8	2	91	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	687,607			1,003,724	491,889	6½	100	109
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0							100	
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	Grand River Valley	Michigan.		*			1,000,000	1,000,000			61.0							100	
Dec. 31, 1868	61.0	—	....	30 0	....	....	....	....	Grand Trunk	Canada.	92,798,500	*			14,367,950	78,430,550			1,631.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	
Dec. 31, 1868	384.0	523.0	....	—	328	219	85	4,004	Great Western	Canada.	25,662,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Greenville and Columbia	S. Carolina.	3,981,213	*	80,495		1,510,374	1,737,500	200,000		104 3	122,712	39,149		320,138	128,055	—	100	
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	*Hannibal and St. Joseph*	Missouri.		*			1,182,550	700,000		22,441	271 0				2,184,167		—	100	108
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	Harrisburg and Lancaster	Pen sylvania.	1,882,550	*			7,860,000	9,760,000				(Leased to	Pennsy	lvania.)	133,284	133,284	7	50	111
Oct. 31, 1868	36.0	18.0	20.6	—				—	Hartford and New Haven	Connecticut.	4,080,957	*	179,171	769,755	3,300,000	927,900	391,292	361,591	75.5	576,048	931,821	380,123	1,697,354	529,117	12	100	232
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford, Prov. and Fishkill	Conn. & R. I.	4,396,286	456,449	361,606		2,037,939	2,055,000			122.4	373,153	851,826	182,894	766,351	122,688	—	100	
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Housatonic	Connecticut.	2,106,558	*	285,096	123,332	2,000,000	291,000	121,023	101.962	119.8				581,983	211,545	—	100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Houston and Texas Central	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		135 0				397,617	528,297	—	100	
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston Tap and Brazoria	Texas.									50.0							100	
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Hudson River	New York.	16,600 3 32	2,516,607	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	296,895	219,211	80,651	—	50	
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	*Illinois Central*	Illinois	31,900,487	*	10,195,466	2,012,928	25,377,270	9,377,500	9,454,110		970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,986	10	100	132½
Dec. 31, 1868	708.0	—	100.0	—	170	96	30	3,817	Indianapolis and St. Louis	Indiana.					(Is now operating Terre	Haute,	Alton &	St. Louis R.	R.)							100	
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,686,339	4,466,485	106,746	6,185,897	8,232,807			302.5						—	50	26
Dec. 31, 1868	189.0	—	18.0	—	54	51	16	900	Indianapolis, Peru and Chicago	Indiana.									75.0	237,250						100	
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Iowa & Missouri State Line	Iowa & Mo.																100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iron	Ohio.	314,897	*			132,411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100	
Jan. 30, 1868	13.0	—	....	—	4	2	—	64	Ironton	Pennsylvania.	250,000	18,000	300,000		400,000	150,000			11.0			129,011	37,32.	2,107	—	50	
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0				391,841	212,727	—	100	
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819			1,063,524	284,956	—	100	67
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased to	Chicag	o and Alt	on.)	152,927	7	100	92½
Dec. 31, 1868	37.0	—	....	—				—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased to	Michig	an Centra	l.)		8	100	
Dec. 31, 1868	45.0	—	....	—				—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,730	1,008,270	79,032	41,037	—	100	
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Kentucky Central	Kentucky.						1,150,000			99 0							100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			25.0	(Owned by Chicago Burlington & Quincy.)						100	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Knoxville and Charleston	Tennessee.									16.0							100	
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	8	Knoxville and Kentucky	Tennessee.									31 0							100	
Dec. 31, 1868	41.6	—	11.5	34.0	2	2	1	20																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,243,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,760	500,000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)....Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,050	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O. M. I. & Ill. (Lake Shore & Mich Southern consolidated.)								619.3	.....	.....	.....	.....	.....	—	100	86½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coal	and Navigation	.)		153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,746,791	11,132,673	28,412,376	4,270,650	1,760,356	10	50	107½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,703	*	.....	.....	241,200	—	39,600	—	6.6	23,050	903,829	38,000	39,462	2,908	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—	.....	.....	.....	.....	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59	29,006	—	(Operated by Louisv., Cinc. and Lex.)			28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	.....	.....	.....	.....	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Operated by L. M. and Col. & Xenia.)			.....	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint). O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	167,324	—	100	....
Oct. 31, 1868	28.3	3.0	16.6	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased to Phila. and Read.)			.....	4	50	35
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,468	13,371	—	100	....
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	625,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	50
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	515,181	6,705,035	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	.....	.....	.....	.....	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	3,776	241,255	—	(Leased by Louisv., Cinc. and Lex.)			74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,289,140	407,711	1,996,318	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	—	(Leased to Boston and Lowell.)			.....	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased to Summit Branch.)			63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	58	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	276,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,874	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	.....	.....	.....	.....	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	(In progress 66 miles.)	.....	.....	.....	100	....
Jun. 30, 1868	34.2	—	7.0	—	.....	.....	.....	.....	McMinnville and Manchester.¶..Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	—	.....	.....	(In hands of receiver.)	.....	.....	.....	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	.....	.....	.....	.....	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250.000	180,000	.....	—	(Leased to Phila. and Reading.)			.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	.....	.....	.....	.....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	126
Mar. 31, 1868	19.0	—	....	—	.....	.....	.....	.....	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	(Owned by Concord.)	.....	.....	.....	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	10,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	.....	.....	.....	.....	Maryland and Delaware ¶....Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operated by contractors.)			.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,330	330,286	344,896	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	.....	.....	.....	.....	Memphis, Clarksv. and Louisv. ¶...Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. by L. & N. 4½ mos.)			79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	.....	.....	.....	.....	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 874	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	120½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	3,876,580	247,141	863,732	596.5	2,667,191	65,165,897	126,931,977	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	.....	.....	.....	.....	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,836	.....	—	(Oper. by Erie 6 mos.)			11,283	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	.....	.....	.....	.....	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	350.0	2,396,287	.....	.....	6,547,640	2,484,605	—	100	73
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased to Phila. and Reading.)			302,048	8	50	107
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶..Miss. & Tenn.	6,798,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶..Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	466.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	86.6	28.4	....	97.2	21	18	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,188,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	3,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	—	15,000	—	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	178.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	122.5	322,186	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operated by Louisville & Nashville.)			.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	.....	.....	.....	.....	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased to Pitg. F. Wayne & Chicago.)			.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	.....	.....	.....	.....	Newcastle and Frenchtown.....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned & oper. by Phil., W. and B.)			13,294	.....	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(Included in United Companies)			.....	10	100	129
Nov. 30, 1868	100.0	—	10.8	—	15	18	7	219	New London Northern...Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	81	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	456.4	—	292	297	95	5,468	New York Central .....New York.	36,607,607	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,803	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....Connecticut.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,983,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	.....	.....	.....	.....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,196	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	985,545	8	100	135½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,250	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	.....	.....	.....	.....	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	800,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	70½
Sept. 30, 1868	98.5	—	3.7	—	.....	.....	.....	.....	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased to New York Central.)			60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,369,180	*	.....	.....	1,798,800	519,091	217 863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,988	* 4	294,811	07,053	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	523,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	..South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In progress.)													—	100	....
Dec. 31, 1868	238.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	80½
Oct. 31, 1868	55.8	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,160,000	2,463,839			67.3	421,267				1 015,394	388,240	5?	50	74
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8					561,370	128,948	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		830.0	2,212,358	25,849,805	131.812,913		4,151,352	897,857	8	50	87½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340		625,318	219,285	8	100	104
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373			35.3	129,710	5,306.825	541,215		279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170		684,577	221,975	8	100	109
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)					145.0	279,621		3,345,141		253,994		—		
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,565,222		898,981	301,742	4	100	63
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,584			2,964,041	663,427	—	100	25
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,066	807,721			4,259,450	3,170,000		173,897		101.5	248,880				1,197.090	653,185	—	50	78
May 31, 1869	72.5	68 5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842		1,404,295	531,078	6	100	96
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,696,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342		287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500			9.0					147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387								111,196	50,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471		269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	20	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535				3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	151	Panama	New Granada.	8,000,000				7,000,000	1,192,000				47.6							24	100	200
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000				—		(Leased	to Erie.)				53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000			—		(Leased	to Erie)						100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000			—		(Leased	to Erie.)				26,500	5	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000			—			(Leased t	o Camden and Amboy.)					100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,860	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,603,328	133,174,706	70.830,225		17,233,497	5,372,513	6	50	108½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0							20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000			—		(Leased	to Chic. R. I. and Pacific.)				125,000	8	100	....
Jun. 30, 1869	80.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			—									100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3					212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			219,000	800,000	212,500		—	39.0	87,111				156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633		—	287.5					2,804,250		—	50	56½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			—	24.3	342,775				642,639	295,901	10	50	140
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		800.7	4,500,135				8,791,937	3,160,837	10	50	99
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				—	26.5					995,196	260,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200				2,393,897	906,891	8	50	105
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097				2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663		508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,681	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,738		468.3	5,420,499	87,864,643	307,443,978		8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782	—		50,080	1,217,879	670,258		108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	80	Plattsburg and Montreal	New York.			(In hands of R		eceiver.)				—	23.0	34,971				60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		—	109.0	373,501	7,127,219			605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.8	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	160,923	1,500,000		399,709	6,680	—	51.3	258,977				518,592	130,420	6	100	112½
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000				—		(Leased	to Concord.)				24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000			—		(Leased	to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			—	14.5	50,896				112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.9	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000		129,656	23,426	—	54.4	351,060	10,423,316	10,439,958		723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.									—									100	....
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390		—	92.3					254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000			—		159,744				178,456	26,985	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			—	175.0	555,727	15,355,890	28,253,882		1,514,870	506,010	6½	100	98
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439		—	190.2	284,520	4,086,393	6,123,789		574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	—	75.5	181,552	4,044,544	657,882		296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	—	46.2	81,172	1,154,190	1,027,073		146,985	58,72?	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*			650,000	600,000			—			(Not in o	peration.)				—	100	....
Sept. 30, 1868	22.0	—	....	81.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				—	22.0							—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			—	12.0		(Under c	onstruction.)				—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	—	218.2					1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	*							—	166.3	694,409	4 069,421	11,712,202		983,239	....	—	100	99
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050,000			—			(About $5	0,000 a mo	nth.)				—	100	80½
Dec. 31, 1868	132.0	54.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois	10,700,000	*			4,340,000	6,700,000			—	132.0		(Leased to	Ind. & St.	Louis.)	517,941		—	100	25
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000			—	120.0					612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000			—		(Leased	to Chi. &	Alton.)		240,000		—	100	....
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030			—			(Under co	nstruction.)				—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.									—			(Under co	nstruction.)				—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			—	80.0					209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*		99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700			232,950	100,416	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000			—		(Leased	to West J	ersey.)			16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542		6,679	243,306	226,900	487		—		(Operat	ed by Bos	ton & L.)		17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000		—	116.3	240,299				416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,299 150	97,000	145,578		—	54.0	152,360				167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050				—		(Leased	to Phila. a	nd Reading.)				5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000			—								—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,103,564	*			999,050	796,830			—	119.3					312,677	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			—	160.0					218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			—	28.0	178,705				277,765	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		—	25.0		265,000	155,000		32,200	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			—	20.0	(Operat	ed by Jeff. Mad. and	Louisville.)				—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	5	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			—	50.0	167,376				289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.5	....	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,380,000	3,200,000			—	75.0					127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,51		—	109.0	373,510	7,127,219			605,543	214,124	—	100	....
Dec. 31, 1868	18.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300				—		(Leased	to Central	of New J	ersey.)			6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	260	South Carolina ¶	South Carolina.	7,567,444	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431				1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000				—				(In progress.)				—	100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	18	South Shore	Massachusetts.	501,592	*			269,685	150,000	17,614	15,039	—	22.0	45,312	2,002,440			77,017	15,961	3	100	....
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000		—			(Not in fu	ll operation.)				—	100	....
Sept. 30, 1868	123 0	2 5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*		36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425			389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.						880,000			—	(Under	construction.)						—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*							—						250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1868	91.0	—	...	236.0	...	...	...	...	*Southwest Pacific* †.....Missouri.									91.0	.....	.....	.....	.....	.....	.....	100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,513	*	208,792	227,634	3,210,000	430,000	366,015	130,224	207.5	333,302	.....	.....	.....	.....	.....	100	....
Dec. 31, 1868	68.0	—	...	—	3	4	2	28	Spartanburg and Union †..South Carolina.									68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island.....New York.	356,301	*	598,699	.....	660,000	200,000	95,000	.....	13.0	52,797	2,798,824	.....	277,622	103,660	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,926	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)			31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.			19,773	16 970	6½	100	....
Oct. 31, 1868	—	—	22.0	—	—	—	—	—	Sullivan and Erie.....Pennsylvania.																50	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	8	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)						—						—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.			3,274,000	.....	654,000	2,620,000	.....	.....	—						—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,666	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	350,625	199,917	—	100	....
Dec. 31, 1868	230.0	—	...	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	10,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	57½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,576,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	46
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased to Hudson River.)					—	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass.,			R. R.)		7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	*	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)			32,000		—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch)..Kansas.	4,800,000	*	.....	.....	1,600,000	3,200,000	.....	.....	100.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.			.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	59.0	—	2.9	37.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	80	Utica, Chenango and Susq. Valley..N. Y.	1,154,069	*	.....	.....	1,670,100	83,000	.....	.....	50.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	.....	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,784	—	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased to Vermont Central.)					—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts..Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,206	—	100	97½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	56½
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian*.....Mississippi.	3,049,288	*	175,540	205,698	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,208	3,353,679	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,506,300	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	2,452,852	461,649	.....	113.5	.....	7,261,382	15,564,017	863,212	76,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley.....New York.	172,577	*	.....	.....	99,000	511,400	.....	.....	18.3	(Leased to Del. Lac. & W'tn.)			410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & George..D. C. & Va.	.....	.....	.....	.....	.....	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	3	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	.....	(In hands of receiver.)	.....	.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,647	684,046	959,000	176,911	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	576	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)	.....	.....	.....	.....	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	125
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	Leased to Pennsylvania.)					—	50	60
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	489,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	—	—	—	—	West Wisconsin.....West Wisconsin.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	116.9	.....	12,497,271	2,626,929	587,378	252,544	10	50	125
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	.....	(Under construction.)	.....	.....	.....	.....	.....	—	(Not in operation.)					—	100	....
Dec. 31, 1868	20.8	—	....	6 6	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	(Not in operation.)					—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke.....Maryland.	320,000	100,000	.....	100.000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford..N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee	950,000	*	.....	.....	.....	.....	.....	.....	—						—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	1,160,782	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	.....	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	84
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	.....	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,000	—	—	.....	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)						—	8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	—	—	....
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Cm. & A mb.R.R.)	—	—	—	—	—	—	—	—	—	14	100	120
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	.....	.....	.....	.....	64,000	813.511	.....	.....	161.0	.....	.....	.....	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	13,570,597	.....	.....	8,739,800	14,004,387	.....	.....	108.0	.....	.....	.....	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	11,426	57,235	2,260,000	1,049,260	120,553	61,090		102.0	.....	.....	.....	603,067	397,785	—	50	67
Oct. 31, 1868	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	.....	.....	2,750,000	701,000	.....	.....		178.0	.....	.....	.....	450,135	162,972	—	100	30
Oct. 31, 1868	106.3	—	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	13,842,179	.....	221,600	.....	4,797,155	7,762,720	636.411	.....	108.3	.....	.....	.....	258,300	30,107	—	50	31½
Oct. 31, 1868	46.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	.....	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	.....	.....	.....	1,026,580	.....	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	87.6	.....	.....	.....	166,589	86,081	—	50	24
Oct. 31 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	.....	.....	.....	1,100,000	749,000	.....	.....	123.0	.....	.....	.....	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	——	100	100	....
Nov. 30,'68	——	——	——	Albany st. Freight (B'ton).Mass.		150,000					——	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,003	——	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.							——	100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	894,000	40,713	302,566	51,760	——	100	100	....
Nov. 30,'68	3.53	——	——	Boston and Chelsea.....Mass.	110,000	110,000	——	——	8,900	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	——	664,652	184,914	——	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	——	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	——	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	——	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	——	——	——	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	——	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	——	50	50	....
Sept. 30,'68	7.85	——	——	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72	——	100	100	....
Nov. 30,'68	28.52	——	——	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	——	89,058	9.0	100	100	98½
Sept. 30,'68	1.76	——	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	——	18,645	4,097	——	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	——	100	100	....
Dec. 31,'68	9.20	——	——	Cincinnati street.....O							——	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	——	——	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	——	——	City Passenger (Cin.).....O.							——	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	——	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	——	669,174	135,905	——	100	100	....
Sept. 30,'68	3.50	——	——	Dunkirk and Fredonia.....N.Y.	42,605	34,815	——	2,448	8,721	3,443	——			....
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	——	10,444	3,732	——	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	——	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	62	9	Fairhaven and Westville..Conn.	152,917	150,000	——	——	——	——	——	100	100	....
Sept. 30,'68	1.74	——	——	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	——	——	6,761	2,468	——	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	——	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	——	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	——			....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	——	322,439	85,644	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	——	——	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	——	72,870	5,321	——	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	238,220	150,000	100,000	——	187,103	22,887	7.5	50	15	38
Sept. 30,'68	——	——	——	Greenpoint & Wmbg.(Bkn)N.Y.							——			....
Sept. 30,'68	10.00	122	23	Harlm. Br., Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,946	Loss.	——	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	——	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	——	——	——	——	——	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	300,300	165,700	3,292	262,829	40,431	——	50	50	11½
Dec. 31,'68	——	——	——	Hoboken and Hudson City..N.J.							——			....
Dec. 31,'68	——	——	——	Hoboken and Weehawken .N.J.							——			....
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	——	——	——	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.							——			....
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	——	——	20,971	2,170	2½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,027	90,000	62,500	10,560	70,353	9,702	——	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	——	2,080	29,240	3,411	——	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	——	100	100	....
Nov. 30,'68	3.60	——	——	Malden and Melrose (Btn).Mass.	60,246	——	52,000	——	24,472	——	——			....
Nov. 30,'68	1.00	——	——	Marginal Freight (Boston).Mass.	177,624	177,700	——	——	——	——	——	100	100	30½
Nov. 30,'68	3.08	——	——	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	——	——	2,240	——	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	——	12,810	18,014	2,249	——	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	——	100	100	....
Nov. 30,'68	42.86	791	166	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	——	177,164	765,981	136,284	10.0	100	100	67
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	——	100	100	66½
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	——	96,848	595	——	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg. Mass.	300,000	300,000	——	——	13,884	562	——	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	——	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	——	——	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	——	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	——	——	——	——	——	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	——	——	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	——	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	——	87,643	16,274	7.	50	25	25½
Oct. 31,'68	8.25	168	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	16,798	7.5	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	——	600	45,007	12,909	7.	100	100	....
Nov. 30,'68	5.69	65	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	——	——	——	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	——	36,111	Loss.	——	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	——	31,490	11,290	——	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	——	100	100	....
Oct. 31,'68	3.96	——	——	Schuylkill River (Phila.).....Pa.	47,464	50,000	——	——	——	——	——	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	——	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	——	524,611	177,857	11½	50	30	41
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	——	37,408	79,754	11,569	——	50	18	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	——	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	——	——	Somerville (Boston).....Mass.	75,000	75,000	——	——	——	4,500	6.	100	100	....
Nov. 30,'68	6.43	235	39	South Boston.....Mass.	401,030	400,000	——	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	——	1,500	10,201	Loss.	——	100	100	....
Nov. 30,'68	0.74	——	——	Sub-Urban (Boston).....Mass.	95,000	5,000	——	——	——	——	——	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	——	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	——	——	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	——	——	227,369	96,876	32.1	50	19½	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	——	——	——	13th and 15th streets (Phila.).Pa.							——			19½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	——	13,978	16,844	Loss.	——	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	——	100	100	....
Sept. 30,'68	4.50	——	——	Troy and Cohoes.....N.Y.	70,000	70,000	——	——	——	——	——	100	100	....
Nov. 30,'68	——	449	74	Union (Boston).....Mass.	311,379	200,000	30,200	132,265	373,102	Loss.	——	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham..N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	——	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	——	——	West Hoboken.....N.J.	100,000	40,000	60,000	——	——	——	——	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,274	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	——	8,500	13,883	5,882	——	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	——	25	25	....
Nov. 30,'68	2.76	——	——	Winnisimmet (Boston).....Mass.	62,162	57,250	——	——	4,200	3,740	4	100	100	....
Nov. 30,'67	4.02	44	——	Worcester.....Mass.	89,573	75 800	72,000	26,000	——	——	——	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding	Int. p.	Int. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry 1st Mortgage	994,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J. & J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J. & D.	1894	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	....
Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	300,000	7	M. & N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J. & D.	1891	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,300	7	J. & J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J. & J.	1875	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1872	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	....
Germantown: 1st Mortgage	350,000	7	J. & J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J. & J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M. & N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,000	6	A. & O	1886	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1876	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J. & D.	18—	95
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1890	....
2d Mort. O. & N. R. R.	100,000	6	J. & J.	1893	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J. & J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M. & N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	18—	....
1st Mortgage	15,000	6	J. & J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J. & J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J. & D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9,300	7	J. & J.	1868	....
2d Mortgage	100,000	7	J. & J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J. & J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M. & N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	....
Worcester: 1st Mortgage	72,000	6	A. & O	1879	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	....
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	960,000	7	7	74
Camden and Atlantic, pref....	600,000	7	...	....
Catawissa,* pref. and guar....	2,200,000	7	7	69
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	3½	....
Central Ohio, preferred....	400,000	7	7	29
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	85
Chicago and Alton, pref....	2,425,400	7	10	145
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	85½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	88
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred....	8,536,910	7	7	46
Hannibal and St. Joseph, pref....	5,253,838	...	...	108
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	6	4	70½
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	....
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	6	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	21
" " 2d pref....	4,051,744	6	...	8½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	86½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref....	3,500,000	7	7	69
Paterson and Hudson,* guar....	639,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,580	...	7	....
Rutland, preferred....	.....	7	7	50
St. Louis, Alton and T. H., pref....	2,040,000	7	7	58
Sandusky and Cincinnati, pref....	445,596	6	6	34
Schuylkill Valley,* guar....	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	75
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	60
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, preferred....	.....	6	...	....
Miscellaneous Stocks:				
Sumberland Coal, pref....	.....	6	...	26½
Mariposa Mining, pref....	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 —	@ 35 —
Pig, American, No. 1		39 —	@ 40 —
Pig, American, No. 2		37 —	@ 38 —
Pig, American, Forge		36 —	@ — —
Bar, Refined, English and American		85 —	@ — —
Bar, Swedes, assorted sizes	(gold).	82 50	@ 85 —
		—Store Prices.—	
Bar, Swedes, ordinary sizes..	Less 5 per ct.	— —	@140 —
Bar, Refined	" "	95 —	@ 1 —
Bar, Common	" "	87 50	@ 90 —
Scroll	" "	120 —	@180 —
Ovals and Half-round	" "	120 —	@145 —
Band	" "	120 —	@ — —
Horse Shoe	" "	120 —	@ — —
Rods, ⅜@3-16 inch	" "	100 —	@155 —
Hoop	" "	125 —	@180 —
Nail Rod	Less 5 per ct.. per lb.	— 8½	@ — 9½
Sheet, Russia, as to No.'s	(gold)	— 10½	@ — 11½
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold).....per ton.	56 50	@ 57 —
Rails, American, at Works in Penna.	c'y.	70 —	@ 77 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..	(2d and 1st quality). per lb.	— 16	@ — 20
English Spring	(2d and 1st quality)	— 7	@ — 10
English Blister	(2d and 1st quality)	— 11	@ — 18
English Machinery		— 11½	@ — 14
English German	(2d and 1st quality)	— 13	@ — 15
American Blister "Black Diamond"		— 10½	@ — 16
American, Cast, Tool,	do.	— 19	@ — —
American, Spring,	do.	— 10	@ — 13
American Machinery	do.	— —	@ — 13
American German	do.	— 10	@ — 13

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	4 75	@ — —
Clinch		6 25	@ — —
Horse Shoe, Forged (No. 6 to 9)	per lb.	— 28	@ — 30
Copper		— 38	@ — 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35½	@ — 36
Straits	(gold).	— 33	@ — 33½
English	(gold).	— —	@ — 31
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal....	per box. 8 —	@ 8 37½	10 50 @ 11 —
I. C. Coke		8 75 @ 8 37½	8 75 @ 10 —
Coke Terne		— — @ 6 —	— — @ 8 —
Charcoal Terne		7 50 @ 8 —	9 75 @ 10 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..	per gall.	— 18½	@ — 18½
Crude, 40 @ 47 gravity (in shipping order)		— 22½	@ — 23
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 30	@ — —
Refined, Standard White (in ship'g order)		— —	@ — 32½
Refined, prime White (in shipping order)		— 33	@ — —
Refined, S. W. (in merchantable order)		— —	@ — 32½
Naptha, Refined, (60 @ 63 gravity)		— 10½	@ — 11
Residuum	per bbl.	— —	@ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)....per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@60 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Canton Co	....	....	50½	....	....	....
Central Pacific 6s	90	91½	92½	94	94	94½
Central of N. Jersey	88	89	....	88½	90	90
Chicago & Alton	145	145	*146	141	143	145
.. pref	....	....	....	....	143½	145
.. 1 M	....	....	....	....	....	....
.. S. F	....	....	....	....	....	....
.. Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	150	151	....	150	....	....
.. 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	74½	74½	75½	76½
.. pref	88	88½	89½	88½	89½	90½
.. 1st M	....	89½	....	....	90	90
.. Interest	....	....	....	....	....	....
.. S. F	....	....	....	....	98	....
.. Consol	87½	....	....	....	87½	87½
Chic., Rock Isl. & Pac.	105½	107	108	107½	107½	107½
Chicago & R. I. 7s, 1870	....	....	101½	....	....	....
Chi., R. I. & Pa. 7s, 1896	96	....	....	....	....	....
Clev., Col., C. and Ind	....	....	73½	74	74½	....
Clev. and Pittsburg	82	82	81½	....	....	83
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
.. 4 M	....	....	....	....	....	73
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	95½	96	....	96	....	....
Col., Chi., & Ind. C	21½	21½	22	....	22½	22½
.. 1 M	74½	74½	74½	74½	74½	75½
.. 2 M	....	....	....	....	....	....
Cumberland Coal pref	26	....	26	26	26	26½
Del. & Hudson Canal	120	....	....	....	....	....
Del., Lack. & Western	105	105½	106	106½	106½	107
.. 1 M. 7s	98	....	....	99	....	....
.. 2 M. 7s	....	....	....	....	99½	....
Erie Railway	27½	27	26½	26½	27	26½
.. pref	....	....	....	....	45	....
.. 1 M. 7s, 1897	97	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	....	....	....
.. 4 M. 7s, 1880	....	....	....	....	....	74½
.. 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	....	....	78	78½	
Hannibal & St. Joseph	105½	106½	107	....	108½	108
" pref	105	....	108	....	108½	108½
Hudson River	....	....	....	....	....	....
.. 1 M. 7s, 1869	101½	....	....	....	....	....
.. 2 M. S. F	....	....	....	....	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
.. bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	85½	85½	86½	85½	86½	87½
.. Div. bonds	....	....	....	....	....	84½
Marietta & Cin. 1st pref	....	20½	....	....	21	21½
.. 2d pref	....	....	....	....	....	....
Michigan Central	121	120½	120¾	....	....	120½
.. S. F. 8s, 1882	....	....	....	....	....	....
.. conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	94	94½	95	....	....	....
.. 2 M	90	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	8	8
.. pref	....	15½	15½	15½	15½	15½
.. Tr. 10s cfts	....	....	....	....	....	40
Milw. and St. Paul	67½	68½	70	70½	72	73½
.. pref	....	83½	83½	84½	86½	86½
.. 1st mort	....	90	....	90½	90½	....
.. 2d mort	....	....	....	....	....	....
.. 8s	101½	....	101½	....	....	102
.. 7 3-10s con.	88½	....	90	....	....	....
Missouri 6s	90	90	91	90½	90	90
.. H. & St. J. 1st	....	....	....	....	....	....
Morris and Essex	87½	87	88	88	....	88
.. 1st mort	....	96½	....	....	96½	....
.. 2d mort	....	....	....	91½	....	....
New York Central	....	....	....	....	....	....
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 7s, conv. '76	....	....	....	....	....	....
.. 6s, S.F. 1883	....	....	....	....	....	....
.. 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	88½	88½	90	90½	90½	92
N. York and Harlem	132½	134½	....	135	136	
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s	43½	....	44	....	43½	....
.. new	32½	33	33½	33	32½	31½
.. special tax	31½	....	....	....	....	....
Ohio and Miss	25	25½	25½	25½	25½	25½
.. pref	....	....	....	....	....	....
.. 1st M	93	....	....	....	....	....
Pacific Mail S. S. Co	49½	51	52	50½	50½	52
Panama	....	....	....	....	....	....
Phila. and Reading	98½	98½	99½	99½	99½	99½
Pitts., Ft. W. & Chi. gtd.	86½	87	86½	87	87½	87½
.. 1 M	100	100	....	....	100	100
.. 2 M	95	93	....	....	93	....
.. 3 M	....	....	....	....	....	....
.. Equip. 8s	....	....	....	....	....	....
Quicksilver Mining Co.	13	14½	15	15	16	18
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1 M	92½	....	....	....	....	....
.. 2 M. pref	70	....	....	....	....	70
.. Income bds	....	....	....	70½	....	....
Tennessee 6s	53½	53½	....	....	....	50½
.. new	48½	45	41	42½	45½	43½
Tol., Wab. & Western	55	55	56	56	56½	57½
.. pref	....	....	....	....	....	....
.. 1 M. ex	88	88	....	....	....	....
.. 2 M	....	....	....	....	....	80
.. Equipment	....	....	....	....	74	....
Virginia 6s, ex-coupon	48	....	....	50	....	....
.. new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 6s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	107⅛	108⅛	109¼	....	108⅞
U. S. 5s, 10-40s, reg	....	107	107⅛	....	....	....
U. S. 6s, 1881, reg	....	112⅛	113⅞	114⅝	114⅝	114⅛
U. S. 6s, 1881, coup	115⅛	116	....	116⅞	118⅜	118⅛
U. S. 6s, '81, O.W.I.s	....	....	....	....	....	....
U. S. 6s, 1881, " ⅛	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	111⅜	....	113⅛	112⅜	112⅜
U. S. 6s, 5-20s, c. 1862	113⅜	114⅜	116	115⅜	115⅛	115½
U. S. 6s, 5-20s, reg. '64	110¼	110⅛	111⅛	....	....	....
U. S. 6s, 5-20s, c. 1864	111⅜	110⅜	111⅛	113½	112⅛	....
U. S. 6s, 5-20s, reg. '65	....	110⅛	111⅜	113	....	....
U. S. 6s, 5-20s, c. 1865	111½	111⅜	112½	114½	113⅜	....
U. S. 6s, 5-20s, r. n. '65	....	110⅛	111⅛	111⅛	111⅛	111⅛
U. S. 6s, 5-20s, c. n. '65	113⅜	114	116	116	115⅛	115⅛
U. S. 6s, 5-20s, reg. '67	109⅜	110½	111⅛	....	....	....
U. S. 6s, 5-20s, c. 1867	113⅜	113⅜	114⅜	116⅛	115⅜	115⅜
U. S. 6s, 5-20s, reg. '68	....	....	110⅛	....	....	111⅜
U. S. 6s, 5-20s, c. '68	113½	113⅜	....	116	....	....
U. S. 6s, Pac.R.R.issue	107⅜	....	107½	107⅜	107½	108

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa	....	....	....	....	....	....
" preferred	34½	....	....	....	....	....
Camden and Amboy	119½	119½	119½	119½	119½	119½
" 6s, 1870	....	99	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	84	....	84	....	....	....
" 6s, 1889	....	....	....	....	....	83
" mort. 6s, '89	93	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	88	....	....	....
Lehigh Navigation	33⅞	34⅛	....	....	....	33⅞
" 6s, 1884	81½	81⅛	....	....	....	....
" Gold L	95½	....	....	....	95½	....
" R. R. L	85½	85⅜	85	85⅛	....	....
Lehigh Valley R. R	53	53	53⅛	53⅛	53½	53½
" 6s new coup	90	....	....	....	....	....
" 6s new reg	....	....	91	....	....	....
Little Schuylkill R.R	42½	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	53½	53½	53⅝	....	....	53⅝
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	37	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R	53⅜	54	54	54½	54½	54½
" 1st M	98½	....	....	....	....	....
" 2d M	....	....	....	....	....	....
Penn. State, 6s, 1st series	102½	....	102½	102½	102½	102½
" 6s, 2d series	106⅜	....	....	....	....	....
" 6s, 3d series	107⅜	107⅝	....	107⅞	107⅝	107⅝
" 6s, W. L	....	101	101	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	99	99	99	98⅞	99	98⅝
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	49½	49½	49⅝	49⅝	49½	49⅝
" 7s, 1893	102	....	....	....	....	....
Philadelphia and Erie	28½	28½	28½	....	....	....
" 6s	....	....	....	....	....	....
" 7s	85	....	....	85	85	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	53⅜	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
" 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal	46	....	45½	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	91½	91	91½	90½	91	91
" 1893	....	....	....	....	....	....
Balt and Ohio	123	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	88	88	....	88	88	88
" 2d M	....	....	....	....	....	65
Northern Central	....	....	44	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	92½	....
" 3d mort	....	....	....	....	....	....
City Passenger R. R	18½	18½	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	147	147	146⅜	146¼	....	147
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	142½	....	143	143½	
Boston and Providence	....	....	....	135	133½	
Boston, Hartford & Erie	10	10½	10	10	10	10
" 7s, new	47	47	47½	47½	47½	47⅛
Cheshire, pref	....	....	85	85	....	....
Concord	....	76	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	115⅛	115	115	....	115	115
Fitchburg	....	....	130	....	130½	130½
Manchester & Lawr'ce	....	....	125½	....	....	125½
Michigan Central	120½	120½	121	121	121	121½
Northern, N. H	104	....	104	....	104	104
Ogdens. & Lake Champ	65	....	....	66	....	....
" pref	....	....	....	....	....	....
Old Colony & Newport	....	96⅛	96⅛	....	97	97
Ph., Wil. & Baltimore	....	52½	....	52½	52½	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific 6s	....	81½	81	81½	82	82
" Land Grant 7s	....	56⅝	56⅛	....	....	....
Vermont & Canada	....	98	....	....	....	98
Vermont & Mass	....	56⅛	....	....	....	....
Broadway (Horse)	....	60	....	....	....	....
Cambridge	....	98	....	....	....	98½
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	67½	....	....	66½
Central Mining Co	....	....	....	....	....	....
Copper Falls	4½	....	4½	....	4⅜	4⅜
Franklin	8½	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	1⅜	....	....
Pewabic	3½	....	....	....	....	....
Pittsburg	....	....	12	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Nov. 19.	Nov. 12.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	50 — 60
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	50 — 60	50 — 60
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	26 — 27	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	61 — 63	60 — 62
Do. 2d mort. 8 p. c	62 — 64	62 — 64
Erie shares 100 dol. all paid	20 — 20½	20½ — 21
Do. sterig. 6 p. c. convertible bonds	63 — 68	63 — 68
Do. 3d mort. 7 p. c. 1883	58 — 62	60 — 65
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	98 — 99
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	99½—100	98 — 99
Marietta and Cin. R. R. bonds 7 p. c.	74 — 77	74 — 77
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	93 — 95
Do. General mort. 6 p. c. 1910	87 — 89	86 — 88
Philadelphia and Erie 1st mort. 1881	85 — 87	85 — 87
Do. with option to be paid in Phila.	85 — 87	85 — 87

American Railroad Journal

Saturday, December 11, 1869.

Stock Exchange and Money Market.

Money has been offered more freely, during the week, especially on call, and rates have been working in favor of borrowers, the ruling figures most of the week having been from 5@7 per cent. to the Government and Stock Exchange firms, and from 8@15 per cent. per annum to mercantile house. At the close, call loans were somewhat brisker on the basis of 7 per cent. A few failures have been announced during the week, the more important ones having been in the dry goods jobbing line. The announcements occasioned but little surprise, and no appreciable disturbance of the discount market. The financial and commercial classes in the main, received with favor the message of President Grant, and the accompanying reports, particularly those of the Secretary of the Treasury, the Commissioner of Internal Revenue, and the Treasurer of the United States. The outflow of currency to the West, South, and Southwest has been on a materially reduced scale. The disbursements of the Sub Treasury have been more liberal. The currency balance of the Government office was down to about 8½ millions at the close of the week, showing a reduction of about 2¾ millions from the preceding week. A million was added to the coin balance, which stood at nearly 81 millions as against about 80 millions a week previously. The city banks reported a gain of nearly a million of specie, with a reduction of about 2⅛ millions of legal tender notes, nearly a million of deposits as the result of the week's business. They added about half a million to their loan averages. The coin balance in the National Treasury on Monday was $107,950,003 09, including the outstanding gold certificates, which amounted to $37,281 840. The currency balance was $11,325,579 11.

The specie reserve of the city banks according to the latest return is $30,633,539, against $17,644,264 same time last year. The city bank deposits are now $182,690,140, against $189,843,816 week ending Dec. 5, 1868. The legal tender reserve amounts to $45,989,274, against $59,492,476 same time last year. The circulation now stands at $24,140,468, against $24,254,759 same time last year. The loans are now $253,235,996, against $259 491,905 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $112,668,564 a day, against a daily average of $93,530,644 the preceding week, and $80,291,759 the week ending with Nov. 20, 1869. The current week's exchanges average about $96,333,918 a day. The city banks, last week, reported a gain of $945,643 of specie, with a loss of $907,255 of deposits, and of $2,192,616 of legal tender notes. They increased their loans, $557,522; and reduced their circulation $15,370.

The city bank exchanges on Wednesday were up to $91,252,624.

National Bank notes to the amount of $112,140 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $319,403,801, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,666,188, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,737,613. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,506,350; and for the public deposits, $19,858 000—making a total of $361,864,350. The Treasury Department last week redeemed and destroyed $446,300 of worn and mutilated fractional currency, and issued $261,321 of new. The outstanding amount of fractional currency on the 1st of Dec., was $38,885,565, against $37,035,442 on the 1st of November, 1869.

The U. S. Sub-Treasury receipts, week ending with Dec. 4, were $3,565,915 in coin, (including $1,866,000 from customs duties,) and $3,382 276 in currency; payments, $2,521,998 in coin, (including $981,747 of coin interest,) and $6,140,848 in currency; balance at the close of the week, $86,050,874, (including $80,956,849 of coin, and $3,179,934 of currency,) against $86,181,305 at the close of the preceding week, showing a decrease of $130,431. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $270,038 in coin, (including $245,587 from customs,) and $385,295 in currency; payments, $76,093 in coin, (including

$66,635 of coin interest,) and $342,852 in currency. On Tuesday, receipts, $342,831 in coin, (including $302,621 from customs,) and $5,139,325 in currency; and payments $6,959 in coin, (including $5,813 of coin interest,) and $416,240 in currency. The balance at the close of business on Tuesday stood at $89,816,439, (including $8,239,921 of currency, and $81,486,796 of coin,) against $87,231,751 a week previous; and $88,454,638 on Nov. 23, 1869. The aggregate receipts of the office in Nov. were $67,322,747, including $9,190,801 from customs; aggregate payments, $74,780,059, including $15,992,989 of coin interest.

The outstanding amount of coin certificates on the 1st of Dec. was $36,862,940, against $28,731,520 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,572,206 of coin certificates through the receipts for customs.

Government revenues have been yielding rather moderately, since our last. The excises yielded about 3¾ millions; customs at the port of New York, $1,706,207, and at the outports about $580,000 (in coin) more, making the grand total income for the week equal to about $6,607,759 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 77 millions.

Gold has been decidedly more active, the speculative demand having been quite animated, and the price has been quoted stronger, the range having been from 122@123⅞, and the closing quotation on Wednesday 123¾@123⅞. The customs demand has been on a very moderate scale. There has been scarcely any inquiry for export Government marketed on Friday, Dec. 3, a million of Gold; and on Tuesday, Dec. 7, another million, at fair average rates.

The customs revenue of the port of Wednesday was $253,200.

The coin balances of the Government at this port on Wednesday morning, amounted to about 81½ millions.

The coin interest disbursements on Wednesday were $28,642 50.

The customs demand for Gold last week, averaged $284,334 a day; thus far, this week, it has averaged $274,104 a day, or equal to a weekly aggregate of $1,644,624. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $6,100, and since Jan. 1, $14,876,852, against $6,701,115 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $123,735 833, against $111,220,821 same time in 1868. At San Francisco, from Jan. 1, to Nov. 27, 1869, $7,674,874, against $7,837,016 same time last year.

The exports of specie, from this port, last week, were $190,489, against $280,432 same week last year; total, since Jan. 1, 1869, $30,536,829, against $69,854,117 same time last year. Government disbursed last week through the U. S. Sub Treasury here, on account of the coin interest on the public debt $981,747, and since Jan. 1, 1869, $88,407,134, against $81,165,517 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Nov. 27, 1869, were $34,708,886, against $32,526,034 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Dec. 4, were about 76 millions.

Foreign exchange has been in much better supply and quoted decidedly lower, on a limited business. The renewed export movement in U. S. bonds has added largely to the available offering of bills. Bankers' prime sixty day bills on London closed tamely on Wednesday at 108⅜@108⅜¼, and on Paris to 5.23¾@5.18¼; sight bills on London to 109@109¼, and on Paris to 5.17½c.@5.16¼. The offering of produce bills has been a gain quite liberal this week. The week's exports of domestic produce have been to the currency value of $4,413,422, making the total since Jan. 1, 1869, $185,627,995, against $156,892,265 same time last year.

Government securities have advanced materially, on an improved inquiry, for the coin-bearing bonds, chiefly from buyers for the London and Frankfort markets, where speculation in American bonds has been unusually brisk and buoyant. The offerings of bonds have been fair in the home market at the going rates. Domestic holders have been very generally sellers. The home call from investment buyers has been on a very moderate scale, Government bought in two millions of U. S. Five-Twenties on Thursday of last week at from 110.14@110.40 nett. On Wednesday of the current week $2,000,000 of Five-Twenties were also bought in at from 112.16@112.45 nett, out of an aggregate offering of $5,630,000. The later dealings in the open market showed less firmness in prices, partly due to the increased activity of money at the close.

U. S. sixes of 1881 closed here heavily at 118¼@118⅛; U. S. Five-twenties of 1862, ex coupon, 115@115⅛; U. S. Five twenties of 1864 at 112⅝@113; U. S. Five-twenties of 1865 at 113@113⅛; U. S. Five-twenties of 1865, consolidated, 115⅛@115⅝; U. S. Five-twenties of 1867, 115¾@115⅞; U. S. Five-twenties of 1868, 115⅜@115⅞; U. S. Ten-forties at 108⅝@108⅞; U. S. Six per cent. currency bonds, 107⅞@108.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov 24.	Dec. 1.	Dec. 8.
Consols	93	93¾	92¼
U. S. 5-20's of 1862	83½	84⅝	85⅝
U. S. 5-20s, 1865	82½	83½	84¼
" 1867	83⅞	85⅜	85⅞
" 10 40s	78¼	80¼	81
Erie	20½	21	20¼
Ill. Central	99	99	99¾
At. and Gt. West	....	....	....

State bonds have been in much better demand and generally stronger in price. Railway bonds have also attracted more attention and have been quoted higher. Central Pacific sixes have advanced to 94¾@95 with considerable purchases reported on account of foreign buyers, chiefly for the Frankfort market, with no considerable offerings, Union Pacific to 84⅜@84½. Western Pacifics have been readily taken at 90 per cent., and accrued interest, since July 1, at the rate of six per cent. per annum in currency.

Railway and miscellaneous share property has been more freely purchased and has been generally quoted strong and buoyant in price.

Negotiations, which have been pending for some time past, with a view to pushing forward the work of completing the Chesapeake and Ohio Railroad to the Ohio River, (an enterprise of great national importance, as it will open up a much needed additional, short and favorable trunk line between the great producing regions of the West and the Atlantic coast) have been brought to a successful issue. At a stockholders' meeting, held at Richmond, Nov. 25, 26 and 27, the following Board of Directors was elected, viz,: A. A. Low, William H. Aspinwall, C. P. Huntington, Jonas G. Clark, David Stewart and William B. Hatch, of New York; Pliny Fisk, of Philadelphia; William C. Wickham and Joseph R. Anderson, of Virginia, and John Echols and H. Chester Parsons, of West Virginia. At a meeting of the directors, held in this City for organization, Dec. 1, C. P. Huntington, (the well known Vice President of the Central Pacific) was chosen President, and Wm. C. Wickham Vice President. The fact that such prominent New York capitalists and business men have given their aid to this enterprise and assumed the management, is a sufficient guarantee not only of its intrinsic value and importance, but of a vigorous, honorable and successful administration and a prosperous result.

General business has been less active in the produce line, and prices have been more variable. Middling upland cotton closed firmly on Wednesday at 25⅛ cts. per lb. The stock of cotton now here is given at about 27,000 bales. The receipts at the port this week, have averaged about 4,800 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 877,850 bales, against 705,000 bales in 1868-'9; exports, same time 439,500 bales against 336,750 bales same time in 1868-'9; stock on hand at latest dates, 277,750 bales, against 226,850 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 20,080 pkgs., against 22,590 pkgs., same time last year. From Boston, 6,989 pkgs., against 7,793 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in moderate demand, at from 8@17c., per lb.; week's receipts, 5,083. Milch cows inactive, at $40@$110 each, receipts, 154. Veal calves in less request at from 4@12½c. per lb.; receipts, 1,858. Sheep and lambs in less demand at from 4@7c., and 5@7c. per lb.; receipts, 24,425. Swine in moderate request at 10@11c. per lb., all live weight; receipts, 20,133.

The week's business in foreign merchandise has been on a restricted scale at easier and irregular figures.

Ocean Freights have been dull and heavy. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 2s.@2s. 3d. by steamer, per bbl.; grain at 4½d.@5d. by sail, and 5d.@5½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail, and ¼d.@$\frac{5}{16}$d. by steamer per lb.; and heavy goods 20s.@35s. by sail, and 20s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 447.

The balance in the Sub-Treasury on Wednesday was $90,311,744 47.

The New York exports, exclusive of specie, for the week ending Dec. 7, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$4,020,901	$4,413,422
Prev. reported	152,871,364	181,214,573
Since January 1	$156,892,265	$185,627,995

The imports for the week ending December 4,

and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$981,508	$1,287,657
Gen. merchandise	3,917,729	4,233,872
Total for the week	$4,899,237	$5,521,529
Previously reported	228,103,117	268,445,761
Since January 1	$233,002,354	$273,967,290

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 70; do., 6s, Levee bonds, 60; Alabama 8s, 95; do., 5s, 61½; Brooklyn 6s, W. L., 92½; New York Central and Hudson River certificates, 83¼; Union Pacific 1st mort., 84; Central Pacific gold bonds, 95; Clev., Painesville and Ashtabula new bonds, 85; Pacific 7s, guar. by Mo., 92; Toledo, Peoria and Warsaw 1st mort., W. D., 78; do., E. D., ex-int., 78; Chicago and Milwaukee 1st mort., 90; New Jersey Central 1st mort., 101½; Galena and Chicago 1st mort., 100; Dubuque and Sioux City R.R., 111½; do., 1st mort., 93; Toledo, Wabash and Western consol. bonds, 79½; N. Y. Central Sub. bonds, 85; Ohio and Miss. consol. bonds, 82½; Pennsylvania Coal, 235; Western Union Telegraph, 35; do., 7s, 85; Adams' Exp., 60½; Wells-Fargo Exp., 18; Am. Mer. Union Exp., 39½; U. S. Exp., 52; Benton Gold, 0.12; Central gold, 0.15; Consolidated Gregory gold, 1.45; Grass Valley gold, 0.33; La Crosse gold, 0.13; Liberty gold, 0.03; Nye gold, 0.02; Quartz Hill gold, 2.30, Smith and Parmalee gold, 1.65.

Philadelphia.—Allegheny County 5s, 80; Pittsburg 5s, 73; Oil Creek and Allegheny River R. R., 89¼; Phila. and Trenton R. R., 118; West Pennsylvania bonds, 80; Connecting R. R. bonds, 83; Phila. and Reading 6s, 1843-'80, 90⅛; Lehigh Valley old bonds, 92; Penna. and New York 7s, 88; Lehigh Nav. Conv. Loan, 77; Germantown R. R., 28; Camden and Amboy scrip, 63½; Morris Canal scrip, 62; Corn Planter oil, 1¼; Shamokin coal, 4½. The latest quotations are: City 6s, 92@93; do., free of tax, 93¼@99; State 5s, coupon, 92½@92¾; do. 6s, W. L., 100¾@—; do., 1st series, 102¼@102¾; do., 2d series, 106@106¾; do., 3d series, 107⅛@107⅞; Reading, 49@49⅞; do., 7s, 1893, 103@103; do., mort. 6s, 1880, 90@91; Camden and Amboy, 119@119⅛; do., mort. 6s, 1889, 93½@94; do., 1883, 83½@84½; do., 1889, 82½@83; Penn. R.R., 54⅛@54¾; do., 1st mort., 98@99; do., 2d mort., 94¾@95½; Little Schuylkill R. R., 42½@42¾; Morris Canal, 25@30; do., pref., 60@61; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@7; do., pref., 14@15; do., 6s, 1882, 53¼@54; Elmira and Williamsport, pref., 38@40; do., 7s, 1873, 88@89; do., 5s, 57@59; Lehigh Coal and Navigation, 33½@34; do., 6s, 1884, 81¾@82; do., R. R. Loan, 85½@86; do., Gold Loan, 95¼@95½; North Pennsylvania, 36@37; do., 6s, 88@89; do., Chattle 10s, 107@—; Philadelphia and Erie, 28@28⅛; do., 6s, 86@89; Minehill, 53¼@53¾; Catawissa, 14@15; do., pref., 34@34¾; Lehigh Valley, 53¼@53½; do., 6s, 91@95; do., 6s, reg., 91@—; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 40@41; Thirteenth and Fifteenth, 18@19¼; Spruce and Pine, 18@21; Green and Coates, 36@38; Chestnut and Walnut, 45@46; Hestonville, 11⅜@11⅝; Union, 40@45.

Boston.—Vermont Central 1st mort., 77¾; Old Colony and Newport 6s, 1876, 93; do., 7s, 1877, 101¼; Vermont Central and Vermont and Canada 8s, 99⅛; Cedar Rapids and Missouri 7s, 87; Eastern 6s, 1889, reg., 96; Summit Branch, 24; Cincinnati, Sandusky and Cleveland, 20; Boston and Lowell new, 112¾; Union Horse R. R., 103; Burlington and Missouri River R. R., 70; do., 8s, 1894, 96; Boston Water Power Co., 14; Cary Imp. Co., 6⅛; Gilberton Coal, 36½; Massachusetts 5s, 1893, gold, 101½; Maine 6s, 1889, 97¾; Vermont 6s, 1871, 98¾; Connecticut 6s, 1884, 98½; New Hampshire 6s, 1884, 97; Rhode Island 6s, 99; Cleveland, Ohio, 7s, 1870, 98⅜; Cincinnati 7 3-10s, 1899, 101⅝; Chicago 7s, River Imp., 93¼; St. Louis 6s, 1887, 81½; Boston 6s, 1874, currency, 100; Portland 6s, 95; Bangor 6s, 1894, R. R. Loan, 84½; Allouez Mining Co., 1¾; Hanover, 18c.; Phœnix, 16.

Baltimore.—Virginia 6s, old, reg., 44; do., 1867, 49; Maryland Defense Loan, 103; Northern Central 6s, 1890, gold, 100¾; Virginia and Tennessee 4th mort., 76; N. W. Va. 2d mort. guar., 92½; Orange, Alexandria and Manassas 7s, 73; Pittsburg and Connellsville bonds, 89; Parkersburg R. R., 23⅛; Bare Hill Mining, 0.10. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89@89; Balt. and Ohio, 123@124; do., 6s, 1875, 93½@94; do., 1880, 93½@—; do., 1885, 92¾@93; Northern Central, 43¾@44; do., 6s, 1885, 88@89; do., 1900, 82¼@84; do., 6s, 1900, gold, 100¾@101; Parkersburg Branch, 23⅛@23¾; N. W. Va. 1st mort., 93@94; do., 2d mort., 92½@93; do., 3d mort., 1885, 86@89¼; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 65@66¼; Central Ohio, 26¾@27¾; do., 1st mort., 79@82; Western Md. 6s, 1890, 65½@67; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@40; do., 6s, guar., by Washington Co., 77@80; Richmond and Danville bonds, 68@69½; Baltimore 6s, 1875, 91½@92; do., 1886, 91¾@93¾; do., 1890, 90¾@91; do., 1893 89@92½; do., 5s, 1838-'70, 70@75; Memphis City 6s, 46@50; Maryland Defense Loan, 102½@103; City Passenger R. R., 18@18½; Baltimore and Catonsville, 4@8; George's Creek Coal, 51@70; Santa Clara, —@1.50; Atlantic Coal, 2.40@2.40; Bare Hill, 0.06@0.10.

East Tennessee and Virginia Railroad.

The annual meeting of the stockholders of this company was held in Knoxville on the 26th ult. The gross earnings of the road for the year ending June 30, 1869, were $537,737 84, and the expenses $342,481 68, leaving a balance of $195,255 66, to pay interest, etc. Resolutions favorable to the consolidation of the East Tennessee and Virginia and East Tennessee and Georgia Railroads were unanimously adopted.

☞ At a meeting of the Pittsburg Board of Trade on the 3d inst., a committee was appointed to take measures toward the construction of a railroad *via* the Connellsville Road, to Uniontown; thence to Fairmount, West Virginia; thence to Grafton, thence to Staunton, opening a communication with the South Atlantic and Gulf States.

☞ The earnings of the Lake Shore and Michigan Southern Railroad, in November, 1869, were $1,124,745; in November, 1868, $1,063,482—a gain of $81,313.

☞ FIRST MORTGAGE 6 PER CENT. GOLD BONDS OF THE WESTERN PACIFIC R. R. CO. OF CALIFORNIA.

The Western Pacific Railroad connecting Sacramento with San Francisco, furnishes the final link in the extraordinary fact of an unbroken line of rail from the shore of the Atlantic to that of the Pacific.

It is 150 miles in length, including a short branch, and it will be the METROPOLITAN LINE OF THE PACIFIC COAST, connecting its chief cities, and traversing the garden of the rich and growing State of California, receiving, in addition to an immense and lucrative local traffic, the through business over the Union and Central Pacific Railroads—between the Eastern States and Sacramento.

It is completed, fully equipped, and in successful operation, and its earnings in October, the first full month, amounted to $105,000 in coin. The net earnings will, by a moderate estimate, amount to $600,000 per annum, in coin, while the interest on its bonds will be but $168,000.

The value of the property and franchises is not less than TEN MILLIONS OF DOLLARS, and the amount of the mortgage is $2,800,000.

The bonds are of $1,000 each, have thirty years to run and will be sold at NINETY, AND ACCRUED INTEREST, in currency. They are made payable, PRINCIPAL AND INTEREST, IN GOLD COIN, in the City of New York. Coupons due January and July 1.

The near approach of the time when the United States can probably fund the greater portion of the six per cent. debt, as indicated in the late Message of the President and the Report of the Secretary of the Treasury, is naturally causing inquiry for other forms of investment, which will afford satisfactory security with the same rate of interest. THE WESTERN PACIFIC RAILROAD FIRST MORTGAGE BONDS must have an immense advantage over all other securities based upon merely local or uncompleted railroad, and may be held with as much confidence as Government bonds, or as first class mortgages on New York City property.

The loan is small in amount. Its claims to confidence are apparent. Is will be rapidly taken. Bonds will be delivered as the orders are received.

Government Bonds received at their full market value in exchange.

FISK & HATCH,
Bankers,

We buy and sell Government Bonds and receive the accounts of Banks, Bankers, Corporations, and others, subject to check at sight, and allow interest on daily balances.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool.....	$872,707	$926,451
" cotton...	587,978	476,496
" silk	1,226,678	1,293,266
" flax.....	695,617	621,676
Miscellaneous dry goods..	453,283	510,462
Total entered for consump.	$3,836,263	$3,828,351

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool	$576,041	$630,162
" cotton...	136,771	214 491
" silk	235,635	392,659
" flax	286,313	399,235
Miscellaneous dry goods..	86,063	96,281
Total withdrawn from warehouse	$1,317,823	$1,723,828
Add entered for consump.	3,836,263	3,828,351
Tot. thrown on the market..	$5,154,086	$5,561,179

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool.....	$591,678	$596,969
" cotton...	259,032	218,104
" silk	221,333	291,725
" flax	518 771	604,453
Miscellaneous dry goods..	92,315	206,583
Total entered for wareh'g..	$1,678,129	$1,917,834
Total entered for consump.	3,836,263	3,828,351
Total entered at the port..	$5,514,392	$5,746,185

The imports of foreign dry goods at New York for eleven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$14,488,714	$15,947,248
" cotton..	9,523,643	12,399,158
" silk	16,802,995	18,774,406
" flax	7,926,653	9,069,707
Miscellaneous dry goods.	5,484,233	6,635,053
Tot. entered for consump.	$54,226,288	$62,825,572

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool ...	$11,405,851	$11,419,811
" cotton..	3,669,033	3,923,506
" silk	3,941,300	4,684,022
" flax	4,362,224	4,612,074
Miscellaneous dry goods.	1,478,818	1,213,915
Total withdrawn from warehouse	$24,857,226	$25,853,328
Add entered for consump.	54,226,238	62,825,572
Total thrown on the market....	$79,083,464	$88,678,900

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	$10,441,218	$11,648,547
" cotton..	3,452,100	4,170,854
" silk	3,963,513	5,311,399
" flax	3 811,948	5,371,264
Miscellaneous dry goods.	1,494,309	1,380,002
Total entered warehouse.	$23,163,088	$28,132,066
Add entered for consump.	54,226,238	62,825,572
Total entered at the port..	$77,389,326	$90,957,638

☞ The last rail of the Bangor and Piscataquis Railroad was laid the 26th ult. The road will be open to regular traffic about December 15th. A movement will be made the coming winter to extend the road beyond the present terminus.

☞ According to a decree of court, the Wilmington and Manchester Railroad is to be sold at public auction in Wilmington on the 5th of January.

Journal of Railroad Law.

WHEN RAILROAD CORPORATIONS AND INDIVIDUALS ARE IN PARI DELICTO NO RECOVERY—DUTY OF COMPANY TO RING BELL—WILLFUL DISREGARD OF IT GROSS NEGLIGENCE.

The facts in the recent case of The Ohio and Mississippi Railway Co. *vs.* Eaves (42 Ill. 288.) are fully and clearly stated in the following opinion by

LAWRENCE, J.—This was an action brought by the appellee against the appellant to recover damages for injury to the plaintiff's cattle. It appears from the record that the plaintiff and his son were driving about twenty cattle along the highway being themselves on horseback, and when the head of the drove had arrived within about thirty yards of the crossing a passenger train passed which frightened and scattered the cattle. The plaintiff and his son had just collected them again together, and got them at about the same point on the highway when his son said to the plaintiff that he thought he heard another train. Plaintiff replied "I guess not so soon after the other train: but let us rush them over as soon as we can for fear another train may be coming." They had got them on to the crossing, when the coal train came along, and killed three of the cattle. There is timber bordering the road, and it was impossible for persons traveling the highway, in the direction plaintiff was going, to see an approaching train until on the crossing. There was no bell rung or whistle sounded until just before the train struck the cattle, when the engineer whistled for the brakes. This appears not only by the witnesses for the plaintiff, but by those for the defendant, its employees in charge of the train. The jury found a verdict for plaintiff for the value of the cattle, and the court gave judgment.

It is now urged in behalf of the appellant, that the parties were *in pari delicto*. That question was submitted to the jury by the instructions, and they found otherwise, but we think, their finding was clearly against the evidence.

We are by no means disposed to relax, in any degree, the requirements of the statute, as to the duty of railway companies to give warning of their approach by a continuous ringing of a bell, or the sounding of a whistle, for the distance of eighty rods before arriving at a crossing. The obligation is plain, imperative, of great importance and easy of performance. The willful disregard of it is gross negligence. But in the present case the plaintiff himself was guilty of as great negligence as the company. He was warned by his son of the approaching train, but preferred to act upon his opinion, that one train would not so closely follow another, rather than take the slightest trouble to ascertain whether the quicker senses of his son had not told him truly. But he was, nevertheless, in doubt, as is evident from his direction to rush the cattle over for fear another train might be approaching. The slightest care, not merely for the safety of his cattle, but for the human lives upon the train, that would be placed in deadly peril by such a collision, should have prompted him to ride forward and examine the road after having been warned by his son. In cases of this character a jury should not apply the same reasoning that might be proper when the highway traveler is himself killed or injured by a passing train. A jury may well be slow to believe, that a person, who has lost life or limb from such a collision, exposed himself wantonly to the danger, and with knowledge, or even with reasonable cause for believing that a train was at hand. Men are not often so out of love with life, and railway companies cannot often successfully depend upon such a hypothesis. But here the plaintiff did not place his own life or limb in jeopardy. He was exposing merely his cattle, retaining a chance for damages in case of injury. They had just been frightened and scattered by one train, and, to save a repetition of this annoyance, he proposes to "rush them over before the coming train arrives, regardless of the injuries he may cause to others. The warning which the law sought to give him by requiring the bell or whistle to be sounded, was really given him by his son. He heeded it not, and must bear the consequences of his own rashness. But for the warning from his son he would have good grounds for recovery. As it is, he and the defendant stand *in pari delicto*, and there can, therefore be no recovery on the evidence presented by this record.

The motion for a new trial should have been allowed. The judgment must be reversed and the cause remanded.

Judgment reversed.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of Nov., inclusive, during the years 1868 and 1869, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	440,900	13,754,900	16,810,500	3,537,600
1869..	521,300	18,028,800	7,038,800	3,159,300
Inc	80,400	4,263,900	*9,771,700	*378,300

* Decrease.

The receipts of the new crop of barley, so far, are 3,147,300 bushels, against 3,210,800 bushels in 1868. The receipts by canal from Dec. 1, 1868, to the close of navigation were 90,600 bushels.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 934.180 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of November in the years indicated:

	1867.	1868.	1869.
Canal opened—	May 6.	April 28.	May 6.
Flour, bbls.	394,800	440,900	521,300
Wheat, bushels..	8,853,400	13,759,900	18,028,800
Corn, bushels...	15,369,500	16,810,500	7,038,800
Barley, bushels.	3,560,700	3,537,600	3,159,300
Oats, bushels...	8,331,800	11,646,600	4,831,300
Rye, bushels....	862,900	848,900	251,400
Malt, bushels...	272,100	436,400	238,400
Feed, lbs.....	.....	.....	13,066,200

☞ The Henderson *Reporter* says only five miles of the work of graduation on the Owensboro and Russellville Railroad, between Owensboro and Livermore, remains to be completed. The entire work will be completed and ready for the rails in the course of a few weeks.

☞ Three and a-half miles of snow sheds on the Union Pacific Railroad have been completed. The company expect to finish seven miles by the 1st of February, covering all the deep cuts, and placing the road out of all danger of interruptions by drifting snow.

Baltimore and Potomac R. R.

We learn from Governor Bowie, President of the Baltimore and Potomac Railroad, that he has made all his financial arrangements to commence the grading at Marlboro' immediately and to extend it rapidly down through Charles county. The whole will be under contract, and the work along the entire line to the point in Charles county where the common route diverges, will be commenced in less than thirty days.

He has also procured from wealthy Northern capitalists sufficient funds to accomplish the grading where it was left off at the Patapsco river to Baltimore, and at the District line to Washington; and these contracts will be immediately let. All the grading from the Patapsco to the District line, and to Upper Marlboro', has been, or will shortly be, completed, and as the Charles county internal improvement fund, which has been secured by Governor Bowie to the Baltimore and Potomac Road, will more than pay for the grading in Charles county from the common point to the river, and that grading is so light as to be done in three months from the time the company decides by its surveys in Virginia what route to take, it is very safe to assure our readers interested in the success of the road that the entire grading of the whole road from Baltimroe to the Potomac river and to Washington will be completed by July or August next.

The cross-ties are provided for the road from Baltimore to Washington and to Marlboro'; and Governor Bowie's earnest effort now will be to procure the iron and get this part of the road complete and running by January, 1871. The contractors having completed the grading spoken of north of this place to Baltimore, are ready to commence operations south of the Potomac river as soon as the right-of way is secured, which will be at once done.

Charles S. Emack, Esq., Chief Engineer of the Baltimore and Potomac Railroad, was in town yesterday, in company with other officers of the road, and gives us hopeful news of this important work.—*Marlboro' Gazette, Dec.* 1.

Receipts and Expenditures of the United States.

The following statement, from the Report of the Secretary of the Treasury, exhibits the receipts and expenditures of the United States for the fiscal year ending June 30, 1869:

RECEIPTS.

From customs	$180 048,427
Internal revenue	158,356,461
Lands	4,020,344
Direct tax	765,685
Miscellaneous sources	27,752,830
Total, exclusive of loans	$370,943,747

EXPENDITURES.

Civil service	$56,474.061
Pensions and Indians	35,519,545
War Department	78,501,991
Navy Department	20,000,758
Interest on the public debt	130,694,243
Preminm on 7.30 United States Treasury notes	300,000
Total, exclusive of loans	$321,490,598
Receipts in excess of expenditures	$49,453,149

The following statement exhibits the receipts and expenditures for the quarter ending September 30, 1869:

RECEIPTS.

From customs	$52 598,922
Internal revenue	47,926,852
Lands	893,864
Miscellaneous	7,412,484
Total, exclusive of loans	$108,831,622

EXPENDITURES, AFTER DEDUCTING THE AMOUNT OF RE PAYMENTS BY DISBURSING OFFICERS AND OTHERS.

Civil service	$15,102.202
Indians and pensions	13,547,943
War Department	13 595,468
Navy Department	5,782 681
Interest on the public debt	37,452 270
Total, exclusive of loans	$85,480,514
Receipts in excess of expenditures	$23,351,107

The estimated receipts and expenditures for the three remaining quarters of the fiscal year ending June 30, 1870, are as follows:

RECEIPTS.

Customs	$135,000,000
Internal revenue	127,000.000
Lands	4.000.000
Miscellaneous sources	20,000,000
Total	$286,000,000

EXPENDITURES.

Civil service	$40,000,000
Pensions and Indians	21.000 000
War Department	40,600,000
Navy Department	14 000 000
Interest on the public debt	93,750,000
Total	$209,250,000
Estimated receipts in excess of expenditures	$76,750,000

Estimated Receipts and Expenditures based upon existing laws, for the fiscal year ending June 30, 1871.

RECEIPTS.

Customs	$185,000,000
Internal revenue	175 000.000
Lands	5,000,000
Miscellaneous services	28,000,000
Total	$393,000,000

EXPENDITURES.

Civil, foreign and miscellaneous	$60,000,000
Interior, Indians and pensions	36,000,000
War Department	50,000,000
Navy Department	18,000,000
Interest on the public debt	127,000,000
Total	$291,000,000
Estimated receipts in excess of expenditures	$102,000,000

The foregoing estimates of receipts are made upon the assumption that the laws now in force relating to customs and internal revenue will be so changed as to materially affect the revenues, and the estimates of the expenditures are based upon the expectation that no extraordinary appropriations will be made.

Cincinnati, Wilmington & Zanesville R. R.

This road was sold on the 1st inst., under a foreclosure of the mortgage for $1,004,000. The road extends from Morrow to Zanesville, Ohio, a distance of 131 miles. Included in the sale were 16 locomotives, 16 passenger, 171 box and cattle, and 72 coal cars, also, $200,000 worth of real estate. The bonded debt is $1,300,000, and the stock $1,700,000. The latter is wiped out, and the price realized will not pay the bonded debt by about $325,000. The price paid is less than $8,000 per mile, and the iron on the road is worth all this. The Pan Handle Railroad Company are the purchasers, or, in other words, the Pennsylvania Central. A branch will be built, about twenty-two miles in length, to Zanesville, and the Pan Handle trains will run over that route instead of *via* Columbus. The distance is about the same, but the grades are in favor of the Zanesville route. It is not intended to continue the road to Cincinnati on a new track.

☞ A CHOICE SECURITY. SEVEN PER CENT. GOLD, FREE OF GOVERNMENT TAX. NEARLY 10 PER CENT. CURRENCY, FIRST MORTGAGE BONDS OF NEW YORK AND OSWEGO MIDLAND RAILROAD. THESE BONDS CAN BE REGISTERED.

SIX MILLIONS OF DOLLARS PAID-UP STOCK SUBSCRIPTIONS. No bonds issued on road under construction; issue limited to $20 000 per mile of road built and in running order, BEING ONLY ABOUT HALF THE ACTUAL CASH COST. The road is being built with great economy for cash; 100 miles are done, and in the most thorough manner; 50 miles additional will be finished in November; and the whole line (over 400 miles) it is expected will be completed within the ensuing year. It is one of the most important roads in the State of New York. It shortens the route from New York City to Buffalo 70 miles, and to Oswego 45 miles; it traverses a populous district destitute of other railroad facilities, which must furnish it a large and profitable local business; and it will be completed at an aggregate cost far below that of any competing line. These advantages cannot fail to make it one of the best paying roads leading from the metropolis, and its First Mortgage Bonds one of the safest securities ever issued. All mortgage bonds issued on Railroads running from the City of New York are good, and the interest promptly paid, although some of them are mortgaged for more than double the amount per mile that the Midland is. Among the bonds now offering we know of none equal to these. For the investment of trust or other funds there is nothing better; and in exchange for Government Bonds they give a large increase of income, beside capitalizing the premium. They are meeting with rapid sale, and we have been gratified to find that they are taken chiefly by our most conservative and sagacious capitalists in exchange for Government securities. Price par, and accrued interest in currency. Circulars, pamphlets, &c., on hand for distribution.

GEORGE OPDYKE & CO.,
Bankers, No. 25 Nassau st.

Fredericksburg and Gordonville Railroad.

The Baltimore *Sun* says that arrangements have been made for the completion of the entire road to Charlottesville, Virginia, in 1870. This, by the expected completion of the Chesapeake and Ohio road, through the action of Northern capitalists, will make the Fredericksburg and Gordonsville road amongst the valuable improvements of the country. The operations of the work are under the management of Mr. H. H. Wainwright, its President, formerly of Baltimore, and Col. W. W. Taylor, also of Baltimore, chief engineer.

☞ The Raleigh (N. C.) *Sentinel* says that the grading of the Williamston and Tarboro' Railroad began the first day of June last, and is now completed except about two miles. The iron for the whole track, from England, is lying at Portsmouth awaiting transportation.

☞ The last rail of the Burlington and Missouri River Railroad was laid at Glenwood, Iowa, last week, in the presence of a large assembly. Trains will at once begin running over the entire length of the road from Burlington on the Mississippi to Council Bluffs on the Missouri.

Bridge over the Ohio at Louisville, Ky.

The work on the great railroad bridge over the Ohio is so far advanced that the engineers are confident of being able to open it for the passage of regular trains by the 15th December. Construction trains, however, will be able to pass several days sooner.

The 400 feet span now rests on its permanent bearings, and is in every respect satisfactory to its engineers. This, by the way, is the longest span ever erected in America, the next less being the main span of the Victoria Bridge, at Montreal, Canada, which is 330 feet long, and the channel span of the Steubenville Bridge, which is 320 feet long. The plan of truss is that known as the "triangular," one which has been extensively and successfully used by Mr. Fink, and has been in the present case specially arranged for this long span. The clear space above low water line, under this span is 96½ feet, and above high water line 45½ feet; the total height from the rock bed of the river to the top of the upper chord of this span is 160 feet.

The last pier, No. 19, was finished a week ago, and in two days from now the last stone of the bridge masonry will have been laid in the Indiana abutment, which is all that remains of 31,000 cubic yards of masonry commenced Aug. 1, 1867.

The total length of the iron superstructure is 5,280 feet, of which two spans are respectively 370 and 400 feet long. The middle and Indiana channels are "over grade" or "through" the others, varying in length from 50 to 250 feet, are "under grade" or deck. The under grade portion is of the same plan known as Fink's Patent Suspension Truss—a plan that has been well and favorably known for over twenty years.

The total quantity of iron, wrought and cast, used in the construction of this great bridge, is 8,700,000 pounds, and the amount of timber, including rail, joist, cross ties and railway, will be 640 000 feet board measure. This magnificent structure was designed and the work carried out under the superintendence of Messrs. Albert Fink, Chief Engineer, and F. W. Vaughan, Principal Assistant Engineer.—*Louisville Courier Journal Nov.* 30.

Richmond and Petersburg Railroad.

The annual meeting of the stockholders of this company was held in Richmond on the 30th ult. The Report which was presented shows that the gross earnings for the year ending September 30, 1869, were $160,945 86, and ordinary operating expenses $94,575 15—leaving a net balance of $63,870 71. The income from through travel exceeds that of last year by $4,127 72; that from local travel is greater than that of last year by $5,676 65. The whole funded debt of the company is $319,000. The road is reported to be in fine condition, and many improvements have been made during the past year. W. H. Haxall, Esq., offered the following resolution, which was adopted:

Resolved, That the Richmond and Petersburg Railroad Company agrees to lease to the Richmond, Fredericksburg and Potomac Railroad Company and the Richmond and Danville Railroad Company, jointly, for a term of not less than ten nor more than twenty years from the 1st of January, 1870, the use of its railroad bridge and track over James river, from its terminus in Richmond to a point near the tunnel under its road, as also the right of way through the land of the Richmond and Petersburg Railroad Company near to said company's shops, for the construction and maintenance of steam railway connection between the Richmond, Fredericksburg and Potomac, and the Richmond and Danville Railroads for the conveyance of passengers, mails and express freights between their railroads, upon such terms as shall be decided to be equitable and proper by the arbitration of competent and disinterested experts, one to be selected by the president of the Richmond and Petersburg Railroad Company and another by the presidents of the said two other companies, with power to said arbitrators to choose an umpire for the decision of any question upon which they fail to agree touching the matters referred to them, the decision of said umpire to be final and conclusive. The resolution was adopted by a vote of 1,340 ayes to 861 noes.

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THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.
Lots Nos. 42, 44, 46, and 48 Steuben street: and
Lots Nos. 45 and 47 on Morgan street.
Together with the buildings, factories, shops, and improvements thereon erected.
Dated Jersey City, November 6th, 1869.
THOMAS W. JAMES
ISAAC L. VANDERBEEK,
Executors.

N. B.—The executors will consider any offer to dispose of the above at private sale, made before the vendue.

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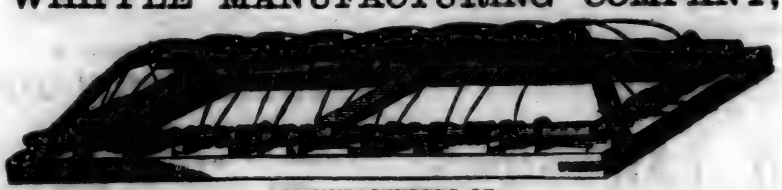
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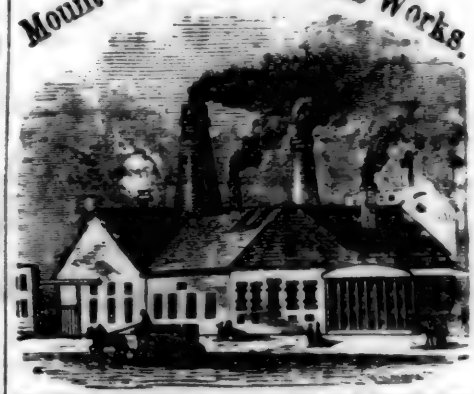
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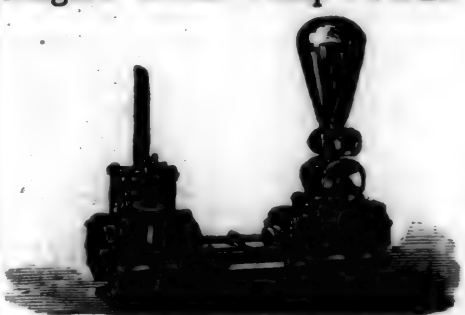
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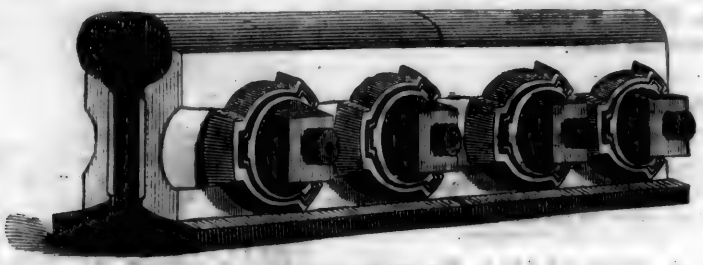
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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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SECOND QUARTO SERIES, VOL. XXV., No. 51.] SATURDAY, DECEMBER 18, 1869. [WHOLE No. 1,757, VOL. XLII.

☞ MR. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 18, 1869.

Chesapeake and Ohio Railroad.

This is the name of a combination of roads, of which the object is to make a complete and efficient trunk line of road from Richmond and Norfolk, in Virginia, to the Ohio River, at the mouth of Big Sandy. This combination consists of the road from Norfolk to Petersburg, the Virginia Central, and the Covington and Ohio roads, the last being almost untouched. The separate charters were combined by an Act of the Virginia Legislature, in a charter for the entire line from tide water to the Ohio, called the "CHESAPEAKE AND OHIO RAILROAD." By the same Act the Legislature gave, we believe, the stock of the State in the road, and all legal facilities and privileges for raising money. Under this charter, we understand that Messrs. FISK & HATCH, bankers of New York, with other capitalists, have taken hold of the work, and there is now a good prospect of completing it. Perhaps no road planned for Cincinnati will be more useful, *provided* Cincinnati is willing to do something for herself. We have already said that if a great line were made through Virginia to the mouth of Big Sandy, there must be a road from the Big Sandy to Cincinnati. The time for making that road is near at hand, and on that we may hereafter say something. In the meanwhile, let us take a look at the *Chesapeake and Ohio* in its relations to Cincinnati.

1. We observe the *Air Line* distance from Cincinnati to Norfolk is but 450 miles nearer than to any point on the ocean side—and nearer than the ocean can be reached, either by the Baltimore or Richmond route.

2. The harbor of Norfolk and shelter for shipping on the ocean coast.

3. Supposing the Southern road to be made—still there will be one entire *quarter of a circle*, in which Cincinnati will have no railroad, viz.: from the Marietta and Cincinnati to the Southern road. In this quarter of a circle the Chesapeake and Ohio Railroad will come in and reach the Southeastern Atlantic at points which cannot be reached, as nearly, or as well, as through this road. Hence it is that this subject presents itself with great force to Cincinnati, as well as to the whole interior country.

Let us see now what has been done, and remains to be done. We have already said that FISK & HATCH, of New York, with other bankers, have taken up the matter, and we confidently believe, will carry it through to completion.

We have received in a letter from New York the following information:

"The Chesapeake and Ohio line is now halted at the White Sulphur Springs, a little west of the boundary of Virginia, having successfully bored through the several ridges of the Allegheny chain. From that point to the Ohio river is a gradually descending grade of less than 30 feet to the mile, and it is believed can be built for $50,000 per mile. By the time it reaches the mouth of the Big Sandy, Cincinnati should be there with a road of her own, so as to form another direct line to Washington City and the ocean."

It will be seen that this grand trunk line is coming near to completion, and it is said that the $12,000,000 necessary have already been contracted for. It is about 120 miles, we believe, from the White Sulphur Springs to the Big Sandy. The distances, as seen by the old Virginia Central, will be rather circuitous as it regards Norfolk, but may be much shortened by a cut off. The distances from Richmond to Norfolk by the Central will be as follows, viz:

	Miles.
Richmond to Covington	205
Covington to White Sulphur	22
White Sulphur to Big Sandy	120
Richmond to Big Sandy	347
Norfolk to Petersburg	81
Petersburg to Richmond	22
Richmond to Big Sandy	347
Norfolk to Big Sandy	450

But this is, as to Norfolk, a very circuitous route, and if this route for Norfolk is to make a *cut off* from Lynchburg to Covington, then the Norfolk route will be:

	Miles.
Norfolk to Petersburg	81
Petersburg to Lynchburg	123
Lynchburg to Covington	50
Covington to Big Sandy	142
Norfolk to Big Sandy	396

We may call it, therefore, 400 miles from Norfolk to Big Sandy. To reach Cincinnati there must be a road made, bridging the Ohio directly to Cincinnati. It is possible the bridge may be at the mouth of the Guyandotte or Big Sandy, but it will make little difference in the distance or cost. The road will go direct to Portsmouth, and thence through Adams, Brown and Clermont counties to Cincinnati. The whole distance would be about 120 miles, and would be through counties that have no railroads. No doubt those counties would contribute enough to make a large part of the road, probably enough to grade it. The whole distance from Cincinnati to Norfolk would be nearly thus, viz:

	Miles.
Norfolk to Lynchburg	204
Lynchburg to Covington	50
Covington to Big Sandy	142
Big Sandy to Cincinnati	120
Total	516

Now let us tell the reader that *no road can be made from the Ohio river to a Southern Atlantic port as short as that.* This is a material and all important fact in the consideration of roads leading from Cincinnati to the South. It has no rivalry with

the "Southern road" as such; because the Southern road will be nearer to all the South, which is west of the middle of North Carolina. But from Baltimore to Raleigh all Virginia and a part of North Carolina will be reached nearer and better by the Chesapeake and Ohio road. It will be the great South-eastern route from Cincinnati. Whether NORFOLK will find capital or enterprise to establish a Southern steamship line to Europe, we do not know. But beyond doubt *that* is what ought to be done, the moment it is ascertained that the great line from the Ohio will be made. If the Chesapeake and Ohio road is finished, and the steamship line from Norfolk established, we hazard nothing in saying that the line from Cincinnati through Norfolk *will carry the products of the Ohio Valley over the Atlantic cheaper than can be done in any other way.* Competition by New York, Boston or Philadelphia for that trade would be in vain. All other things, however, require capital and time. The first element in the general scheme is undoubtedly to *make the Chesapeake and Ohio to the Ohio.* We doubt not but, when the main line is made, Cincinnati and the counties will make the road on the Ohio side, and Norfolk will find means to secure a steamship line. We trust that they may all be made at an early day, for we are anxious to see Cincinnati possess all the artificial avenues, which are necessary to take advantage of the great natural advantages which she posses sses. Central to the great Ohio Valley, and having abundant lines to all the North and East, it yet remains for her to complete her communication with the South, South-east and South-west. Let her accomplish them and she will be indeed a Queen City—a Metropolis of the Central West.—*Railroad Record.*

Wooden Railways.

A meeting of the Ontario Legislative Committee on Wooden Railways was held in Toronto on the 1st inst. The Chairman called on Mr. Foster, the projector of the Industry and Lanoraie Wooden Railway near Montreal. This gentleman gave his evidence at some length. He was in favor of using short blocks of wood placed end-ways, instead of a rail laid longitudinally as is the case with iron rails. He produced plans, showing his proposed scheme, the estimated cost of which would be $1 per yard or $1,760 per mile. He stated that the blocks might be made of any hard-wood, but he preferred maple, oak or rock elm. These would last five or six years. The cost of iron straps placed on longitudinal rail alone would cost $1 per yard, without spikes, &c.

Mr. Hulburt, the contractor for the construction of the Gosford and Quebec wooden railway, being called upon by the chairman, submitted his models for the inspection of the Committee. He stated that $1,000 would find and lay material for this and the longitudinal rails which are 8½ inches by 4 inches. The gauge proposed is 4 feet 8½ inches. The road would last from four to five years; one man a mile would be sufficient to do all the necessary repairs, and twenty per cent. of all the original cost annually expended would renew the line. The usual rate of speed maintained is from eight to ten miles an hour. The ties are placed about sixteen inches apart. The additional cost of a double rail would be about $200 a mile. The cars used have only four wheels and can carry five tons. Timber, of course, could be loaded on two cars. The Gosford Railway cost $4,000 per mile, including everything except stations and rolling stock. The largest engines used on these lines cost about $9,500, American currency; platform cars, 18 feet long $225, and box cars $600.

Vermont Railroads.

The Legislature of the State of Vermont which has just closed its session, chartered two railway corporations which effect us somewhat on this side of the boundary line. The Missisquoi and Clyde River Railroad Company has power to construct a road from Island Pond to Richford, Vt., to connect with a road to be hereafter constructed in the township of Sutton, or the Parish of St. Armand East. This charter does away with the Orleans portion of the Missisquoi Valley road, if constructed within three years, otherwise the Missisquoi Valley charter holds good. The other is the Lamoille Valley Junction Railroad Company, which has power to construct a road from the Province line at or near East Franklin, to connect with the Lamoille Valley road to Sheldon, or the Missisquoi Valley road, or both. At the Province line it will connect with the Missisquoi Junction road leading north through St. Armand and Dunham to connect with the S. E. C. Junction road. This charter completes the link from Montreal to Portland and without doubt one of the most important of the many charters granted in Northern Vermont. The survey of the South Eastern Counties road has been progressing slowly, but the road is now located from West Farnham to Cowansville. Ground has been secured for station and other buildings on the south side of the river opposite Cowansville, and we have reason to believe that the cars will be running to this point sometime during next season.—*St. John News.*

Jeffersonville, Madison and Indianapolis Railroad.

The earnings of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers	$458,134 84	$434,546 65
" freight	610,667 60	552,596 18
" express	60,448 03	50,289 90
" mails	24,675 00	26,100 00
" miscellaneous	10,874 95	....
	$1,164,799 92	$1,063,523 73
Expenses, viz:		
Repairs of road	$195,267 95	$185,844 14
" machinery	46,447 13	16,789 79
" cars	62,530 19	46,838 74
" buildings	9,306 56	1,982 41
Fuel	67,902 83	74,958 09
Oil and waste	8,214 53	10,265 86
Loss and damage	3,960 36	5,431 33
Passenger expenses	79,834 98	84,790 39
Freight expenses	113,223 07	116,989 01
Station expenses	875 05	1,254 34
Interest and discount	10,227 28	27,413 84
Government taxes	15,511 16	12,959 60
State, county and city taxes	14,503 31	12,067 05
Salaries	20,500 00	20 500 00
Expens's of Union depot	7,700 00	9,000 00
New cars	39,396 45	12,293 87
New machinery	.....	26,412 65
Stock killed	12,742 20	8,939 42
Stationery, etc.	8,195 49	7,789 51
All other expenses	20,684 86	19,158 81
	$736,973 40	$698,568 35
Net earnings	$427,826 52	$364,955 38
Deduct from the above interest on funded debt		202,070 00
Net income carried to profit and loss		$162,885 38

Compared with 1867, the gross earnings of 1868 show a decrease of $101,276 19, with a decrease in expenses of $38,405 05—making the decrease in net earnings $62,871 14. The president in his report says:

The falling off of gross receipts was caused, in a great measure, by the sharp competition for business that was waged, during a large portion of the year, between the four principal roads known as "trunk lines"—a contest which affected not only the revenues of those particular roads, but of all others, including our own, doing business in connection with them. It is to be hoped that these "trunk lines," recognizing the folly of working for less than reasonable compensation, may, before long, agree upon rates that will afford a fair margin for profit, without being, in any sense, oppressive to the public.

Our local business continues good, and will doubtless keep pace, as it has done in the past, with the development of the fine agricultural region through which the road passes, and the growth of the cities and towns upon its line.

The work on the Louisville Bridge is now so far advanced that it is quite safe to say that our trains will begin to pass over it by end of October next. The importance of this bridge to our road, in securing a close connection with the entire system of Southern railroads, has been so fully dwelt upon in previous reports that a reiteration here is deemed to be superfluous. The new track connecting our road with the bridge, consisting of about one mile of embankment, will be finished in ample season.

Having paid up the full amount of our subscription to the stock of the Bridge Company, completed the "Cambridge Extension," put the roads between Columbus and Rushville in fine order, and made a more convenient connection of our lines at Columbus by constructing a new track upwards of a mile in length, the current earnings of the road, which these enterprises, during their progress, entirely absorbed, have become available for the reduction of the floating debt; and since the close of the year it has accordingly been cut down about twenty per cent. It is intended that this reduction shall go on as rapidly as possible, until the entire floating debt shall be extinguished.

By the terms of a written contract between the City of Louisville and the Jeffersonville Railroad Company, dated November 10, 1863, the debt due by the railroad company to the city, then amounting to $200,000, was to be discharged by the delivery within five years of a like amount of any of the outstanding bonds of said city. Pursuant to this agreement, the Jeffersonville Railroad Company delivered $50,000 of such bonds in December, 1863, thereby reducing the debt to $150,000. Sometime before the expiration of the five years mentioned in the contract, this company made a purchase of Louisville city bonds to the extent of $75,000, and tendered them to the proper authorities of that city in further liquidation of the debt. This tender was unconditionally declined, under advice of the City Attorney, who held the opinion that the contract between the city and the Jeffersonville Railroad Company was illegal and void in so far as it permitted any bonds to be received except the particular issue upon which the debt was based. After this refusal, of course no further steps in the case was taken by the company.

If the decision of the City Attorney is to be regarded as conclusive, it is not believed that our position has been affected unfavorably, since it will only remain for this company to discharge her liability in the premises by redeeming $150,000 of the bonds originally issued by the City of Louisville to the Jeffersonville Railroad Company, when the same mature, viz: May 1, 1882, or earlier, should it be deemed desirable and found practicable to do so—meanwhile anticipating events by exchanging for those bonds the securities we now hold, whenever the turn can be made on favorable terms.

The means needed for purchasing the Louisville city bonds, as well as any other portion of our old funded debt that can be had at reasonable prices, were to have been derived from the sale of a corresponding amount of the first mortgage bonds of this company, as authorized by the articles of consolidation. Sales of the last mentioned bonds, however, have so far been effected to the extent of $60,000 only. A special account of the bonds thus sold has been opened, and appears on the balance sheet under the title of "Temporary Bond Account." Ultimately this account will be merged into that of "Jeffersonville, Madison and In-

dianapolis Railroad Bonds"—an equal amount of the old bonds being at the same time retired and cancelled, so that there will be no increase of the funded debt.

In the early part of May of the present year a line of first-class "Day and Night Silver Palace Cars" was established between Jeffersonville and New York, running through, without change, in thirty-six hours, and passing over our branch roads from Columbus to Cambridge City. This being the speediest, and, in every sense, the most desirable route between New York and the Southwest, connecting as it does at Louisville, with another equally fast and desirable line to Memphis and New Orleans, it is not unreasonable to count upon its commanding a large share of public patronage.

The late period at which this report goes to press permits a close estimate to be made of the company's business for the first six months of 1869. The receipts indicate a steady and handsome increase over those for the corresponding months of 1868—sufficient to warrant the belief that the earnings of the present year will considerably exceed those of 1868, if indeed they do not equal those of 1867.

The company have 88 locomotives, 15 first-class passenger cars, 2 sleeping cars, 5 light cars with side seats, 6 second-class cars, 3 passenger and baggage (way) cars, 12 baggage, mail and express cars, 114 box cars, with compromise wheels, 119 box cars with narrow tread wheels, 39 stock, 63 coal, 119 platform, and 95 "Madison" box, coal and dumping cars. Number of miles run by passenger trains, 299,749; by freight trains, 260,795; by all other trains, 135,275—total, 695,819. Total cost of engine repairs, $43,456 95, an average per mile run of 6.24 cents. Av. miles run to one quart of oil, 28.3. Av. cost per mile for oil, 0.52 cents. Av. cost of oil per gallon, 59 cents. Av. cost of lubricating oil for cars, 38 cents. per gallon. Number of tons of freight carried, 264,669; do., carried one mile, 19,541,622. Number of passengers carried, 317,929; do., carried one mile, 10,828,896.

The gross receipts of the Cambridge Extension for the year 1868 were $23,046 44, and the operating expenses, $13,105 32.

The gross receipts of the Shelby and Rush Railroad for the year 1868 were $28,009 17. The operating expenses were $23,247 61; interest on funded debt, $2,268; expended for relaying track, ballasting, etc., $31,151 81—total expenses, $56,667 42.

CONDENSED BALANCE SHEET, JAN. 1—

	1868.	1869.
Cost of road & equipment	$5,997,448 63	$6,027,342 44
Jeffersonville Railro'd bonds	40,000 00	40,000 00
Indianapolis & Madison Railroad bonds	190,000 00	197,500 00
City of Louisville b'ds	21,000 00	76,000 00
Stock in the Louisville Bridge Co	90,000 00	800,000 00
Lake Erie and Louisville R. R. Co	175,367 86	194,992 65
Outside real estate	79,663 85	80,863 35
Bills receivable	12,832 00	12,848 65
Cash	20,490 87	87,412 49
Due by the U. States.	9,180 06	9,165 51
Due by Railroad Cos.	15,386 76	58,402 41
Due by other associations and by individuals	76,584 37	100,680 28
Due by agents	79,629 03	64,481 16
Fuel and other supplies on hand	89,492 10	85,245 52
	$6,897,075 03	$7,284,934 46
Capital stock	$2,000,000 00	$2,000,000 00
Jeffers'nville Railroad bonds	897,000 00	897,000 00
Indianapolis & Madison Railroad bonds	612,000 00	612,000 00
Jeffersonville, Madis'n and Indianapolis R. R. bonds	1,980,000 00	1,861,000 00
Bonds of the City of Louisville	150,000 00	150,000 00
Temporary bond account		50,000 00
Surplus fund of the Jeffersonville Railroad Co	770,445 64	770,445 64
Profit and loss	499 312 87	662,198 25
Capital stock sinking fund	52,778 37	40,442 46
Bills payable	167,740 00	359,883 38
Due to Railroad Cos.	84,988 74	105,868 34
Due to other associations and to individuals	182,859 41	176,146 44
	$6,897,075 03	$7,284,934 46

President.—D. RICKETTS.

Directors.—D. Ricketts, Samuel H. Patterson, James L. Bradley, M. Fitzgibbon, Richard J. Bright, Wm. B. Caldwell, S. A. Hartwell, Wm. B. Hamilton, Wm. D. Thompson, Lucius Tuckerman, Lawrason Riggs, W. C. DePauw.

Gen'l Superintendent.—HORACE SCOTT.

Treasurer.—JAMES H. MCCAMPBELL.

Secretary.—GEO. S. MCKIERNAN.

Illinois Central Railroad.

The statement of this Company for the month ending November 30, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,335.72 for	$30,910 50
Acres Int. Fund Lands sold	40.00 for	459 80
Acres Free Lands sold	797.88 for	11,713 39
Total sales during month of Nov., 1869	4,173.50 for	$43,083 69
To which add Town Lot Sales		245 00
Total of all	4,173.60 for	$43,328 69
Cash collected in Nov.		$226,661 47

TRAFFIC DEPARTMENT.

Receipts from Freight		$433,853 00
do. Passengers		184,713 65
do. Mails		6,858 33
do. Rent of Road		4,000 00
do. Other Sources		105,000 00
Total Receipts in Nov., 1869		$683,924 98
Total Receipts in Nov., 1868		$583,788 39
Estimated earnings in the month of Nov., on the D. & S. C. R. R., not included above		$141,130 80
Corresponding month of 1868		$98,175 19

☞ The Atchison, Topeka and Santa Fe Railroad has been completed as far as Emporia. It now extends from Topeka to Emporia about 60 miles. There it will cross the Southern Branch Union Pacific which will soon be completed from Junction City to Emporia.

☞ The Des Moines Valley Railroad is completed for 24 miles north of its junction with the Northwestern and within twelve miles of the Iowa Falls and Sioux City road, which it is to cross six miles west of Fort Dodge.

☞ The Burlington and Carthage Railroad is completed from Carthage to Ellison Creek, three miles below Burlington.

Chesapeake and Ohio Canal.

The shipments of coal (bituminous) by the Chesapeake and Ohio Canal for the current year were 663,491 tons, against 485,070 tons in 1868—an increase of 178,421 tons, or about 25 per cent. Of the shipment of coal for the year 1869, 637,614 tons were dispatched to Georgetown and Alexandria; 5,071 tons to Williamsport; 8,936 tons to Antietam; 7,391 tons to Knoxville, and 4,476 tons to other points. The tolls levied on the boats and cargoes dispatched from Cumberland were $318,714. The ascending trade to Cumberland, embracing flour, grain, fruits, hides, salt, groceries, &c., is also steadily increasing. The tolls upon this up trade collected for the past year amounted to $2,978.

Little Rock and Fort Smith Railroad.

The Little Rock (Ark.) *Gazette* says that this road is in process of construction in earnest. Hands have been put on the second and third division of ten miles each, the first division being well nigh graded ready for the track. One hundred and fifty additional hands have been engaged; and are looked for daily. There are two hundred tons of iron for the road at the mouth of White river, and two thousand tons are *in transitu* for the first twenty miles. A locomotive, two passenger cars, built at Albany, and a number of platform cars for the road are also on the way. On their arrival the company will be ready for track laying.

Kalamazoo and South Haven Railroad.

Seven miles of this road, extending from Kalamazoo to Alamo Centre, have been completed. The road bed of the next seven miles is graded and ready for the iron. The Kalamazoo *Telegraph* says:

"It seems that this road is not only to connect us with the splendid country and the smart and growing villages between here and South Haven, but with others north and south of that point as well. It is currently reported that this road will, with the Chicago and Lake Shore Railroad, make connection near Bangor, by which St. Joseph will have an eastern outlet, *via* Bangor and Kalamazoo, and the two roads making the main line with a spur or 'plug' to South Haven."

☞ The Ottumwa and St. Paul Railroad Company has been organized at Ottumwa, Iowa, by the election of the following officers: J. D. Ladd, President; J. H. Merrill, Vice President; W. B. Bonnifield, Treasurer; and J. W. Dixon, Secretary. The company propose to build a railroad from Ottumwa to Cedar Falls, there connecting with the Cedar Valley Railroad. The distance to be built is about 100 miles, of which 30 miles are graded.

☞ Five miles of the work of graduation on the Owensboro and Russellville Railroad, between Owensboro and Livermore, remains to be completed. The entire work will be completed and ready for the rails in the course of a few weeks.

☞ The Selma and Gulf Railroad (Selma to Pensacola) is graded for 20 miles south of Selma. Twenty-five miles are to be in running order by the end of the year.

☞ The earnings of the European and North American Railway in November, 1869 were $18,515 34, against $17,254 18 in November, 1868, a increase of $1,261 16.

Finances of the United States.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE TREASURY.

Including interest earned and not paid and deducting cash on hand, the debt of the United States on the first of March last, was $2,525,463,260, and subject to the same conditions, it was $2,453,559,735 on the first of the present month, showing a decrease $71,903,524. This apparent decrease of the public debt is less than the actual decrease. Considerable sums have been paid on account of war and other old claims not previously ascertained, and therefore not included in any debt statement. The account of March 1, from the necessity of the case, included only the interest accrued and not then payable; but as a matter of fact there were outstanding and overdue interest coupons, and these, several millions, have since been paid out of the ordinary revenue. Previous to March 1, no interest account had ever been kept with the several loans. Such measures as were found practicable have since been taken to ascertain the exact condition of these amounts. The bonds issued by the United States in aid of railways, amounting to $62,625,320, being in the nature of a loan, are not included in the foregoing statement.

During the fiscal year ending June 30, 1869, there was an excess of receipts over expenditures, including the interest on the public debt, of $49,453,149; of this excess $12,992,370, as nearly as can now be ascertained, arose previous to March 1, and the remainder, $36,460,779, between that time and the 1st day of July. This excess was applied from time to time to the purchase of five-twenty bonds, and the excess of receipts since July 1, has been used in the same manner. The purchases amounted in the aggregate, on the 30th day of November, to $75,476,800. As a large part of the excess of receipts was realized in coin, sales of gold have been made from time to time, and the proceeds applied to the purchase of bonds. With the exception of the sale of moderate amounts of coin in Chicago, New Orleans, St. Louis and Baltimore for the payment of duties, the sale of gold and the purchases of bonds have been made uniformly through the agency of the United States Treasurer in New York, and without any expense to the Government except the comparatively small amount paid for advertising the proposals. The average premium on gold sold since March 1, has been thirty-two and eight-tenths per cent., and the average premium paid for bonds has been 16 98-100 per cent. Upon this basis of the sales of gold and the purchase of bonds, the average price paid for bonds in coin has been eighty-eight and fifty-five one-hundredths per cent. The act of February 25, 1862, provided that the coin received for duties upon imported goods should be annually set apart as a sinking fund to the extent of one per cent. of the entire debt of the United States. In conformity with this requirement I have purchased bonds to the amount of $20,044,800, and designated them as belonging to the sinking fund. These purchases are a substantial compliance with the statute. From the 4th of March last I have not felt myself authorized or required to make any provision for the time that elapsed after the passage of the act, and previous to the commencement of the administration. With the excess of means at my command I have purchased bonds in addition to those purchased for the sinking fund to the amount of $55,432,000. These are held as a special fund, subject to the action of Congress, and I respectfully recommend that they be added to the sinking fund, and that any further purchases that may be made be so added until the gross amount shall constitute a fund equal to that which would have been created if there had been no delay in the execution of the law.

The depreciation of currency is due to two causes:—First, an excessive issue, and secondly, to the want of faith in the Government, and the extent of the influence of the first named cause cannot be ascertained until the second is removed substantially. Whenever our credit shall be so much improved at home and abroad that holders of our bonds are disposed to retain them, even when the public mind is excited upon financial subjects, we shall be able to judge more accurately the extent of the overissue of paper money. It is also true that the quantity of currency necessary for the transaction of the business of the country cannot now be fixed accurately. Since the close of the war the wants of the States of the South have increased, and consequently a large amount of currency has been withdrawn from other sections to supply the demand there created. The amount necessary for the purposes of the South will steadily increase for the next two years.

The construction of the Pacific Railroad is likely to result in the substitution of paper for coin by the people on the Pacific coast. It is probable that the demand for paper for that purpose will not be less than $30,000,000. As a consequence a very large quantity of coin will be withdrawn from circulation, and thus, practically, the coin will be increased upon the Atlantic coast, and the paper in circulation in the States, east of the Rocky Mountains, will be materially reduced. These changes will tend to diminish the difference between paper and coin.

The ability of the country to resume specie payments will not be due to any special legislation upon that subject, but to the condition of its industries and to its financial relations to other countries. These, of course, will be more or less dependent upon the general policy of the Government. The war exhausted the country of its material wealth, and the States of the South were literally impoverished. A necessary condition for the resumption of specie payments was the development of the industry of the nation, both South and North, and the consequent accumulation of movable products of industry to such an extent that our exports of those products should be equal substantially to our imports. So long as it is necessary to pay for merchandise imported by the transfer of Government bonds or other evidences of indebtedness to other countries, so long it will be impracticable to resume and maintain specie payments. When the products of industry exported shall be equal substantially to the products of other countries imported there will be no demand for specie for export except what may arise from the circumstances that our bonds held abroad are sent home, sold in our markets and the proceeds exported in coin. When the credit of the country shall be fully established in Europe, and there shall be no doubt either of our ability or disposition to meet all our obligations, bonds, heretofore and now to a large extent held by merchants and bankers, will be transferred to capitalists for permanent investment—when this change shall have taken place the probability of our securities being sent home under the influence of political or financial disturbances in England will be very slight, and when, as a concurring fact, our exports, exclusive of public securities, shall be equal to our imports, specie payments may be resumed without even a temporary embarrassment to the business of the country.

One of the most efficient means of strengthening the country in its financial relations with other countries is the development of our commercial marine. The returns show that a very large amount of the foreign trade is in English hands. We are not only thus dependent upon a rival country for the performance of the business which should be in the hands of our own people, but our ability to maintain specie payments is materially diminished. If the entire foreign trade of the country, both of exports and imports, were carried on in American ships, the earnings would not be less than $75,000,000 a year. At present the freights of the foreign trade in American ships do not exceed $28,000,000. Were the trade exclusively in American hands a large part of this difference of $47,000,000 would be due to citizens of the United States, and payable in other countries. This amount would be thus added to our ability to pay for goods imported from those countries. If, for example, an American citizen purchase in New York a thousand barrels of flour for six thousand dollars, and export it to Liverpool in an American vessel and it is there sold for seven thousand dollars, a bill of exchange may be drawn against the proceeds and an invoice of goods of the value of seven thousand dollars purchased in England entirely liquidated, although at the Custom House at New York there would be an apparent balance against the country of one thousand dollars. But if, on the other hand, the thousand barrels of flour are exported in a British vessel the proceeds of the flour realized in New York and which can be applied to the payment of goods bought in England will be only six thousand dollars, and there will remain an actual balance against the country of a thousand dollars. This familiar example shows the importance of re-establishing our commercial supremacy upon the ocean; and I deem it, therefore, essential to our prosperity that the shipping interest of the country be fostered, not only as a nursery for seamen, but also as an essential agency in enabling the Government to institute and maintain specie payments. It is an interest also which in its development is as important to the States and people remote from the seacoast as it is to the maritime sections. Every addition to our facilities for the export of the products of the interior is as advantageous to the producers as to the merchants and shipbuilders of the coast.

While I do not anticipate that it will be necessary to delay resumption until our proper commercial position is regained, I am satisfied that the development of the navigation and shipbuilding interest will improve the credit and rapidly augment the wealth of the country.

The suggestions that I have made indicate my opinion that it will not be wise to resume specie payments while so large a part of the interest bearing debt of the country is represented by five-twenty bonds and held by European merchants, bankers and manufacturers. Questions that have been raised in regard to the nature of the obligation assumed by the Government in the issue of these bonds have undoubtedly deterred many persons from purchasing them as a permanent investment, and consequently they are largely held in this country and in Europe for speculative purposes, by persons who design to put them upon the market whenever the advance shall furnish a sufficient inducement, or whenever political or financial disturbances may create a demand for money for other purposes. It is probable that from $700,000,000 to $900,000,000 of these bonds are now held in Europe, and to a considerable extent by persons who will dispose of them under the influence to which I have referred. Such a panic as existed in Europe in 1866 at the opening of the Austrian and Prussian war would be likely to induce the return of a sufficient amount to this country for sale to embarrass business, and, in case of resumption, to cause the suspension of the banks. It is, therefore, in my judgment, essential that the large part of the five-twenty bonds be withdrawn and that other bonds be substituted in their place, issued upon terms and conditions which admit of no doubt. In fine, the practical question is not merely the resumption of specie payment as a measure by itself—that is not difficult—but the problem is to resume under such circumstances that the position can be maintained, not only in times of tranquility, but also in periods of excitement and peril. Our course, it seems to me, is plain. Every measure of the Government bearing upon the subject should tend to appreciate the value of our paper currency. It is probable that some decrease in the volume of paper will ultimately be necessary, and I therefore respectfully suggest that the Secretary of the Treasury be clothed with authority to reduce the circulation of United States notes in an amount not exceeding two millions of dollars in any one month. Thus will the country be brought gradually (it may be and yet without disaster) into a condition when the resumption of specie payments will be easy, if not unavoidable.

On the 1st of December, 1869, the principal of the public debt of the United States, not deduct-

ing bonds and cash on hand, amounted to $2,605,286,789. Of this amount the sum of $356,113,258 is represented by United States notes not bearing interest. The larger part of this is needed for circulation, but the amount can be reduced from the ordinary revenue of the country if Congress shall consider it expedient to make provision for such reduction. The fractional currency in circulation was $38,885,564 68, and there is no occasion for any legislation in reference to this item of the public debt. There were outstanding, also, certificates for gold deposited in the Treasury to the amount of $36,862,940. These certificates are redeemable on presentation. These three items amount in the aggregate to $431,861,763; and in making provision for the public debt they are not necessary to be considered. Of the loan of January 1, 1861, the sum of $7,022,000 is outstanding, and payable on the 1st of January, 1871. The loan of 1868 of $20,000,000 is payable in 1873. The bonds known as ten-forty bonds, amounting to $194,667,300, are not payable until 1874. The six per cent. bonds, payable in 1881, amount to $283,677,000. As the bonds known as '81's and ten-forties, amounting in the aggregate to $478,244,900, are not due and cannot be paid previous to 1874 and 1881, it is unnecessary to consider them in making provision for a new loan. The five-twenty bonds, amounting in the aggregate to $1,602,671,100, are either due or will soon become due, and it is to this class of the public debt, and to this class alone, that attention should be directed. Of this amount the sum of $75,477,800 has been purchased since March last, and the bonds are now held by the government. Before any measure for funding the five-twenty bonds can be consummated the government will be able to purchase at least $75,000,000 more. There will then remain on the first of July next about $1,450,000,000 of the five-twenty bonds in the hands of the public creditors. Of the entire indebtedness of the United States only the unimportant sum of $27,000,000 will be due and payable previous to 1874.

Under these circumstances it does not seem to me to be wise to authorize the funding of the whole amount of the five-twenty bonds, which, as is now anticipated, will be outstanding on the 1st of July next; but that $250,000,000 at least should be suffered to remain either for purchase or redemption previous to 1874. Should the sum of $250,000,000 be left for that purpose the entire public debt would be in a condition to be easily redeemed. Between 1874 and 1881 the ten-forty bonds could be paid and provision also made for the redemption of the bonds which will become due in the year 1881. It may be wise to reduce the proposed loan to $1,000,000,000, which would then leave for payment previous to 1881 the sum of about $670,000,000, or hardly more than $60,000,000 a year. Assuming that the proposed loan will be for an amount not exceeding $1,200,000,000, I recommend that it be offered in three classes, of $400,000,000 each; the first class of $400,000,000 to be payable in fifteen years, and to be paid in twenty years; the second class of $400,000,000 to be payable in twenty years and to be paid in twenty-five years, and the third class of $400,000,000 to be payable in twenty-five years, and to be paid in thirty years. The essential conditions of the new loan appear to me to be these:—First, that the principal and interest shall be made payable in coin: second, that the bonds known as five-twenty bonds shall be received in exchange for the new bonds; third, that the principal be payable in this country, and the interest payable either in the United States or in Europe, as the subscribers to the loan may desire; fourth, that the rate of interest shall not exceed four and a half per cent. per annum; fifth, that the subscribers in Europe shall receive their interests at London, Paris, Berlin or Frankfort as they may elect; sixth, that the bonds, both principal and interest, shall be free from all taxes, deductions or abatments of any sort, unless it shall be thought wise to subject citizens of the United States to such tax upon income from the bonds as is imposed by the laws of the United States upon income derived from other money investments.

There are two reasons, and each seems to me to be a controlling reason, why the bonds of the United States should be exempt from State and local taxes. If not so exempt, the amount of taxes imposed by the local authorities will be added to the interest the government will be required to pay, and thus the national government will be compelled to provide for taxes imposed by the local authorities, secondly, inasmuch as the ability to borrow may under some circumstances be essential to the preservation of the government, the power should not, even in times of peace and prosperity, be qualified by any concession to the States of the right to tax the means by which the national government is maintained. The right to use its lawful powers, free of any condition, restriction or claim of another, is an essential condition of sovereignty, and the national government should never surrender or equalify its power in this particular.

In offering the new loan citizens and subjects of other governments should receive the strongest assurances that the interest and principal are to be paid in coin, according to the terms of the bonds issued, without any deduction or abatement whatsoever. In order to avoid the necessity of employing agents for the negotiation of the loan, I respectfully recommend that a liberal commission be allowed to subscribers, and that those who first subscribe shall be permitted to select the class of bonds in which their subscriptions respectively shall be made. I further recommend, in connection with the proposed loan, that the banks established under the act to provide a national currency be required to substitute the bonds that may be issued under the proposed loan act for those now deposited as security for the redemption of their bills. Should any bank be unwilling to accept the new condition, provision should be made for the surrender of its charter and authority given for the organization of new banks to supply the deficiency thus created.

An essential condition to the success of the proposed new loan is the continuance of the present revenue system. A chief means by which the present holders of the five-twenty bonds can be induced to surrender them and receive a bond upon longer time and at a lower rate of interest is the certainty furnished by the magnitude of the national revenue that these bonds are soon to be redeemed. We must be prepared to offer them the alternative either of accepting the new bonds at a lower rate of interest or payment of the principal of the existing bonds.

When the five-twenty bonds shall have been funded to the amount of $1,000,000,000 or $1,200,000,000, the revenues can be reduced materially, and yet sufficient sums be raised to meet the ordinary expenses of the government, to pay the interest on the public debt and also pay $25,000,000 to $50,000,000 of the principal annually. Should our success in negotiating a loan be equal to my expectations, based upon the fact that the ability and disposition of the people of the United States to pay the public debt are sufficient to justify me in assuming that the bonds of the United States will command the highest rates in the markets of the world, we shall then be in a condition to enter upon the work of reducing taxation at the commencement of the next session of Congress.

On the 30th of June, 1868, the amount of outstanding three per cent. certificates and compound interest notes convertible into three per cent. certificates was $71,604,890; on the 30th of June, 1869, the amount outstanding was $54,991,410, showing a reduction of $16,613,480 in that form of indebtedness. On the 1st of December, 1869, the amount outstanding was still further reduced to $49,716,150, showing a total reduction in seventeen months of $21,888,740. The three per cent. certificates are a substitute to a considerable extent for the United States notes, being largely held by the banks as a portion of their reserves, and thus indirectly, though not to their full nominal value, they swell the volume of the currency. I recommend that a provision be made for the redemption of the three per cent. certificates within a reasonable time, and, as a compensating measure for the reduction in the amount of currency which would thus be caused, that authority be given to grant charters for banks in the States where the banking capital is less than the share to which they would be entitled to, an amount not exceeding $35,000,000 in the aggregate. The redemption of the three per cent. certificates and the additions to the banking capital might be so arranged as not to produce a serious disturbance in the finances or business of the county, while additional banking capital would be supplied to the sections now in need of it, and this without any increase of the volume of circulation.

Ship Canal across Cape Cod.

The Boston *Journal* says that a party of capitalists of ample means have organized their resources for the purpose of constructing a ship canal across Cape Cod, a project that has been much discussed, but which has never before assumed a practical shape. It is contemplated to build the canal in nearly a direct line from Buzzard's Bay to Cape Cod Bay, through a narrow neck of land separating those waters, which shall afford a sufficient depth of water to float the largest class of vessels. The canal will be 300 feet wide and deep enough to insure 24 feet of water at low tide. A company has been formed to carry out the enterprise, the land surveyed, and other preliminary measures taken, and they now only await a charter from the Legislature for requisite authority to commence the undertaking. It is stated that the persons who propose to achieve this important work are fully prepared to carry it out, and ask for no pecuniary aid from the State in furtherance of the object.

Massawippi Valley Railroad.

The Stanstead *Journal* says that the grading of the Massawippi Valley Railroad is nearly completed from North Derby to Ayer's Flat, and a part of the iron is laid. There are several fills to complete which are now trestled. In Hatley there are about two miles of grading to do on the contract of T. McGovern. From the outlet of Massawippi to Lennoxville the work is nearly completed.

☞ The official year of the Philadelphia and Reading Railroad closed on the 30th of November. The quantity of anthracite coal transported from Schuylkill county in 1869 was 3,688,904 tons; in 1868, it was 3,087,052 tons—an increase of 601,852 tons.

☞ The European and North American Railway, (between the St. John and St. Croix rivers, New Brunswick,) and the Fredericton Railway, between the junction at Hartt's Mills and Fredericton, were formally opened for traffic on the 1st inst.

☞ The piece of railway between Dorchester and Sackville, New Brunswick, was opened for traffic on the 13th inst. This road forms part of the "Inter-colonial Railway," having passed into the hands of the Dominion Government.

☞ The report of the Atlantic and Great Western Railroad for the year ending June 30, 1869, shows the earnings to have been $5,097,867, and the operating expenses $3,459,298 leaving a balance of $1,638,069.

☞ Owasso has voted $6,000, Big Rapids $45,000, and Sumner $15,000, in aid of the Owasso and Big Rapids (Michigan) Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,680,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'69 2
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Oct. '69 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,300		
Do, do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & D.	Jun. '69 4
Boston and Maine.....100	4 076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	July '69 5
Broadway (South Boston) 50	400,000	J A J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 100	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n..100	393,800		
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*.100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	797,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 50	721,926	J. & J.	July '69 5
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 4
Catawissa..... 50	1,160,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref...100	755,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J. & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan '69 2½
Central Ohio.....100	2,500,000	J. & D.	Dec.'69 3
pref.....100	400,000	J & D.	Dec. '69 3
Do.	970,000		Oct.'67 2½
Cen. Park, N. & E. River.100	380,000	J.A.J&O	July'69 2
Chemung*.....100	2,017,325	J. & J.	July'69 2
Cheshire, preferred 100	5,141,800	M. & S.	Sep. '69 5
Chicago and Alton.....100	2,425,400	M. & S.	Sep. '69 5
" " pref...100	13,825,025	M. & S.	Sept.'69 5
Chicago, Burl. & Quincy - 50	2,800,000	J. & J.	July'69 5
Chicago, Iowa & Nebras*.100	2,227,000		
Chicago and Milwaukee*.100	14,590,162	J. & D.	Dec.'69 4
Chicago & N. Western....100	18,159,097	J. & D.	Dec.'69 5
" " pref.100	14,000,000	A. & O.	Oct.'69 3½
Chicago, R. I. & Pacific....100	3,500,000	A. & O.	Oct.'69 5
Cin., Ham. & Dayton.....100		J'n &J'ly	Jan.'68@2
Cincinnati City Passenger...		J. & J.	Jan.'68@2
" Street.....	393,073	M. & N.	Nov.'69 3
Cin., Sand. & Clev. pref... 50	192,750	J. @ J.	Jul. '69 7
Citizens' Passenger (Phil.) 50	10,450,000	F. & A.	Jul. '69 3½
Clev., Col., Cin. & Ind....100	2,056,400	M. & N	Nov'69 3½
Cleveland & Mahoning*... 50	5,958,775	J AJ &O	Oct. '69 2
Cleveland and Pittsburg... 50	5,000,000	F. & A.	Aug.'69 4
Cleveland and Toledo* 50	11,420,000		
Col., Chi. & Indiana Con.100	1,786,200	J. & J.	Jul. '69 3½
Columbus and Xenia*..... 50	1,500,000	M. & N.	Nov.'69 5
Concord..... 50	350,000	J. & D.	Jun'69 3½
Concord & Ports., guar....100	500,000		
Coney Island & Brooklyn.100	139,000		
Conn. & Passump. Rivers.100	1,822,100	J. & J.	Jul. '69 3
Do. do. pref.100	1,700,000	J. & J.	Jul. '69 5
Connecticut River.....100	1,316,900	A. & O.	Apl. '69 4
Cumberland Valley..... 50	400,000		
Danbury and Norwalk ...100	2,390,645		
Dayton and Michigan*....100	594,260	J. & J.	Jul. '69 3
Delaware*..... 50	13,386,020	J. & J.	July '69 5
Del., Lackaw. & Western. 50	1,820,200		
Des Moines Valley.....100	1,047,350		
Detroit & Milwaukee.....100	1,500,000		
" " pref.100	1,200,000	F.M.A N	Nov.'69—
D. Dock, E. B'dw. & Bat..100	1,678,541	J. & J.	Jan. '70 5
Dubuque and Sioux City..100	1,987,351	J. & J.	J'ly '69 3½
Do. do. pref.100	392,550	J. & J.	Jul. '69 3
East Mahanoy 50	3,883,300	J. & J.	Jul. '69 4
Eastern (Mass.).....100	492,500	J. & J.	Jul. '69 4
Eastern (N. H.) 100	654,600		
East Pennsylvania 50	1,290,067		
East Tenn. and Georgia....100	1,902,000		
East Tenn. and Virginia...100	1,000,000	J.A J&O	Jan. '68 4
Eighth Avenue (N. Y.) ...100	500,000	F. & A.	Aug'69 2½
Elm., Jeffers. & Canand*.100	500,000	M. & N.	Nov'69 2½
Elmira & Williamsport*.. 50	500,000	J. & J.	Jul. '69 3½
Do. do. pref. 50	70,000,000	F. & A.	Feb.'66 4
Erie Railway 100	8,536,910	Annual.	Dec' 69 7a
Do. pref.....100	962,990		
Erie & Pittsburg 50	1,143,446		
Evansville & Crawfordsv.100	3,540,000	J. & J.	Jul. '69 4
Fitchburg 100	248,000	J. & J.	Jan. '69 3
Fitchburg & Worcester...100	500,000	M. & N.	M'y '67 5
Flint and Holly 100	750,000	A. & O.	Oct. '67 5
Forty-Sec. St. & G. St Fy.100	491,620	J. @ J.	Jul. '69 3
Frankf. and Southw.(Ph.) 50	4,156,000	J. & J.	Jan. '69 4
Georgia 100	112,248	J. & J.	Jan. '69 3
Germantown (Phila.)..... 50	180,000	J. & J.	Jul. '67 2
Girard College (Phila.) ... 50		M. & S.	Sep. '69 4
Granite.....100	150,000	J. & J.	Jul. '69 3
Greenand Coates St. (Ph. 50)			

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,200,000	J.A J&O	Oct. '69 5
Hannibal and St. Joseph..100	2,900,000		
Do. do pref.100	5,258,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jul. '69 4
Huntingdon & B'd Top ... 50	494,290		
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '69 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Aug.'69 4
" " guar.100	533,500	F. & A.	Aug.'69 4
Lackawanna & Bloomsb... 50	1 336,000		
Leeds and Farmington*.....		J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,566	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,131,400	J.A J&O	Oct.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ...	96,194		N'v'67 10
Louisv., Cin. and Lex.... 50	1,621,736	J. & J	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	300,000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778		
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	3,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jul. '69 5
Michigan Central 100	11,197,348	J. & J.	Jul. '69 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July'69 5
Millville and Glassboro' ...100	406,029	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400		
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 5
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb.'69 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000		Oct. '69 4
" Certificates.100	21,491,450		
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	4,500,000	J. & J.	Jan. '70 4
" pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '69 5
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,793,900	F.M.A N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150		Jan.'69 5
Norwich & Worcester 100	2,368,600	J. & J.	Jul. '69 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jul. '69 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,516		
Panama.....100	7,000,000	J.AJ&O.	Oct. '69 5
Paterson and Ramapo.....100	243,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	July'69 5a
Do. Do. preferred. 50	1,551,300	J. & J.	July'69 5a
Phil., Germ'n'n & Nort'n 50	1,535,550	A. & O.	Oct. '69 4
Phila. and Trenton*..... 100	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,958,300	J. & J.	Jan.'70 4
Philadelphia City 50	100,000	J. & J.	Jan. '69 3
Philadelphia and Darby... 50	100,000	J. @ J.	Jan. '69 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	18,666,000	J.A J&O	Jan.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	578,500	F. & A.	Aug '68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	July'69 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'69 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300 000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	688,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275		
South Shore 100	259,686		Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,800	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ J.	July'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jul. '69 2
Tol., Peoria and Warsaw..100	2,700 000	January,	1870,11.4s
" " (E. D.) pref.100	1,700,000		
" " (W.D. pref..100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref.100	1,000,000	M. & N.	May69 3½
Troy and Boston.....100	807,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	3,353,675		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jul. '69 3
Warren.....100	1,447,650		
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	3,225,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Pennsylvania 50	4,300 000		
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,745		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation..... 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D. '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....		J & J.	Jul. '69 2
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '69 3
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express..... 100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000		Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,300,000		

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,535	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,306	485,048	568,270	556 080	532,657	511,854	609,788	622,000	532,000	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869	339,762	304,528	395,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	159,142	160,306	210,729	216.030	196,435	201,134	1.959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.686	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,004,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	802,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,130	1,414,231	1,144,029	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242,500	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,916,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	329,025	293,615	271,555	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,493	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,678	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	605,465	411,606	569,250	567,879	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,727	788,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	704,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,356	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,902	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375.567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486.806	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,216	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380.034	4,663,808
1868	362,021	338,335	378,735	452,420	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216.624	295.956	322,360	307,474	258,634	2,856,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,849	348,802	338,276	271,553	265,790	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,962	284,977	313,021	398,993	464.778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,018	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,960	353,569	473,546	490,772	448,419	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.566	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	.....	.....
New York Central:													
1865	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,086,360	895,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,993	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344.700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305.454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,930	240,136	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298,017	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448.994	463.573	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	986,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,198,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,257	1,140,301	996,841	1,252,386	833,742	887,793	874.974	436.990	10,637,124
1867	500,488	534,561	703,618	886,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	661,019	817,760	761,220	744,189	814,472	631,143	1,006,631	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	297,525	401,299	364,334	370,963	3,745,510
1863	337,350	366,598	461,965	462,787	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	867,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	699,806	682,510	633,667	562,378	648,201	654,926	757,441	679,935	556,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,087	784,800	690,598	573,727	7,242,126
1868	505,505	604,316	689,317	770,196	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,909	8,041,151
1869	625,721	585,907	745,504	729,778	656,286	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	193,884	244,534	212,227	177,364	2,260,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,560	168,696	1,935,753
1869	132,623	127,817	175,960	171,866	157,398	154,133	144,164	186,889	202,238	205,750	189,351	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	248,840	221,570	220,200	265,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,017	396,248	349,117	436,065	354,831	287,150	3,717,336
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,750	333,480	3,809,358
1868	278,712	265,137	257,809	286,825	260,520	293,344	283,833	484,209	450,208	429,898	323,279	399,439	4,013,206
1869	284,192	265,137	242,705	311,835	312,529	348,891	310,800	459,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	623,549	617,585	755,084	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1869.					
Loan of June 14, 1858 ... registered	$20,000,000	5	Jan. & July.	1874	....
" " coupon		5	" "	1874	....
Loan of June 22, 1860 ... registered	7,022,000	5	" "	1871	....
" " coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ... registered	282,732,600	6	" "	1881	115
" coupon		6	" "	1881	119½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
" " " "		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	112½
(5-20s)....coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	113½
" " " (5-20s)....coupon		6	" "	1884	112
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	113
(5-20s)....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	112
(5-20s)....coupon		6	" "	1885	112½
" " 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	111½
(5-20s)....coupon		6	" "	1886	115½
" " 3d series (5-20s)...registered	379,590,150	6	" "	1887	111½
(5-20s)....coupon		6	" "	1887	115
" " 4th series (5-20s)...registered	42,539,350	6	" "	1888	111½
(5-20s)....coupon		6	" "	1888	116
Loan of March 3, 1864, (10-40s)...registered	194,567,300	5	Mar. & Sept.	1904	109½
(10-40s)....coupon		5	" "	1904	109½
Union Pacific R. R. Bonds ....(currency)	62,625,320	6	Jan. & July.	'95-'99	108½
Certificates of Mar. 2, 1867, and July 2, 1868...	47,195,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	298,502	var	.....	Due.	....
Treasury Notes (7-30s)	853 750	7.3	.....	Due.	....
Certificates of Indebtedness	12.000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864	2,521,150	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks)	356,113,258	*nil.*	.....	Dem.	....
Fractional Currency	38,885,564	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds	168,900	5	May & Nov.	1872	62
" — " " (extended)	2,414,800	5	" "	'83-'85	....
" — " " (sterling)	770,500	6	Jan. & July.	'70-'86	....
" — " " (" extended)	732,800	5	" "	1886	....
" — " " (new)	660,200	8	" "	'94-'95	98
Arkansas—*State Bonds (Real Estate Bank)	886,000	6	April & Oct.	1861	....
" —* " " (State Bank)	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1857	3,066,500	7	Jan. & July.	1877	123
" " " 1860	177,500	7	" "	1880	....
" —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
" " Bounty Bonds	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)		6	Jan. & July.	'71-'81	97½
" — " Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
" — " Nov., 1863	7,513,692	6	" "	1883	99½
" — " My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
" — " May 1, 1865, (free)		6	" "	1885	....
" — " (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
" — " "		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.)	100,000	7	Jan. & July.	1870	95
" — " " (" ")	176,000	7	May & Oct.	1870	....
" — " " (Act March 12, 1860)	3,164,500	7	Jan. & July.	1885	....
" — " " (W. & A. R. R.)	1,519,000	6	" "	'68-'74	81
" — " " (" ")	75,000	6	May & Oct.	1874	....
" — " " (Atl. and Gulf R. R.)	734,000	6	Feb. & Aug.	'78-'86	....
" — " " (sterling)	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock	1,635,954	6	Jan. & July.	1870	....
" —Interest Bonds	996,649	6	" "	1877	100½
" —Liquidation Bonds	193,400	6	" "	1865	....
" —Refunded Stock	985,900	6	" "	'69-'77	....
" —Thornton Loan Bonds	104,000	6	" "	1869	....
" —War Loan Bonds	543,200	6	" "	1879	101
" —Ill. and Mich. Canal ....(sterling)	792,222	6	" "	1870	....
" — " " " ....registered	535,367	6	" "	1870	....
Indiana—State Stock	2,322,925	5	Jan. & July.	1866	97½
" —War Loan Bonds	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858	200,000	7	Jan. & July.	1865	....
" —War and Defense Bonds of 1861	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67	750,000	7	Jan. & July.	'76-'97	....
" —Territorial Debt Bonds	100,000	6	July.	'83-'84	....
Kentucky—State Bonds	1,421,000	6	April & Oct.	'71-'72	100
" — " "	339,000	6	May & Nov.	1879	....
" — " "	160,000	5	April & Oct.	'69-'73	....
" —Military Bonds	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.)	684,500	6	Jan. & July.	1898	....
" — " " (Railroads)	2,092,000	6	Various.	'69-'06	70
" — " " (Charity Hospital)	86,000	6	Mar. & Sept.	1872	....
" — " " (Levees)	1,000,000	6	Various.	1886	60½
" — " " (" 1867)	2,414,000	6	May & Nov.	1907	....
" — " " (" 1868)	3,000,000	6	" "	1908	76
" — " " (Funding)	494,800	6	Various.	'86-'88	....
Maine—Civil Loans	250,000	6	Mar. & Sept.	'69-'74	....
" — " "	171,000	6	Various.	'75-'78	97½
" —War Loan of 1861	800,000	6	"	1871	98½
" — " " 1863	525,000	6	Mar. & Sept.	1883	....
" — " " 1864	2,832,500	6	June & Dec.	1889	97½
" —Bounty Loan of 1863	475,000	6	Feb. & Aug.	1880	98½
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
" — " " "	2,252,112	5	" "	'89-'90	....
" — " " converted	1,214,580	5	" "	'89-'90	....
" —Currency Bonds of 1837	269,000	3	" "	1890	96
" — " " 1827	24,000	5	" "	1890	....
" — " " 1834-'35	1,438,428	6	" "	'70-'85	94
" — " " 1838-'39	525,008	6	" "	'80-'90	....
" — " " 1838-'39	46,232	5	" "	1890	....
" Defense Loan of 1864-'68	2,040,100	6	" "	1883	108
" South Relief Loan of 1867	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,666	5	April & Oct.	'69-'88	115
" —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
" — " " dollar	1,166,500	5	" "	'90-'94	101½
" —Eastern R. R. Loan	200,000	5	Jan. & July.	'69'-71	....
" —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
" —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
" —State Scrip (var.)	171,000	5	Various.	1870	....
" — " " "	117,000	5	"	1872	107½
" — " " "	125,000	5	April & Oct.	1873	....
" — " " "	244,000	5	Various.	1874	....
" — " " "	162,000	6	June & Dec.	'70-'72	....
" — " " "	50,000	6	" "	1877	....
" —Union Fund Loan of 1861	200,000	6	Jan. & July.	1871	117½
" — " " "	650,000	6	" "	'72-'73	117½
" — " " "	720,000	6	" "	'74-'75	117½
" — " " "	1,430,000	6	" "	1876	112
" — " " 1862	600,000	5	" "	'77-'78	....
" —Back Bay Loan of 1862-'63	220,000	5	May & Nov.	1880	....
" —Bounty Fund Loan of 1863	200,000	5	Jan. & July.	1883	106½
" — " " '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
" — " " dol.	4,379,500	5	" "	1894	100½
" —Coast Defense Loan of 1863	888,000	5	Jan. & July.	1883	100½
" —War Fund 5-20 Loan	3,505,000	6	Mar. & Sept.	1886	100
" —Three Years' Loan	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds	86,000	6	Jan. & July.	1879	....
" —Renewal Loan	200,000	6	" "	1878	97½
" —Two Million Loan	1,728,000	6	" "	'73-'83	93
" —War Loan	896,000	7	" "	1886	....
" —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks)	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper	453,000	6	Jan. & July.	'62-'90	....
" —Consols. (Interest)	2,830,000	6	" "	1887	....
" —Railroad Loans	13,734,000	6	" "	'82-'90	90½
" —S. W. Pacific, guar.	1,589,000	7	" "	'81-'87	....
" —Han. and St. Jo. R. R. Loan	3,000,000	6	" "	'81-'85	90
Nebraska—(No Account)	.....	...	.....	.....	.....
Nevada—(No Account)	.....	...	.....	.....	.....
New Hampshire—War Loan of July 1, 1861	1,089,800	6	Jan. & July.	'69-'78	97½
" — " of Sept. 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97
" — " of Oct. 1, 1865	1,267,000	6	April & Oct.	'69-'74	99½
" — " of July 1, 1866	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free)	1,599,800	6	Jan. & July.	'69-'84	102½
" — " of 1863 (free)	1,002,900	6	" "	'86-'96	....
" — " of 1864	593,400	6	" "	'97-'02	....
New York—General Fund Stocks	700,000	7	J. A. J. & O.	1870	....
" — " "	800,000	6	" "	1878	....
" — " "	1,189,781	6	" "	pleas.	....
" — " "	900,009	5	" "	1875	....
" — " "	348,107	6	" "	pleas.	....
" —Canal Stocks	2,607,300	6	J. A. J. & O.	1872	102½
" — "	5,726,800	6	" "	1873	101
" — "	2,250,000	6	" "	1874	103
" — "	500,000	6	" "	1875	100
" — "	900,000	6	" "	1877	100½
" — "	2,035,800	5	" "	1874	99½
" —Bounty Stock	3,757,000	7	Jan. & July.	1877	....
" — " Bonds	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old)	8,511,000	6	J. & J. or A. & O.	'69-'91	43
" — " (new)	3,059,045	6	" "	'92-'96	28½
" — " (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
" — " (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York)	2,026,171	6	Jan. & July.	1870	100
" — " (")	1,600,000	6	" "	1875	101½
" — " (")	4,095,300	6	" "	1881	103
" — " (")	2,400,000	6	" "	1886	103½
" —Union Loan (Columbus)	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds	94,015	7	Jan. & July.	1884	....
" —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
" — " "		5	" "	"	....
" —Coupon Loans	1,642,128	5	Jan. & July.	1870	100
" — " "	4,724,000	5	Various.	'72-'82	92½
" —Inclined Plane Loan	112,000	4½	Jan. & July.	1882	....
" —Redemption Loan of 1867	400,000	6	April & Oct.	1879	....
" — " " "	4,907,150	6	Feb. & Aug.	1872	102½
" — " " "	7,909,600	6	" "	1877	106½
" — " " "	9,273,050	6	" "	1882	108
" — " " "	910,200	5	" "	'72-'87	....
" —Military Loan	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861	30,500	6	April & Oct.	1871	99
" — " of 1862	1,157,000	6	Mar. & Sept.	1882	99
" — " of 1863	214,000	6	April & Oct.	1883	99
" — " of 1863	776,000	6	Jan. & July.	1893	99
" — " of 1864	831,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
" — " (stg.)	484,445	5	" "	1868	....
" —State House Loans	2,386,000	6	Jan. & July.	'71-'90	....
" —Blue Ridge R. R.	1,000,000	6	" "	'75-'79	....
" —Funding Bonds	1,282,971	6	" "	'70-'90	67½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
" — " "	289,160	5½	" "	"	....
" — " "	1,706,000	6	" "	"	....
" —Railroad Loans	25,903,000	6	Jan. & July.	long.	51
" —Railroad Endorsements	2,172,000	6	" "	Var.	....
" —Funding Bonds	4,677,950	6	" "	"	42
Texas—No legal debt	.....	...	.....	.....	.....
Vermont—State Bonds	1,026,000	6	June & Dec.	'71-'78	99
" — " Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock	20,653,962	6	Jan. & July.	long.	49
" — " Bonds	10,963,000	6	" "	"	....
" — " stg.	2,331,500	5	" "	"	....
" —Funding Stock	2,880,801	6	" "	1870	54
" — " Bonds	3,446,000	6	" "	'80-'90	....
" —Guaranteed Bonds	1,735,380	6	" "	Var.	....
West Virginia—No Debt	.....	...	.....	.....	.....
Wisconsin—War Loan Bonds	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	—— & ——	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	3,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	3	Various.	B. & N. Y.	'68–'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	93
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	92⅜
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	79
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94⅜
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	47⅛
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95⅝
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	83
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	96½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,200	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $300,000	323,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	83
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93⅛
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101¼
2d Mortgage	600,000	7	May & Nov.	" "	1875	99
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	97
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	81
Central Pacific of California:						
1st Mortgage (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	93¼
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111¼
Convertible bonds	1,500,000	7*	" "	" "	1883	108¼
National Loan	24,371,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	8	Jan. & July.	New York.	1898	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	66
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	108
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1880	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	96
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	—— & ——	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	735,000	7	May & Nov.	" "	1883	96
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	90
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,290,000	7	F. M. A. & N.	" "	1915	87¼
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	....
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	87
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101¼
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	97⅛
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1896	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1868	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'80	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,480	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	96
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1903	76½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	93
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98½
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,000,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	89
3d Mortgage	6,000,000	7	" "	" "	1883	82
4th Mortgage	4,441,000	7	April & Oct.	" "	1890	74½
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,444,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1*st Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2*d Preference Bonds*	7,355,986	5*	" "	"	18—	....
3*d Preference Stock*	3,414,094	4*	" "	"	18—	....
4*th Preference Stock*	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1868	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	84
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	431,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	103
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1896	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1868	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1878	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	784,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1893	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	880,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	91
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	96
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$200,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,464,342	7	Feb. & Aug.	Baltimore.	1891	88
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	66
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	"	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	96
2d Mortgage	2,693,000	7	" "	" "	1877	88
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" " ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	82½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	102½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	87
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	6	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	97
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hampa. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)		8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	89
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	98
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1893	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	45,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	83½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	83½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	85½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100½
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	93½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	99½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	
1st Mortgage, W. Div	850,000	7	" "	" "	1872	93
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	82½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	93
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	73
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	83½
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	70½
Va. State Loan	249,962	6	" "	" "	1887	73
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						....
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	
St. Louis Loan	700,000	6	" "	" "	'71–'73	92½
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	—— & ——	New York.	1877	....
Peninsula (C. & N. W.):						
1st Mortgage	1,010,000	7	March & Sept.	New York.	1898	88
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	95
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	88
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	7	" "	"	1901	86½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90½
Bonds of 1857, convertible	171,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	102
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	89
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	93½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1883	....
2d Mortgage	250,000	7	" "	" "	1883	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	99
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	70½
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	6	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	282,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western.						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	78
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	88
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	80
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	80
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	77
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	34
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	"	'77–'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds (£1,000,000)	736,000	6	" "	" "	1890	75
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. cony	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	660,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	95
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,900	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	95
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	53½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac.....New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0					Alabama and Chattanooga....New York.									70.0							100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna †...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin.....Maine.	800,000	—	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshire.)			7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point.....Alabama.	1,200,230	*	—	117,062	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	666,924	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf †.....Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130	—	285.0	—	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina †.N.Carolina.	.....	—	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	—	—	—	1,089,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio †.....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	128½
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	.....	.....	.....	.....	103.5	525,832	.....	.....	535,435	.....	—	100	23½
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	987,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware.....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)		7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,005	1,918,432	—	100	143
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg.....Mass.	1,027,004	*	—	—	624,600	400,000	69,598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	10	12	8	223	Boston, Concord and Montreal.....N. H.	2,850,000	*	366,916	96,464	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	160,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	21,318,631	*	—	—	13,639,800	14,904,350	1,967,422	—	108.8	777,049	1,913,253	370,191	1,238,657	223,834	—	100	84
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,426	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	131
Nov. 30, 1868	76.3	8.8	55.8	—	43	73	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	806,973	976,017	146 1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	142½
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	134½
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	486,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	—	—	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.....New Jersey.	11,221,696	*	8,775,984	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	112½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod.....Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	113,571	201,728	47,890	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	.....	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.....Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	—	—	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Dec. 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	90½
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,258	Central Ohio.....Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	28
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific.....California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,309,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	....	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	—	—	—	—	Cheraw and Darlington.....S. Carolina.	.....	—	—	—	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	.....	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	—	—	—	50	64
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton.....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	144
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	150
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	4,859,900	—	.....	.....	3,916,300	942,600	.....	.....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	70½
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	105
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick.....	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Less	ecs	of 8	an.	&	Ci	n.	Cincinnati, Dayton and Eastern....Ohio	620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	....
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	.....	.....	500,000	2,000,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	.....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentuc	ky Central	L)	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n.and Laf.	$ 54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	.....	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	$253,046	$107,571	93,877	355,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	....
Jun. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	100	85½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coal	and Na	vigation	.)	153.0	918,774	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	1,027,418	325,468	—	50	....
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	38,000	4,270,650	1,769,356	10	50	107½
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	39,462	2,908	—	100	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25.000	113,595	29,006	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	29,979,605	.....	.....	1,898,814	157,324	—	—	—
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Sept. 30, 1868	94.0	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	.....	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	69,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	58	Macon and Brunswick †.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	59.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	.....	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	(Leased	to Phila. a	nd Readin	g.)	.....	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central †.....Maine.	4,121,894	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	46,599	.....	26.0	.....	.....	.....	142,796	102,550	10	100	126
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,758	932,323	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	60
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarkesv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313,574	.....	.....	514,376	64,343	—	100	....
Mar. 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,961,936	*	847,814	361,871	11,197,348	5,113,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	124½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	14,660	8,547	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul.....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	6,547,646	2,484,606	—	100	72½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	107½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee †.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,382,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	248	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga †...Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur †...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,264	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	80,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	—	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	.....	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.0	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	64.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,765	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	120
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	660,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.†.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central.....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,308	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	.....	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	133
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland.....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centra	l.)	.....	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg †.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1869	223.0	8.9	....	—	24	18	13	315	North Carolina †.....North Carolina.	4,950,600	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	....

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,053,950	845,000	276,937	23,120	102.0					254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	"				(In progress.)													—	100	....
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—	422.8					1,296,961	301,779	—	—	80¼
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,160,000	3,463,339			67.3	421,267				1,015,394	388,240	5a	50	74
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.										96.8			4,788,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.8	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406		330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	87½
Mar. 31, 1868	69.0	18.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904		82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	104
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373			35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143		66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	111¼
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova Scotia.)					145.0	279,621		3,345,141	253,994			—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,969			4,417 500	938,100	83,148			122.0	496,536	5,029,543	29,566,222	898,981	301,742	4	100	65¼
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000				340.0		30,256,534		2,964,041	663,427	—	100	24½
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897		101.5	248,880			1,197,090	653,185	—	50	81
May 31, 1869	72.5	68.5	32.3	—	35	64	15	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855		141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	97
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444			291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500			9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387							111,196	56,811	—	100	....
Sept. 30, 1868	86.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341		36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756		285.0	1,594,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000				47.6						24	100	200
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					—	(Leased	to Erie.)			53,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000				—	(Leased	to Erie)					100	....
Dec. 31, 1868	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				—	(Leased	to Erie.)			26,500	5	100	....
Dec. 31, 1868	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000						(Leased to Camden and Amboy.)					100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483		929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	108½
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000			47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				—	(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	....
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000											100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299			82.3				212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500			39.0	87,111			156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633			287.5				2,804,250		—	50	58
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950				24.3	342,775			642,639	295,901	10	50	141
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976		806.7	4,500,135			8,791,937	3,150,837	10	50	100¾
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120					26.5				995,196	290,585	10	50	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105		103.8	897,200			2,393,897	905,891	8	50	104½
Jun. 30, 1869	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va.	13,758,000	*			5,000,000	4,008,000	4,750,000			222.5	1,568,097			2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106		72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733		468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782			50,080	1,217,879	670,258	108,894	27,450	6	100	80¼
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of Receiver.)							23.0	34,971			60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,282,760	4,510			109.0	373,501	7,127,219		605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680		51.3	258,977			518,592	130,420	6	100	110
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					—	(Leased	to Concord.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				—	(Leased	to Eastern.)			77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000				14.5	50,896			112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.9	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,699	446,818	144,639	21,943	1,900,000	—	129,656	23,426		54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.																	100	....
Dec. 31, 1868	73 8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,530,700	1,524,800	1,226,390			92.3				254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,701		505,848	1,000,000					159,744			178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000				175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6¼	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*			4,000,000	2,719,000	288,439			190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409		75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589		46.2	81,172	1,154,190	1,027,073	146.985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River	Virginia.	6,250,000	*			650,000	600,000						(Not in operation.)					100	....
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402					22.0						—	100	....
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					1,080,000	1,384,000				12.0		(Under construction.)				—	100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054		218.2				1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000									166.3	694,409	4 069,421	11,712,202	993,239		—	160	29
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050.000						(About $5 0,000 a month.)					100	70½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				132.0		(Leased to Ind. & St. Louis.)			517,941	—	100	20¾
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000				120.0					612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				—	(Leased	to Chi. & Alton.)			240,000		—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.					2,000,000	1,000,030				—		(Under construction.)					—	100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.										—		(Under construction.)					—	100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000				80.0				209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791		86.0	142,341	1,791,700		232,960	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180.550	100,000				—	(Leased	to West Jersey.)			16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381.471	82,542		6,679	243.305	226,900	487			—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000			116.3	240,299			416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,289,150	97,000	142,578			54.0	152,360			167,518	344	—	50	....
Oct. 31, 1868	9.2	29.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050					—	(Leased to Phila. and Reading.)					5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000											—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830				119.3				312,577	12,909	—	100	....
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100				160.0				218,441		—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				809,450	760,000				28.0	178,705			277,763	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743.100	264,000	121,900			25.0		285,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800				20.0	(Operated by Jeff. Mad. and			Louisville.)		—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000				50.0	167,376			289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000				75.0				127,000		—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			785,500	1,232,760	4,510			109.0	373,510	7,127,219		605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					—	(Leased	to Central of New Jersey.)				6	100	....
Dec. 31, 1868	137.0	106.0	21.0	—	43	22	18	260	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967		243.0	756,431			1,294,962	590,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000					—		(In progress.)					—	100	....
Nov. 30, 1868	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501.592	*			259,685	150,000	17,614	15,039		22.0	45,312	2,002,440		77,017	15,961	3	100	....
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000					(Not in full operation.)					100	....
Sept. 30, 1868	123 0	2 5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425		389,360	63,500	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000					(Under construction.)						—	100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*												250,000		—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	...	236.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	91.0	.....	.....	.....	.....	.....	—	100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	...	—	2	4	2	25	Spartanburg and Union ¶..South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,900	.....	13.0	52,797	2,798,824	.....	.....	.....	—	130	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501.122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased to Housatonic.)								
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased to Boston & Lowell.				31,409	31.409	7	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	—	—	—	—	—	—	19,773	15,970	5½	100	....
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York..N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	67,705	25,942	5	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley..New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)		559,627	211,737	—	100	....									
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	—	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	.....	.....	—	50	....
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	1,180,386	552,666	12	100	90
Dec. 31, 1868	230.0	—	...	—	50	18	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	750,625	199,917	—	100	....
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	4,013,207	1,123,588	—	100	52½
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	.....	274,400	—	—	—	—	(Leased to Hudson River.)				517,000	244,944	—	100	46
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)				32,000	—	7	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	900.0	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	....
Dec. 31, 1868	100.0	—	...	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	...	....	29	21	10	782	*Union Pacific* (Eastern Division)..Kansas.	1,800,000	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased to Vermont Central.)					—	100	....
May 31, 1868	177.0	2.0	25.0	—	66	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	8	100	98½							
Nov. 30, 1868	60.3	8.0	5.5	5.5	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	2,860,000	550,345	2,918	236,086	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
May 31, 1869	23.7	—	...	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	107.3	227,980	4,414,382	3,557,671	508,097	114,080	2	100	56½
Feb. 28, 1868	140.0	—	...	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	(Leased to Rutland.)					—	100	....
Sept. 30, 1867	188.6	—	...	—	26	13	11	184	Virginia Central ¶.....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	206.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	—	—	—	—	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	...	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	...	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	...	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In hands of receiver.)						7.0									
Dec. 31, 1868	23.0	—	...	—	—	—	—	—	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened Nov. 20, 1867.)					—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)						35.4	199,560	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	...	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,383,600	1,800,000	374,381	.....	43.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased to Pennsylvania.)			42,834	6,820	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	...	121.0	...	...	...	...	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)						116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	125
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)						—	.....	(Not in operation.)				—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	(Not in operation.)				—	100	....
Dec. 31, 1868	23.0	—	...	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. by Boston, Concord and Montreal.)					6	100	....
Aug. 31, 1868	142.0	—	...	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	...	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	—	(Leased to Nashua and Lowell.)			596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	...	—	—	—	—	—	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	13,845	6½	100	....
Nov 30, 1868	46.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	1,550,000	65,608	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg..Penn	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)							25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,600	—	—	108.0	—	—	—	—	—	8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb.R.R.)			—	—	—	—	—	—	14	100	120
Dec. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	67½
Oct. 31, 1868	178.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	—	2,750,000	701,000	—	—	178.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	106.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,155	7,762,720	536,411	—	108.3	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	—	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	1,026,580	.....	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	—	—	123.0	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	1,800,000	600,000	.....	—	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses & Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.		150,000						100	100	
Oct. 31, '68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.								100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	22,097	115,172	11,882	8.0	100	100	
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,300	186,000	109,500	99,734	17,427		50	50	
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	,72		100	100	
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	98½
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	
Dec. 31, '68	6.50	—	—	City Passenger (Cin.).....O.								100	100	
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	
Sept. 30,'68	3.50			Dunkirk and Fredonia ....N.Y.	42,605	34,815		2,448	8,721	3,443				
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	
Dec. 31,'65	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	28
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000		—	117,342	25,119	8.5	50	17	
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	11
Dec. 31, '68	—	—	—	Hoboken and Hudson City .N.J.										
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.										
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411	—	100	100	
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246		52,600	—	24,472	—	—			
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249	—	100	100	
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	67½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	66¾
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	
Nov. 30,'68	3.39	17	4	Northampton & Wmburg..Mass.	300,000	300,000			13,884	562	—	100	100	
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000						100	100	
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham...Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.38	50	41	
Dec. 31, '68	6.88	92	16	Portland .....Me	160,300	160,300	—	600	45,007	12,809	7.	100	100	
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	
Oct. 31, '68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	41
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68	—	—	—	13th and 15th streets (Phila.).Pa.										18½
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000						100	100	
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	
Dec. 31, '68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319	—	25	25	
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	
Nov. 30,'67	4.06	44	—	Worcester .....Mass.	89,573	75 000	72,000	26,000				100	100	

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	70½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85
Chicago and Alton, pref.	2,425,400	7	10	144
Chicago, Iowa and Nebraska,* guar.	2,000,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	83½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	88½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45½
Hannibal and St. Joseph, pref.	5,253,836	...	...	109
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	21
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	85½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	89
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	60½
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	26½
Mariposa Mining, pref.	5,774,400	7	7	16

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @	36 —
Pig, American, No. 1		38 — @	39 —
Pig, American, No. 2		36 — @	37 —
Pig, American, Forge		33 — @	35 —
Bar, Refined, English and American		85 — @	87 50
Bar, Swedes, assorted sizes	(gold).	82 50 @	85 —
		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	— — @	140 —
Bar, Refined	" "	95 — @	100 —
Bar, Common	" "	87 50 @	90 —
Scroll	" "	120 — @	180 —
Ovals and Half-round	" "	120 — @	145 —
Band	" "	120 — @	— —
Horse Shoe	" "	120 — @	— —
Rods, ⅜@3-16 inch	" "	100 — @	155 —
Hoop	" "	125 — @	180 —
Nail Rod	Less 5 per ct. per lb.	— 8½@ —	9½
Sheet, Russia, as to No.'s	(gold)	— 11 @ —	12
Sheet, Single D. and T. Common		— 5½@ —	7
Rails, English	(gold). per ton.	56 50 @	57 —
Rails, American, at Works in Penna.	c'y.	76 — @	77 —
Anvils, Eagle	per lb.	— 9½@ —	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.	(2d and 1st quality). per lb.	— 16 @	— 20
English Spring	(2d and 1st quality)	— 7 @	— 10
English Blister	(2d and 1st quality)	— 11 @	— 18
English Machinery		— 11½@	— 14
English German	(2d and 1st quality)	— 13 @	— 15
American Blister "Black Diamond"		— 10½@	— 16
American, Cast, Tool,	do.	— 19 @	— —
American, Spring,	do.	— 10 @	— 13
American Machinery	do.	— — @	— 13
American German	do.	— 10 @	— 13

NAILS—Duty: Cut, 1¼; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	— — @	4 75
Clinch		— — @	6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	26 @	30
Copper		38 @	40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35 @	— 36
Straits	(gold).	— 33 @	— —
English	(gold).	— 30½@	— 30½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal	per box. 8 — @	8 37½	10 50 @	11 —
I. C. Coke	6 75 @	7 37½	8 75 @	10 —
Coke Terne	— — @	6 —	— — @	8 —
Charcoal Terne	7 50 @	8 —	9 75 @	10 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 17½@	— —
Crude, 40 @ 47 gravity (in shipping order)		— — @	— —
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 30 @	— 31
Refined, Standard White (in ship'g order)		— — @	— 32
Refined, prime White (in shipping order)		— 33 @	— 32
Refined, S. W. (in merchantable order)		— — @	— 32
Naptha, Refined, (60 @ 63 gravity)		— 10 @	— —
Residuum	per bbl.	— — @	6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10	(4 qlts.)	per 50 feet. 10 — @	7 75
8 by 11 to 10 by 15	(4 qlts.)	10 50 @	8 —
11 by 14 to 12 by 18	(4 qlts.)	12 — @	9 25
14 by 16 to 16 by 24	(4 qlts.)	12 50 @	9 75
18 by 22 to 18 by 30	(4 qlts.)	10 — @	10 50
20 by 28 to 24 by 30	(4 qlts.)	18 50 @	12 —
26 by 28 to 24 by 36	(4 qlts.)	19 50 @	12 50
26 by 34 to 26 by 40	(3 qlts.)	21 50 @	16 —
28 by 38 to 28 by 44	(3 qlts.)	22 — @	16 50
28 by 46 to 30 by 48	(3 qlts.)	23 — @	17 —
30 by 50 to 32 by 52	(3 qlts.)	24 50 @	18 —
32 by 54 to 34 by 56	(3 qlts.)	28 50 @	19 50
34 by 58 to 34 by 60	(3 qlts.)	30 — @	22 —
36 by 60 to 40 by 60	(3 qlts.)	36 — @	28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15
Canton Co.	....	....	....	....	51	....
Central Pacific 6s.	95	94	93½	93½	....	....
Central of N. Jersey	90½	90½	94	91½	90	91
Chicago & Alton	144	143½	....	144	143	141
" pref.	143	....	144	143½	....	144
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	86	....
Chicago, Burl. & Q.	....	....	....	150	150	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	72½x	72½	73	72½	72½	71½
" pref.	84½x	84½	84½	84	84	83½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	87½
Chic., Rock Isl. & Pac.	107½	107½	108½	108½	106¾	105½
Chicago & R. I. 7s, 1870	....	....	....	....	....	101½
Chi., R. I. & Pa. 7s, 1896	96½	97	....	....	....	....
Clev., Col., C. and Ind.	74½	....	....	....	....	74
Clev. and Pittsburg	....	....	....	....	....	82½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	22½	....	22½	22¾	....	....
" 1 M.	....	75½	....	....	76½	....
" 2 M.	....	68	....	....	....	....
Cumberland Coal pref.	26½	26½	....	26½	26½	....
Del. & Hudson Canal	....	....	....	....	120	120
Del., Lack. & Western	106½	106½	107½	108	108	108
" 1 M. 7s.	....	93	....	....	93	....
" 2 M. 7s.	....	....	....	....	....	....
Erie Railway	26¾	26½	26½	26½	26¾	26
" pref.	46	45	46	....	45½	45½
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	88	....	....	89	....	....
" 3 M. 7s, 1883	....	....	....	....	....	82
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	78½	....	....	78½	....	....
Hannibal & St. Joseph	108	....	....	....	109	....
" pref.	108	....	109	....	....	....
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	134	133½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	87½	86¾	87½	86¾	86	86
Lake Shore Div. bonds	....	....	....	85½	....	....
Marietta & Cin. 1st pref.	21	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	96	....	....
" 2 M.	....	....	....	....	88	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	16	16	....	16	16	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	73½	73¾	74½	73¾	73¾	73
" pref.	86	86½	86½	86	86	85¾
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	82½	....
" 8s.	102	....	....	....	102½	....
" 7 3-10s con.	....	....	....	....	89	....
Missouri 6s	89½	89½	90½	91	90½	90½
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	....	....	....	....	....	....
" 1st mort.	96¾	96¾	....	....	97	97
" 2d mort.	92	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	91½	91	91½	90½	90	88½
" certificates	83½	83¼	83½	83¼	83	81½
N. York and Harlem	135½	....	....	134	134	133
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	97	....	....
N. Carolina 6s	42½	43	....	....	....	....
" new	27½	29	30½	30½	28½	28½
" special tax	....	....	....	....	....	....
Ohio and Miss.	25½	26½	26½	26	25½	25½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	53	52½	53½	52½	52½	50½
Panama	....	....	....	....	....	....
Phila. and Reading	99½	100½	101	100½	100½	100½
Pitts., Ft. W. & Chi. gtd.	88½	88½	89	89	88½	88½
" 1 M.	....	101	....	....	....	....
" 2 M.	93	94	....	....	93½	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	16½	17½	18	17½	17½	16½
St. L., Alton & T. H.	....	26½	....	....	....	....
" pref.	....	....	57	....	....	....
" 1 M.	....	....	....	....	....	93
" 2 M. pref.	....	....	....	....	80	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s.	....	49½	....	50	....	51
" new	....	41½	43½	43½	42½	42½
Tol., Wab. & Western	....	57½	57	....	57	56
" pref.	....	72	....	....	....	....
" 1 M. ex.	....	....	....	....	....	....
" 2 M.	....	80½	....	....	....	....
" Equipment.	74	....	....	....	....	....
Union Pacific 6s.	84	....	....	84½	84	84
Virginia 6s, ex-coupon	49	48½	....	49	50	....
" new	54	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	110½	110½	110⅞	110⅞	110½	109½
U. S. 5s, 10-40s, reg	109½	....	....	....	109⅝	....
U. S. 6s, 1881, reg	....	....	115½	....	116⅛	116
U. S. 6s, 1881, coup	120⅛	120½	....	120½	119⅝	119½
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	113½	112½	112⅝	....
U. S. 6s, 5-20s, c. 1862	115½	115½	115½	115½	114½	114
U. S. 6s, 5-20s, reg. '64	113⅝	113⅝	113⅝	....	....	....
U. S. 6s, 5-20s, c. 1864	113½	113⅝	113½	112½	112⅝	....
U. S. 6s, 5-20s, reg. '65	....	....	....	112½	....	....
U. S. 6s, 5-20s, c. 1865	113⅛	113⅛	113½	113½	112⅛	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	111⅝	....	....
U. S. 6s, 5-20s, c. n. '65	115⅛	116⅛	115⅞	115½	115	....
U. S. 6s, 5-20s, reg. '67	111⅛	....	113	....	....	111½
U. S. 6s, 5-20s, c. 1867	116⅛	116½	116	116	115⅛	115⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	115⅛	116½	116½	116½	116	....
U. S. 6s, Pac.R.R.issue	108⅛	109	....	109½	109	108½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa	....	....	....	....	....	....
.. preferred	....	....	34½	....	....	35½
Camden and Amboy	119½	119⅛	119½	119½	119½	119⅛
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	90	....
.. 6s, 1883	....	....	....	....	84	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	93½	93⅛	....	93½	93⅛
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	89	....
Lehigh Navigation	33½	33⅜	33⅜	34	....	33⅜
.. 6s, 1884	....	82	....	....	82	82½
.. Gold L	95⅜	....	95⅜	95½	95⅜	95
.. R. R. L	86	....	....	....	86½	....
Lehigh Valley R. R.	53⅜	53⅜	53½	53½	53⅜	53⅛
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	91	....	....	92
Little Schuylkill R.R.	....	....	....	....	43	....
.. 7s	....	....	....	....	....	....
Minehill	....	53⅜	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	60½	....	60½	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	88½	....	....	....
.. 7s	....	85½	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	54½	54	54	54	54⅜	54⅛
.. 1st M	....	....	98½	....	98½	....
.. 2d M	....	95	....	....	....	....
Penn. State, 6s, 1st series	102⅜	....	102⅜	....	....	....
.. 6s, 2d series	....	....	106½	106½	....	....
.. 6s, 3d series	....	....	....	....	108	108
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	98½	....	....	....	....
.. new	....	....	....	99	99	99
Philad., Germ. & Nor.	70½	70½	....	....	....	....
Phila. & Reading	49½	49⅝	50⅛	50⅛	50⅛	50⅛
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	28½	28½	29	29	29	29
.. 6s	....	....	....	....	87	87
.. 7s	85	85⅛	....	85⅞	86⅛	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	11⅛	11⅛	....	....	11	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	38	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	20	....	....	....	20½	20½
13th and 15th sts.	....	....	18½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875	....	....	92	....	....	92
.. 1886	....	....	....	....	....	....
.. 1890	....	91½	91½	....	91½	90
.. 1893	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	123¾	123½
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885.	92⅜	....	....	....	....	....
Marietta & Cin. 1st M.	87½	....	....	....	88	88
.. 2d M	65½	....	65	....	....	....
Northern Central	....	43¾	44	....	43¾	....
.. bonds, 1885	....	....	....	....	87½	88
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	93½
.. 3d mort	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	147	....	142½x	....	143	143
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	143½	143½	143	142½	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	10	9⅝	10	9⅝	9⅞	8½
.. 7s, new	48½	48½	48½	48½	48½	47⅞
Cheshire, pref.	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	130	....	....	129½
Eastern	115½	115½	115½	115½	115½	116
Fitchburg	....	....	....	....	130½	130½
Manchester & Lawr'ce	....	127	127	....	....	126
Michigan Central	121½	121½	122½	123	....	124½
Northern, N. H.	....	104	104	....	....	104
Ogdens. & Lake Champ.	....	65½	....	....	....	....
.. pref.	....	....	....	105	....	103½
Old Colony & Newport	97	97½	....	....	97½	97
Ph., Wil. & Baltimore	....	....	....	52½	52½	....
Portl'd, Saco & Ports	....	....	....	....	....	110x
Union Pacific 6s	....	....	81½	....	....	81½
" Land Grant 7s	56¾	....	....	56⅝	56½	56½
Vermont & Canada	98½	....	....	99	....	98½
Vermont & Mass	....	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	98½
Metropolitan ..	....	....	67½	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	8	8	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Nov. 19.	Nov. 26.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	45 — 55
Do. do., 2d mort., 1881	50 — 60	40 — 50
Do. Penn., 1st mort., 1877	50 — 60	45 — 55
Do. do., 2d mort., 1882	50 — 60	45 — 50
Do. Consol. 7 per cent. mort. 1890	26 — 27	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c.	62 — 64	62 — 64
Erie shares 100 dol. all paid	20 — 20½	20¼ — 21½
Do. sterlg. 6 p. c. convertible bonds	63 — 68	63 — 68
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 62
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	75 — 80	75 — 80
Do. 100 dol. shares, all paid	99½—100	99 —100
Marietta and Cin. R. R. bonds 7 p. c.	74 — 77	74 — 77
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	104 —106
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	87 — 89
Philadelphia and Erie 1st mort. 1881	85 — 87	85 — 87
Do. with option to be paid in Phila.	85 — 87	85 — 87

American Railroad Journal.

Saturday, December 18, 1869.

Stock Exchange and Money Market.

Money has been in more general and more urgent request, and quoted firmer in price, call loans closing at from 7 per cent. currency to the same rate in coin, and strictly choice to good discounts at from 8@15 per cent. per annum. The main inquiry has been from speculative sources, chiefly for use at the Stock Exchange, and the Gold Board. The offerings of capital have been on a reduced scale, especially on bank account. The city banks have diminished their loan and discount averages, about half a million. They report a gain of $895,155 of legal tender notes, with a loss of $917,177 of specie, and $510,342 of deposits. The United Sub-Treasury had nearly 6¾ millions added to its currency reserve, last week. Its specie hoard, however, was cut down nearly 2⅜ millions. The currency reserve of the Treasury Department at the close of the week was $13,066,833, and the coin balance, $108,065,-868, including $37,983,840 on deposit on private account. Of these amounts, there were $9,943,-275 of currency, and $78,643,219 in coin, in the New York office. Much excitement and discussion were occasioned at the beginning of the current week, by the discovery of extensive alterations of $1,000 certificates of the New York State Bounty Loan, to the denomination of $10,000, and the imposition of the altered certificates, as collaterals, for loans, obtained from a number of banking institutions and private banking houses. Some talk has likewise been occasioned by discoveries of alterations of names, &c., on the face of registered U. S. Bonds, which had been stolen from the real owners, and the names, &c., changed to facilitate the sale of the bonds.

The specie reserve of the city banks according to the latest return is $29,716,362, against $19,-140,778 same time last year. The city bank deposits are now $182,179,798, against $189,-337,415 week ending Dec. 12 1868. The legal tender reserve amounts to $46,884,429, against $54,015,865 same time last year. The circulation now stands at $34,128,117, against $34,205,906 same time last year. The loans are now $252,-729,955, against $263,360,144 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $90,076,-553 a day, against a daily average of $112,668,564 the preceding week, and $93,530,644 the week ending with Nov. 27, 1869. The current week's exchanges average about $79,000,000 a day. The city banks, last week, reported a loss of $917,-177 of specie, and $510,342 of deposits, with a gain of $895,155 of legal tender notes. They reduced their loans, $506,041; and their circulation, $12,-351.

The city bank exchanges on Wednesday were $87,797,380.

National Bank notes to the amount of $155,100 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $319,558,901, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,814,629, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,744,272. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,499,-050; and for the public deposits, $19,291,000—making a total of $361,790,050. The Treasury Department last week redeemed and destroyed $450,700 of worn and mutilated fractional currency, and issued $545,500 of new. The outstanding amount of fractional currency on the 1st of Dec., was $38,885,565, against $37,035,442 on the 1st of November, 1869.

The U. S. Sub-Treasury receipts, week ending with Dec. 11, were $2,659,329 in coin, (including $1,566,000 from customs duties,) and $10,915,002 in currency; payments, $4,973,659 in coin, (including $678,212 of coin interest,) and $4,151,661 in currency; balance at the close of the week, $91,-442,462, (including $78,643,219 of coin, and $9,-943,275 of currency,) against $86,050,874 at the close of the preceding week, showing an increase of $5,391,568. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $373,478 in coin, (including $317,323 from customs,) and $510,678 in currency; payments, $1,117,356 in coin, (including $65,000 of coin interest,) and $521,090 in currency. On Tuesday, receipts, $336,541 in coin,

(including $305,227 from customs,) and $206,472 in currency; and payments $180,617 in coin, (including $168,567 of coin interest,) and $416,240 in currency. The balance at the close of business on Tuesday stood at $87,974,694, (including $9,826,782 of currency, and $78,055,264 of coin,) against $89,816,439 a week previous; and $87,231,751 on Nov. 30, 1869. The aggregate receipts of the office in Nov. were $67,322,747, including $9,190,801 from customs; aggregate payments, $74,780,059, including $15,952,989 of coin interest.

The outstanding amount of coin certificates on the 1st of Dec. was $36,862,940, against $28,731,520 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,385,542 of coin certificates through the receipts for customs.

Government revenues have yielded very moderately, since our last, in both forms of customs and excises. The excises yielded about three millions; customs at the port of New York, $1,500,543, and at the outports about $500,000 (in coin) more, making the grand total income for the week equal to about $5,500,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 80 millions.

Gold has been less confidently dealt in, and with freer offerings, the price has declined, the range of the week having been from 121½@124, and the closing quotation on Wednesday 121⅛, as against 123⅞ the preceding Wednesday. The speculative demand has been on a reduced scale. The Gold Exchange Bank clearances have averaged about 30 millions a day. The customs inquiry has been light, having been less than $300,000 a day. The export drain did not reach $400,000 last week. The *Allemania* on Tuesday of the current week took out $76,000 in specie. Government marketed a million of gold on the 10th inst., at from 122.76@122.92, and another million on the 14th inst., at from 122.13@122.28.

The customs revenue of the port of Wednesday was $237,300.

The coin balances of the Government at this port on Wednesday morning, amounted a little over 78 millions.

The coin interest disbursements on Wednesday were $147,901.

The customs demand for Gold last week, averaged $261,000 a day; thus far, this week, it has averaged $311,275 a day, or equal to a weekly aggregate of $1,867,650. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $51,764, and since Jan. 1, $14,928,616, against $6,706,582 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $125,408,841, against $112,710,321 same time in 1868. At San Francisco, from Jan. 1, to Dec. 6, 1869, $7,869,089, against $8,016,643 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Dec. 11, were about 78½ millions.

The exports of specie, from this port, last week, were $380,415, against $483,320 same week last year; total, since Jan. 1, 1869, $30,917,244, against $69,837,446 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $678,212, and since Jan. 1, 1869, $89,085,346, against $81,674,517 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Dec. 6, 1869, were $35,173,280, against $34,240,959 same time in 1868.

Foreign exchange has been less freely offered, and quoted firmer, though the demand has not been active. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108⅝@108¾, and on Paris to 5.21¼@5.17½; sight bills on London to 109¼@109⅜, and on Paris to 5.17c.@5.13¾. The offering of produce bills has been up to a fair average this week. The week's exports of domestic produce have been to the currency value of $3,646,286, making the total since Jan. 1, 1869, $189,274,281, against $160,094,442 same time last year.

Government securities have been in pretty fair supply and less request at easier prices, influenced in part, by the decline in Gold. There has been scarcely any home investment demand. Most of the dealings of the week, apart from the Treasury purchases, have been on foreign and speculative account. Government bought in on Wednesday two millions of Five-twenties at from 111.50@112.19 net.

U. S. sixes of 1881 closed here heavily at 119@119⅛; U. S. Five-twenties of 1862, ex-coupon, 114@114⅛; U. S. Five twenties of 1864 at 112¼@112½; U. S. Five-twenties of 1865 at 112½@112¾; U. S. Five-twenties of 1865, consolidated, 115⅛@115¼; U. S. Five-twenties of 1867, 115⅜@115½; U. S. Five-twenties of 1868, 115½@115¾; U. S. Ten-forties at 109⅜@109⅝; U. S. Six per cent. currency bonds, 108½@108¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 1.	Dec. 8.	Dec. 15.
Consols	93¾	92¼	92⅛
U. S. 5-20's of 1862	84⅝	85⅝	86¼
U. S. 5-20s, 1865	83½	84¼	84⅛
" 1867	85⅜	85⅞	85
" 10-40s	80¼	81	82⅝
Erie	21	20¼	20¼
Ill. Central	99	99¾	....
At. and Gt. West	....	....	....

State bonds have been less sought after at lower and irregular prices.

Railway bonds have been in fair demand, and have held their own well, as to price. Messrs. Fisk & Hatch, the financial agents of the Western Pacific R. R. Co., have already marketed about two-thirds of the First Mortgage Bonds of the company (the aggregate issue of which was only $2,800,000,) and as the inquiry for these bonds is good, the balance of the loan will doubtless be speedily placed on the uniform basis of 90 per cent., and accrued interest, calculated in currency.

Railway and miscellaneous stocks have been moderately active and firmer, but close unsettled in price.

General business has shown less animation. Cotton has been quoted stronger, on a reduced offering. Breadstuffs and provisions heavy and irregular. Middling upland cotton closed strong and buoyant on Wednesday at 25½ cts. per lb. The stock of cotton now here is given at about 25,000 bales. The receipts at the port this week, have averaged about 6,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 976,300 bales, against 791,750 bales in 1868-'9; exports, same time 510,500 bales, against 384,500 bales same time in 1868-'9; stock on hand at latest dates, 800,000 bales, against 253,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 20,268 pkgs., against 22,945 pkgs., same time last year. From Boston, 7,002 pkgs., against 7,846 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fairly active demand, at from 9@17c., per lb.; week's receipts, 6,702. Milch cows inactive, at $40@$110 each, receipts, 131. Veal calves in limited request at from 4@12c. per lb.; receipts, 1,029. Sheep and lambs in more demand at from 4@6c., and 5@7c. per lb.; receipts, 39,329. Swine in less request at 10@11c. per lb., all live weight; receipts, 12,327.

Foreign merchandise has attracted less attention at easier and irregular prices. The week's imports reached a specie value of $4,881,683.

Freights have been quiet and unsettled. For Liverpool we quote flour at 1s. 9d.@2s. by sail, and 1s. 10½d.@2s. by steamer, per bbl.; grain at 4½d.@5d. by sail, and 5d.@5¼d. by steamer, per bushel; cotton at $\frac{3}{16}$d.@¼d. by sail, and $\frac{5}{16}$d.@$\frac{7}{16}$d. by steamer per lb.; and heavy goods 15s. 0d.@30s. by sail, and 17s. 6d.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 481.

The balance in the Sub-Treasury on Wednesday was $88,570,850 99.

The New York exports, exclusive of specie, for the week ending Dec. 14, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,202,177	$3,646 286
Prev. reported	156,892,265	185,627,995
Since January 1	$160,084,442	$189,274,281

The imports for the week ending December 11, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$834,765	$1,041,720
Gen. merchandise	2,171,735	3,839,963
Total for the week	$3,006,500	$4,881,683
Previously reported	233,002,854	273,967,290
Since January 1	$236,098,854	$278,848,973

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 5s, 62; do., 8s, 98; Louisiana 6s, 70; do., 6s, Levee bonds, 60½; do., 8s, Levee bonds, 76; Georgia 6s, 83; South Carolina 6s, new, 72½; Jersey City W. L., 92½; Brooklyn 6s, W. L., 92; Toledo, Wabash and Western consol. bonds, 80; Central of New Jersey 1st mort., 101⅛; Chicago and Milwaukee 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., W. D., 78; St. Louis and Iron Mountain 1st mort., 81¼; Morris and Essex con. bonds, 85; Peninsular R. R. 1st mort., 88; Pacific 7s, guar. by Mo., 92½; Galena and Chicago 2d mort., 91; Long Island R. R., 52½; Adams' Exp. Co., 62; Am. Mer. Union Exp., 40; U. S. Exp., 51; Wells-Fargo Exp., 17¼; Western Union Telegraph, 34¼; do., 7s, 84¾; Wilkesbarre Coal, 65; Benton Gold, 0.12; Consolidated Gregory gold, 1.55; Central gold, 0.20; Grass Valley gold, 0.22; Liberty gold, 0.02; La Crosse gold, 0.19; Quartz Hill gold, 0.76; Smith and Parmalee gold, 1.70.

Philadelphia.—Long Island R. R. 6s, 98; Belvi-

dere Delaware 3d mort., 79; West Jersey 6s, 91⅛; Elmira and Williamsport 5s, 58¾; Lehigh Nav. 6s, Conv. Loan, 77; Huntingdon and Broad Top Mt. 1st mort., 80; Harrisburg and Lancaster R. R. bonds, 91½; Vermont Central 2d mort., 34; Oil Creek and Allegheny River R. R., 40½; Camden and Amboy scrip, 63; Morris Canal scrip, 63; Big Mountain Coal, 5; St. Nicholas Coal, 3¼; Ocean oil, ½. The latest quotations are: City 6s, 92@93; do., free of tax, 99@99; State 5s, coupon, 92½@92¾; do., 6s, W. L., 100½@—; do., 1st series, 102⅞@103; do., 2d series, 106½@107; do., 3d series, 107¾@108¼; Reading, 50@50⅛; do., 7s, 1893, 103@103; do., mort. 6s, 1880, 90@91; Camden and Amboy, 118¾@119; do., mort. 6s, 1889, 93@94; do.. 1883, 83⅛@84½; do., 1889, 82½@83; Penn. R. R., 54@54¼; do., 1st mort., 98½@100; do., 2d mort., 95⅛@95½; Little Schuylkill R. R., 42½@43; Morris Canal, 26@30; do., pref., 60½@61; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@7; do., pref., 14@15; do., 6s, 1882, 55@—; Elmira and Williamsport, pref., 40@40; do., 7s, 1873, 88½@89; do., 5s, 58@59; Lehigh Coal and Navigation, 33¼@33⅝; do., 6s, 1884, 82½@83; do., R. R. Loan, 86@87; do., Gold Loan, 91@93; North Pennsylvania, 37@37½; do., 6s, 88@89; do., Chattle 10s, 106@—; Philadelphia and Erie, 28¾@29; do., 6s, 86¾@87¼; Minehill, 53¾@54; Catawissa, 14@15; do., pref., 34⅞@35; Lehigh Valley, 53½@53¾; do., 6s, 91@—; do., 6s, reg., 91@—; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 41@45; Thirteenth and Fifteenth, 18@19¼; Spruce and Pine, 20@21; Green and Coates, 38@39; Chestnut and Walnut, 45@46; Hestonville, 11⅛@11¼; Union, 40@45.

Boston.—Vermont Central and Vermont and Canada 8s, 1886, 100; do., 1879, 99; Vermont Central 1st mort., 77; Connecticut and Passumpsic Rivers, R. R., pref., 88¾; do., 7s, 1876, 99¾; Cedar Rapids and Missouri 7s, 87; Boston and Lowell 6s, 1879, 95⅞; Kalamazoo, Allegan and Grand Rapids 8s, 93; Des Moines Valley R. R. 8s, 1896, 91¾; Burlington and Missouri Land Grant 7s, 83; Western R. R., 6s, 96; St. Joseph and Council Bluffs R. R., 70¼; Cincinnati, Sandusky and Cleveland R. R., 20; Summit Branch R. R., 25; Union Horse R. R., 103; Norwich and Worcester R. R., 111⅛; Boston Water Power Co., 14; Short Mountain Coal, 13⅛; Massachusetts 5s, 1894, gold, 100½; do., 1883, gold, 100⅛; do., 1872, gold, 107¾; do., 6s, 5-20s, currency, 100¾; Maine 6s, 1880, 98; do., 1889, 97⅝; Rhode Island 6s, 1882, 98¾; New Hampshire 6s, 1871, 99; Boston 6s, 1874, currency, 100; Chicago 7s, 93¼; Cincinnati 7 3-10s, 1899, 101¾; Portland 6s, 1877, 90¼; Cambridge 6s, W. L., 97½; Hancock Mining Co., 1¼; Phœnix, 16.

Baltimore.—Virginia and Tennessee R.R. 8s, 76; Virginia 6s, old, reg., 44; do., 1867, 49¼; Orange and Alexandria 2d mort., 73; Central Ohio 1st mort., 81; Pittsburg and Connellsville bonds, 89; Memphis City 6s, 47. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89@89; Balt. and Ohio, 123@123½; do., 6s, 1875, 93¾@96; do., 1880, 93½@93½; do., 1885, 93@94; Northern Central, 43¾@43⅞; do., 6s, 1885, 88¼@88½; do., 1900, 82½@84; do., 6s, 1900, gold, 100¾@101¼; Parkersburg Branch, 23@23¾; N.W. Va. 1st mort., 93@94; do., 2d mort., 93@93½; do., 3d mort., 1885, 86@87; Marietta and Cincinnati 7s, 1892, 87@88¼; do., 2d mort., 65@66; Central Ohio, 26@27⅝; do., 1st mort., 80@82; Western Md. 6s, 1890, 65¼@67; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@40; do., 6s, guar., by Washington Co., 77@78; Richmond and Danville bonds, 68@70; Baltimore 6s, 1875, 91@92; do., 1886, 91¾@93¼; do., 1890, 89¾@90⅛; do., 1893, 89@92; do., 5s, 1838-'70, 70@75; Memphis City 6s, 47¼@47½; Maryland Defense Loan, 99¾@100½; City Passenger R. R., 18¼@19⅛; Baltimore and Catonsville, 4@8; George's Creek Coal, 50@70; Santa Clara, —@1.50; Atlantic Coal, 1.60@3.00; Bare Hill, 0.06@0.10.

Stafford and Springfield Railroad.

At a meeting of the stockholders of this company at New London, Ct., on the 13th inst., the following gentlemen were elected directors: A. N. Ramsdell, H. P. Haven, W. W. Billings, William H. Borus, Benjamin Stark, A. Brandagee and Robert Coit, jr., of New London, and George M. Ives and E. H. Hyde of Stafford. At a meeting of the directors, held subsequently, A. N. Ramsdell was chosen president of the company, and Robert Coit, jr., treasurer and secretary.

☞ The first meeting of the Exeter and Salisbury Railroad Company was recently held at Exeter, and the following persons chosen as its directors: Eben F. Stone and Robert Couch of Newburyport; Thomas J. Clark of Salisbury; James H. Butler of Nottingham; Nathaniel G. Gilman, W. A. Currier, and Nathaniel Gordon of Exeter. The building of the road will be begun early in the spring.

☞ Sixty miles of the Vermont division of the Portland and Ogdensburg Railroad have been let at a price less than the estimates of the engineers. The contractors are equipped for work this winter and will begin within the next fortnight. Surveys are now being made for this road at White Mountain Notch.

☞ The New York and New Haven Railroad Company have declared a dividend of five dollars on each old share and one dollar and twenty-five cents on each scrip share of stock (free of Government tax) payable on and after Jan. 3, 1870.

☞ The Macon *Telegraph & Messenger* announces the completion of the Macon and Brunswick Railroad, and that the first through freight train arrived there from Brunswick on the 14th inst.

☞ The Portland, Saco and Portsmouth Railroad Company has declared a dividend of 3 per cent. in gold, payable 20th inst., to stockholders of record 11th inst.

☞ The rails are now being laid on the extension of the Portland and Oxford Central Railroad, from Buckfield to Canton.

☞ L. H. Eaton, Esq., of Bangor, has been appointed Superintendent of the Bangor and Piscataquis Railroad.

☞ The contract for the construction of the Lamoille Valley Railroad has been awarded to King, Puller & Co., of New York.

☞ The first train passed over the Suncook Valley Railroad on the 13th inst.

Selma, Rome and Dalton Railroad.

The Rome (Ga.) *Courier* says there are now 2,055 hands at work between Rome and Dalton, on the above named road. The grading will be commenced in the next thirty days. They have commenced laying the track on the Rome end, and will commence on the Dalton end in a few days. It is the purpose of Capt. Barney to have the cars running through to Dalton by the first of January, but the chief engineer, Col. Le Hardy, states that at latest the road will be completed by the first of March.

☞ The work on the Parkton and Manchester (Md.) Railroad is progressing finely. The contractors, Messrs. McGuken, Shower & Co., have a force of about eighty men at work on the eastern or Parkton terminus of the road. The first pick was struck about the middle of October, and about one mile of the most difficult part of the road has been graded. Mr. Gitt's engineer corps is engaged in surveying and leveling the line of the road. The contractors desire to complete the grading before next August.

☞ A meeting of the stockholders of the Lake Shore and Michigan Southern Railway Company will be held at the office of the company in Cleveland, Ohio, on the 29th inst., for the purpose of taking into consideration, and adopting or rejecting an agreement for the consolidation of this company with the Toledo, Wabash and Western Railway Company, which was entered into by the respective Boards of Directors of said companies on the 23d of October.

☞ The Michigan Air Line Railroad is completed and in operation from Ridgeway to Romeo. This road is to pass through Rochester, Pontiac, Pinkney, Jackson, Concord, Homer, Tekonsha, Union City, Colon, Three Rivers, Cassopolis, Vandalia and Niles. Its whole length will be about 280 miles. The distance from Chicago to Buffalo by this road will be about 482 miles.

☞ At the annual meeting of the stockholders of the Maryland and Delaware Railroad Company, at Easton, Md., on the 8th inst., the following officers were elected: President, General Tench Tilghman; Treasurer, Dr. G. W. Goldsborough; Directors, Wm. Slaughter, Dr. A. Hardcastle, J. P. Manlove, David Knotts, J. A. W. Powell, C. W. Huntington and N. Murray.

☞ The California and Oregon Railroad is being laid at the rate of a mile a day. After crossing the completed Feather River Bridge it will run forty miles in a direct line towards Chico over an almost level plain covered with grain fields. Twenty miles of this part of the road is graded, and the iron is being laid. Thirty miles of the road will be finished by the new year.

☞ The 43d Annual Report of the Baltimore and Ohio Railroad Company, being for the year ending September 30, 1869, was submitted at the recent monthly meeting of the directors, and adopted. This report will be published at an early day in pamphlet form.

☞ The St. Louis, Vandalia and Terre Haute Railroad is completed within five miles of Greenum, Cumberland county, and will probably reach Marshall by the 1st of January.

Journal of Railroad Law.

COMMON CARRIERS—LIMITATION OF COMMON LAW LIABILITY—CONTRADICTION OF BILL OF LADING.

The facts of the late case of Baker *vs.* The Michigan Southern and Northern Indiana Railroad Co., (42 Ill., 73,) are clearly and fully stated in the following opinion by

WALKER CH., J.—This was an action on the case brought against all of these companies for damages alleged to have occurred to eighty tierces of hams, the property of appellant, by delay in transporting the same between Chicago and Wheeling. The declaration is in the usual form for the violation of the common law duty of common carriers. It is alleged that the hams were shipped at Chicago, with a general undertaking to carry and deliver the same, in some of the counts, at Bridgeport, in Ohio, and in others at Wheeling, Virginia, within a reasonable time, and neglect and failure to so deliver the hams is averred, whereby they became and were injured and suffered damage. A summons was served on Charles M. Gray as freight agent of the several companies. The Michigan Southern and Northern Indiana Railroad Company appeared and filed the plea of the general issue. The other companies failing to defend, their default was entered. Afterward a trial was had by the Court and jury, resulting in a verdict in favor of the company, upon which the Court rendered a judgment, from which plaintiff below appeals to this Court.

It appears from the evidence, that on the 20th day of February, 1864, appellant, by Brown, his agent saw the general freight agent of the Michigan Southern and Northern Indiana Railroad, in reference to shipping these hams. Being assured by the agent that they would be shipped through in not exceeding seven days, the hams were sent on that understanding to the freight depot of the company for shipment on the 22d of the same month. The agent was informed of the danger of the heating of the hams, and the importance of dispatch in their transportation. The evidence shows that the hams were well packed, and not liable to heat in twenty days, at that season of the year. On the 24th a freight bill was made out, and whether inclosed to appellant by mail, or was delivered to some one else, does not appear. Brown who shipped the hams, says he has no recollection of having ever seen it before the time of the trial.

Brown testifies, that on the twentieth, when he made the contract for the shipment of the hams, there was no limitation in the agreement to ship the hams to Wheeling. But in the freight bill, dated on the 24th, the company limits their liability to their own line, and provide against liability for delays growing out of over accumulation of freights on the road. It appears that the hams did not reach Wheeling until as late as the 4th of May, 1864; and when received they were in a damaged condition, having heated and spoiled, so as to be worth some seven cents less per pound. After all of the evidence was heard, the Court directed the jury to find a verdict for the railroad company, to which appellant excepted.

This presents the question whether the testimony of Brown was admissible, as tending to contradict the freight bill, as that seems to be the only ground upon which the jury were directed to find for the company. We think this evidence was admissible, and should have gone to the jury, and they should have been left to say whether the hams were shipped under the verbal contract of the 20th of February, which contained no limitations or conditions, or under the written freight bill of the 24th, which did contain limitations on their liability. If the shipment was made under the verbal agreement, the company would have been bound to deliver within the specified time, or been liable for all damages occasioned by failing to perform their agreement. On the other hand, they would only be liable according to the terms of the freight bill. And inasmuch as appellant did not sign that agreement, either in person or by agent, and as it does not appear to have been delivered to appellant or his agent, we think it was a question proper to be left to the jury to say under which contract the hams were shipped. The agreement seems to have been made four days, and the hams were delivered two days before the date of the freight bill. In such a case it is a question for the determination of the jury, whether the contract of the freight bill was accepted by appellant.

If the hams were shipped under the verbal contract, the making and signing of the freight bill, with conditions and limitations, would not alter their liability under the verbal agreement, unless it was accepted as the contract of the parties. And it would be for the jury, as it bears date subsequent to the first agreement and the delivery of the freight, from all of the circumstances of the case, to say whether the freight bill was accepted as the agreement. It would have been an easy manner for the company, after making the contract, to have filled out and forwarded by mail, to the consignee, this freight bill, entirely different from the original contract, and the company could not by that means change their liability, unless such a change was accepted or ratified by the other party. These were questions for the determination of the jury and not of the Court. Nor does our practice warrant the Court in finding the facts and directing the jury how to find their verdict. In this the Court below erred.

It was urged in affirmance, that these companies were improperly joined as defendants. This is an action in tort, and no reason is perceived why the general rule should not apply to this as well as other cases of that character, that on the trial a verdict may be found against those found guilty, and an acquittal of those not guilty of the wrong. Such is believed to be the well established practice of the Courts of Great Britain as well as those of this country.

The judgment of the Court below is reversed and the cause remanded.

Judgment reversed.

☞ The Dubuque and Sioux City Railroad Company has declared a semi-annual dividend of 4 per cent. on the common stock, and a dividend of 1 per cent. out of the surplus assets, free, payable January 15.

Import Statement for 1868-'69 by Customs Districts.

The following statement issued by General Walker, Chief of the Bureau of Statistics, shows the aggregate value of imports into each customs district of the United States during the fiscal year ended June 30, 1869:

Gold value at foreign places of export.	
Alexandria, Va.	$8,532
Aroostook, Me	18,736
Alaska	21,709
Baltimore, Md.	15,863,032
Bangor, Me	250,039
Bath	29,351
Belfast	38,515
Boston and Charlestown	44,636,967
Brazos de Santiago, Texas	1,246,618
Bristol and Warren, R. I.	48,878
Brunswick, Ga	97,561
Buffalo Creek, N. Y	2,820,628
Cape Vincent, N. Y	501,163
Castine, Me	6,773
Champlain, N. Y.	1,460,787
Charleston, S. C	401,244
Chicago, Ill	423,889
Corpus Christi, Texas	406,912
Cuyahoga, O	422,360
Delaware, Del	8,155
Detroit, Mich.	737,736
Dunkirk, N. Y.	14,590
Erie, Pa	61,935
Fairfield, Conn	19,507
Fall River, Mass	129,228
Fernandina, Fla	274
Frenchman's Bay, Me	154
Georgetown, D. C	7,417
Georgetown, S. C	1,743
Genesee, N. Y	401,939
Gloucester, Mass.	72,118
Huron, Mich	808,610
Key West, Fla.	81,514
Machias, Me	2,551
Marblehead, Mass.	6,340
Miami, O	664,232
Michigan, Mich.	978
Milwaukee, Wis	100,401
Minnesota	76,509
Mobile, Ala	413,437
Nantucket, Mass	675
Newark, N. J.	7,711
New Bedford, Mass	123,972
Newburyport	134,126
New Haven, Conn.	702,766
New London	125,387
New Orleans, La.	11,414,893
Newport, R. I	89,492
Niagara, N. Y	3,292,668
New York	295,117,682
Norfolk and Portsmouth, Va	205,591
Oswegatchie, N. Y	1,298,336
Oswego.	6,591,223
Oregon, Oregon.	332,805
Pamlico, N. C	7,538
Passamaquoddy, Me	595,917
Passe del Norte, Texas	205,509
Pensacola, Fla.	3,180
Perth Amboy, N. J	26,685
Petersburg, Va	4,402
Philadelphia	15,967,556
Plymouth, Mass	1,512
Providence, R. I.	312,781
Portland and Falmouth, Me.	2,923,216
Portsmouth, N. H.	9,755
Puget Sound, W. T	70,808
Richmond, Va.	41,214
Salem and Beverly, Mass	270,764
Saluria, Texas	124,878
Sandusky, O	28,562
San Francisco, Cal	18,088,901
Savannah, Ga	748,977
St. John's, Fla	9,661
Stonington, Conn	1,211
Superior, Mich	18,544
Texas, Tex.	266,517
Vermont, Vt	5,832,205
Waldoboro', Me.	1,045
Wilmington, N. C	58,818
Wiscasset, Me	88
Total imports by districts	$437,309,868

☞ John W. Mott is surveying for a railroad from Troy to Whitehall through Schuylerville, and has reached Saratoga with his survey.

Richmond and Danville Railroad.

The annual meeting of the stockholders of this company was held in Richmond on the 8th inst. From the Report of the President we learn that the receipts of the road for the year ending September 30, 1869, were $609,402 80; working expenses, $352,333 95; net earnings, $257,068 85—an increase of net receipts over 1868 of $37,978 15.

The entire bond debt of the company is $2,080,700, creating an annual interest of $124,842. This with the annuity to the State of $42,000, makes up the regular annual interest liability of the company.

Arrangements have been made with the South Side Railroad Company for a suitable connection depot and passenger shed at Burkeville, to be constructed at once, and the proposed connections at Richmond with the York River and Fredericksburg Railroads are progressing satisfactorily. The Piedmont Railroad, as heretofore, is operated under lease of this company.

The completion of sundry Southern railroads has tended much to augment the business and resources of the company.

The Georgia air line connection projected and under construction between Charlotte, N. C., and Atlanta, promises at no distant day to open a rich tribute to its northern connections, of which this line is naturally the chief. Other lines of more or less value, starting from Greensboro' and other points in North Carolina, are under way.

Since 1865, 2,352 tons of new rail have been laid, and during the same time there has been put down between Richmond and Danville 317,462 cross ties. At present the general condition of the road, bed and track is very good, and the same may be said of the rolling stock. In consequence of General Canby's order no election of officers was gone into.

Lease of the Great Western Railway of Canada.

The Chicago *Republican* of 11th inst., says that a party of distinguished capitalists and railroad men, comprising the President and three of the directors of the Great Western Railway of Canada, were in Chicago on the 9th inst., looking after railroad interests. They were accompanied by the engineer of the Great Western, and Assistant Superintendent of the Michigan Central. They left Chicago on the 10th inst., for Boston, there to meet the directors of the Michigan Central, for the purpose of completing arrangements for the lease of the former to the latter for a term of years, thus making an unbroken line from Chicago to Niagara Falls, under one management.

☞ The proposition to build a railroad from San Francisco to Los Angeles and San Diego is meeting with success. The people of the southern counties have signed a memorial to the Legislature to allow those counties to subscribe towards the construction of the road. The route as designated will pass through the San Joaquin and Yulare Valleys and through Los Angeles, San Bernardino and San Diego Counties.

☞ The *Evening Post* says that the directors of the Indiana and Illinois Central Railroad, from Indianapolis to Decatur, have just closed a contract with a firm in New York for the construction of the entire line within two years.

A New Route Between the Seaboard and the West.

There is, we perceive, a movement begun on the part of some eminent New York capitalists to extend the line of railroad, formerly known as the Virginia Central, (and which has been halted since the beginning of the war at the West Virginia boundary,) to the Ohio River at the confluence with the Big Sandy Branch, so as to constitute another Grand Trunk Line connecting the tidal waters of the Atlantic with the inland river system of the Mississippi Valley. The affairs of the old corporation have recently been put upon a new footing, and under the title of the Chesapeake and Ohio Railroad Co., the enterprise is to be pushed to completion with vigor.

The new line possesses several advantages of location peculiarly its own; and will be in a position to compete on most favorable terms with the four great consolidated tiers of lines upon which the East and West traffic is at present confined. In the first place it is centrally situated. Its eastern terminus will be at Richmond where it will connect with vessels drawing 14 feet water, and within easy reach of West Point and Newport News, where there is a depth of 21 and 22 feet, or of Norfolk, which is the best and deepest harbor on the Atlantic coast. From Richmond or Washington City the line, as now built, will have a length of 350 miles to the navigable waters of the Kanawha River; and a length of 438 miles to the mouth of the Big Sandy, distant by a proposed line 140 miles from Cincinnati. By a new survey of the eastern portion of the line, the line can be shortened 40 miles, which will thus render the Virginia route the shortest one between the great cities of the West and the tide water navigation of the Chesapeake Bay. Taking Cincinnati and Chicago as prominent points, the comparison of distances would be as follows:

	Richmond *via* Ches. & Ohio.	Washington *via* C. & O.	Washington *via* B. & O. R.	Balt. *via* Balt. & Ohio.
Cincinnati to.	564 m.	584	613	589
Chicago to...	860	880	852	830

Deducting 40 miles from the distances by the Chesapeake and Ohio, for abbreviations hereafter to be made, it will be seen that this advantage of distance will be in favor of the new route by from 40 to 150 miles between these great points of travel. The advantage in grades is even greater; the maximum grades on the Chesapeake and Ohio being 75 feet to the mile, against 90 feet on the Pennsylvania Central, and 116 feet on the Baltimore and Ohio. The line following the valleys of the James and Kanawha Rivers is remarkably direct between the inland and coast navigations. The Ohio is navigable at all seasons of the year to the mouth of the Big Sandy, which is about 350 miles below Pittsburg, and 250 miles below Wheeling. From the Big Sandy lines are being constructed on the South side of the Ohio to Lexington, Ky., and to Cincinnati.

☞ The Chesapeake and Delaware Canal Company have declared a cash dividend of 3 per cent., and an extra dividend of 30 per cent. in stock at par, the former payable on the 15th instant, and the latter deliverable on the 20th inst.

☞ John W. Garrett, Esq., has been unanimously re-elected President of the Baltimore and Ohio Railroad Company.

Baltimore and Potomac Railroad.

The grading of this road is progressing finely, and is approaching completion between the Patapsco and Patuxent Rivers. Its distance from the Washington Branch of the Baltimore and Ohio Railroad in a direct line is less than two miles easterly from Hanover switch. The line from the Patapsco to the Annapolis Railroad is remarkably straight, there being but few slight curves and no heavy grading. The line follows Stony Run Valley to near the head waters of that stream, in some places the channel of the same being diverted and its place occupied by the bed of the road.

Chesapeake and Ohio Canal.

The President of this company gives notice to the holders of its Preferred Debt, that all the overdue coupons maturing on or before the first day of July, 1854, (except coupons redeemed by the State of Virginia, as guarantor of the Preferred and Repair Bonds,) will be paid on presentation at the Banking House of Alexander Brown & Sons, in the city of Baltimore, on and after the third day of January, 1870.

The holders of the certificates of the company for coupons funded under the resolution of the President and Directors, passed July 29, 1853, are also notified that the interest in arrear upon their respective certificates to the first of October, 1869, will be paid at the same time and place.

Southern Pacific Railroad.

We have seen a map of the line of the Southern Pacific Railroad. From Norfolk to Bristol it is a straight line; from Bristol it goes to Nashville; thence *via* Jackson, Tennessee, to this city. From this city it is to go to Little Rock. From Little Rock the extension (called the Memphis and El Paso road) will run in a southwestern direction to Texarcana, thence to Dallas on the Trinity River, thence by El Paso and Fort Yuma to San Diego. One section of this line, from Jefferson to Paris, in Texas, one hundred and fifty miles in length, is now in process of construction, and a part of it will be open for business next spring. At the western end surveys are being made from San Diego and Fort Yuma.—*Memphis Sun.*

☞ A dividend of 11.39 per cent. has been declared on the First Preferred Stock of the Toledo, Peoria and Warsaw Railway Company. Such dividend will be represented by seven per cent. interest bearing scrip Certificates, having five years to run, which will be ready for delivery at the office of the company, 26 Exchange Place, on and after Jan. 1, 1870, to the stockholders at the closing of the books. The transfer books of the First Preferred Stock will close on 20th December, and re open after Jan. 1.

☞ The following gentlemen have been elected directors of the Mississippi, Ouachita and Red River Railroad Company: Jas. T. Elliott, W. W. Wilshire, Thos. P. Dockery, B. W. Martin, Thos. M. Bowen, J. E. Sickles, J. M. Lewis, S. W. Mallory, J. E. Bennett, Wm. M. Harrison, O. P. Snyder and Samuel H. Southerland. The new directors promise to go to work on the road immediately.

☞ The Pine Bluff *Republican* says it will not be long before work will be commenced at or near that place on the Little Rock, Pine Bluff and New Orleans Railroad. All the arrangements have been made, and the first ten miles of the road is now ready to let, to be made ready for the iron

☞ The grading and track laying of the Delaware, Lackawanna and Western Railroad is partially completed west of the Passaic River to Singack, and a locomotive will soon be placed upon the road to assist in the completion. Track laying is also progressing around Garret Mountains.

☞ The Eastern Shore Railroad, which runs from Crisfield to Delmar, and there connects with the Delaware Railroad, is now managed entirely by its own President and Board of Directors, instead of by the Philadelphia and Baltimore Railroad Company.

☞ The link of railroad been Winchester, Va., and Strasburg is being rapidly pushed to completion. Early in the coming year it will be finished and the cars running.

☞ Books of subscription to the capital stock of the Barnegat Railroad Company are now open. Within the next three years the road, it is promised, will be completed.

☞ P. H. Early, Esq., has been elected Superintendent, Col. John Severance, Chief Engineer, and W. D. Wells, Secretary, of the St. Joseph and Denver Railroad.

☞ The Taunton Branch Railroad Company has had its capital increased $200,000 to meet the expense of building and equipping the new road, the Attleborough and Providence.

☞ Montpelier, Vt., has voted to aid the Montpelier and Wells River Railroad Company in the sum of $200,000.

☞ Charles Delano has been elected President of the Amherst Branch Railroad Company.

☞ About 1,000 men are at work on the railroad at the Pass of Del Mocha, near Orizaba.

Beebe's Button for Railroads.

This Button is cast weighs about a pound, through which is placed a screw or his flat fastener, with about six shoulders on each side for the button to revolve on; some buttons with straight shoulder across with screw, others with half shoulder to revolve on spike, it will require for a 30 ft. rail about 8 of these to secure the rail permanently. Of the hook spike or screw it will require 30 to a rail, so that the ties are perforated about 4 to 1. The cost between the two, including labor and loss of ties, is in favor of Beebe's button as 1 to 4. The strength about the same proportion. For sale at 78 Cedar street,

A. BEEBE.

RAILROAD CAR MANUFACTORY FOR SALE.

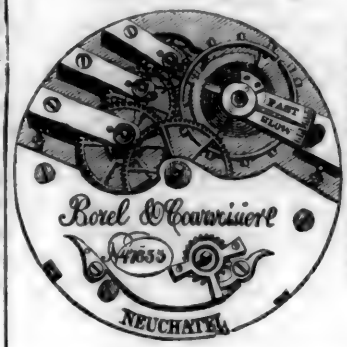
THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.
Lots Nos. 42, 44, 46, and 48 Steuben street: and
Lots Nos. 45 and 47 on Morgan street.
Together with the buildings, factories, shops, and improvements thereon erected.
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ISAAC I. VANDERBEEK,
Executors.

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This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

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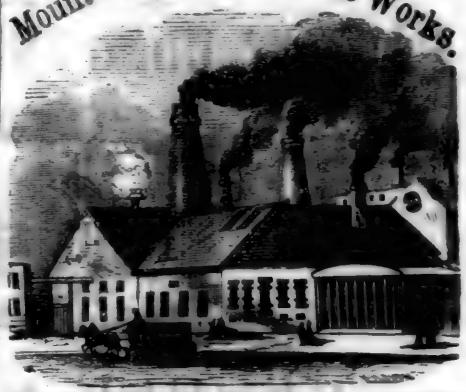
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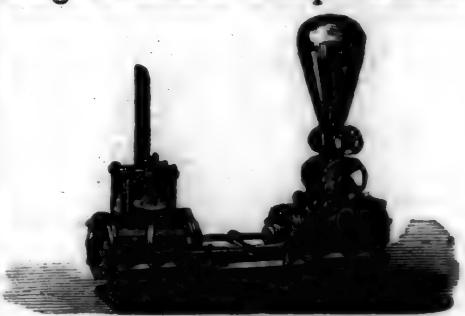


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PATENT COMPENSATING FISH-JOINT,



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IRON AND STEEL MANUFACTURERS,
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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$140 to $180.	**$65.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Dec. 21, ALASKA, Capt. Gray, connecting with COLORADO, Capt. Farnsworth.

Steamer CHINA, will leave San Francisco Jan. 1, 1870, for China and Japan.

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For reduced rates of freight apply on wharf. Freight for steamer ALASKA, received until 4 P. M. on MONDAY, Dec. 20. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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(Branch of Harrisburg Car Manufacturing Co.)

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From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCIES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXV., No. 52.] SATURDAY, DECEMBER 25, 1869. [WHOLE No. 1,758, VOL. XLII.

☞ Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 25, 1869.

Railroad Progress of the Country.

In reviewing the history of our National development during the year now drawing to a close, no one element of our material progress is more noticeable than the rapid extension of our railroad system throughout all parts of the country. At the beginning of 1869 there were 42,272 miles of railroad in operation in the United States, and at the present time there are at least 50,000 miles finished, or in an advanced stage of construction. In every State and territory we find the people busily engaged in the important work of laying the foundations of future railroads, some of local and others of National importance. The number of these enterprises now under way is not far from three hundred. Each State in the Union has, on an average, seven or eight separate railroads now in the course of construction. Maine has 8; New Hampshire, 4; Vermont, 6; Massachusetts, 5; Rhode Island, 5; Connecticut, 7; New York, 11; New Jersey, 7; Pennsylvania, 32; Delaware, 5; Maryland, 7; West Virginia 1, (the Chesapeake and Ohio,) and probably others; Ohio, 12; Indiana, 12; Illinois, 12; Michigan, 13; Wisconsin, 5; Minnesota, 7; Iowa, 13; Missouri, 12; Nebraska, 3; Kansas, 9; Arkansas, 3; Texas, 4; Louisiana, 4; Mississippi, 8; Alabama, 6; and in the Southern Atlantic States at least twenty great works are reported in various stages of progress—some lately undertaken and others in a forward state of completion. Many of these roads are hundreds of miles in length, tapping richly fertile and hitherto undeveloped agricultural districts, and drawing within the busy circle of the world's activities and industries sections before inaccessible, that, at no distant day, will add many millions annually to the material wealth of the nation. A very moderate estimate gives the aggregate length of the roads now in progress at not less than 15,000 miles, the greater part of which will be opened to business within the next two or three years.

So rapid is the extension of our railroad system throughout certain sections of the West and South, as yet but partially developed and thinly settled, that it has been feared by some that these great enterprises were being pushed to completion in advance of the commercial requirements of the country; and that to the withdrawal from the uses of commerce of the many millions needed for purposes of construction and equipment might be attributed in a great degree, the spasms to which the money market has been subjected from time to time during the past year.

We do not consider this fear well grounded, however. The purchase of Government bonds for the sinking fund is constantly throwing large sums of money on the market to seek investment, and the inducements offered by the railroad companies for the purchase of their interest-bearing bonds, is attracting a considerable share of this unemployed capital. There is more reason to fear that the active competition among the agents of rival enterprises has led, in some instances, to unwarranted statements and extravagant promises concerning the prospective business and earnings of certain roads now in contemplation or already building; but the purchaser finds his best guaranty in the character and reputation of the agent, as no house of good standing would lend its name and influence in support of any false or exaggerated statement made in the name of the company whose bonds it is negotiating.

To those who have carefully and intelligently studied the progress of railroad construction during the past five years, it is evident that our capitalists are fully impressed with the necessity for building better and more substantial roads than were formerly deemed necessary. The foolish policy adopted in former years, of using only the cheapest materials and performing the work of construction in a hasty and imperfect manner and at the smallest possible cost, has led to evils which have gradually, but surely, worked out their own cure. Steel rails are now being manufactured at home and imported from abroad in large quantities, and are rapidly superseding iron rails, notwithstanding their greater cost; improved joints of various patterns, nearly all possessing merits peculiar to themselves, are replacing the old fashioned chairs which afford but little security against breakage, and a marked improvement is noticeable in the quality of the rolling stock with which all of the new and many of the old roads are being equipped. The accommodations now offered for passenger travel on our principal through roads to the West are of the most superior order; and instead of the hard riding and uncomfortable cars formerly employed, we have coaches fitted up in a style of unrivalled elegance and provided with every convenience essential to the comfort of the travelling public. All these are gratifying evidences of the substantial progress of the nation toward a higher and more perfect civilization, and in them we also find a bright promise for the future of the railroad interests of the country.

Boston, Hartford and Erie Railroad.

Messrs. George M. Barnard, A. H. Rice, Oakes Ames, T. G. Cooledge and Lyman Nichols have been elected to fill vacancies in the Board of Directors of this company. The Boston *Advertiser* says that the choice of these gentlemen appears to have been received with great favor by all interested in the success of that important enterprise. It is understood that they were only willing to assume that relation provided that arrangements were consummated which should insure the speedy completion of the road, and their election indicates, what is now generally understood, that these conditions have been complied with. The character of the gentlemen elected gives assurance that the finances will be prudently and successfully managed, while the carry-

ing out of the preliminary conditions inspires confidence that they will be able to prosecute the work on the road so that it shall be opened in the shortest time.

Cincinnati, Sandusky and Cleveland R. R.

The gross earnings of this road for the fiscal years ending June 30, 1867, 1868 and 1869, have been as follows:

	1867.	1868.	1869.
Freight	$407,532 41	$407,283 82	$479,779 31
Passengers.	197,765 82	214,871 20	229,054 72
Mail.	18,690 00	20,466 70	21,300 00
Express....	36,108 00	53,505 71	40,394 73
Car mileage.	7,944 98	17,486 58	21,145 10
Miscellan'us	....	8,983 71	3,795 14

Total, 1869.....	$795,469 00
" 1868.....	717,497 72
" 1867.....	668,041 21

Total earnings, for three years, viz:		
Freight	$1,294,545 54	
Passengers.....	641,691 74	
Mail	60,456 70	
Express.....	130,008 44	
Car mileage.....	46,526 66	
Miscellaneous.....	7,778 85	
		2,181,007 93
Proceeds of assessment on 56,119 shares of Cincinnati, Dayton and Eastern stock and interest		578,414 17
Total earnings and assessments.		$2,759,422 10
The total ordinary expenses and renewals for the years named were as follows:		
Year ending June, 30,'67.	$711,370 84	
" " '68.	919,419 88	
" " '69.	650,064 21	
		2,280,854 48
Earnings less expenses & renewals.		$478,567 67
From which deduct interest on bonds and preferred stock—		
Year ending June 30,'67.	$113,050 00	
" " '68.	130,431 00	
" " '69.	168,234 50	
		411,715 50
Leaving a balance of.....		$66,852 17

On the 18th of October, 1866, the Sandusky and Cincinnati Railroad, with its Equipment, was leased, for a period of 99 years, and renewable forever, to the Cincinnati, Dayton and Eastern Railroad Company, which Company at once assumed the direction and management of the said property. The Railroad at that time was in a greatly dilapidated and unsafe condition; and unless a large amount of money could be expended upon its superstructure, in re-laying the Road with new iron—indeed, unless the Road could be *re-built*—it could not have been much longer operated. Culverts, bridges, shops, station-houses ware-houses had been repaired so often, that rebuilding was the only way of securing the further use of the Road. The property, in its then condition, even under the capitalization scheme, was so heavily mortgaged that no more money could be obtained upon its security; but one course seemed open, which was the lease of the Road and Equipment, which was effected as stated above.

The new Company soon effected arrangements by which means were provided for reconstructing the Road, and improving and increasing its Equipment. And as this work had progressed satisfactorily, and as it was deemed very important to have the benefit of the old Mad River Railroad Charter, on the 9th of January, 1868, the lease of the Road, made in October, 1866, was surrendered, and by proper legal proceedings, in the Court of Common Pleas of Erie County, Ohio, the name of the old corporation was changed to the "Cincinnati, Sandusky and Cleveland Railroad Company," under which name the Road is now known and operated.

The condition of the Road-bed, and of the entire property of the Company, is such as to give satisfaction to the Stockholders. The Equipment has been largely increased in quantity, as well as improved in quality.

New offices of brick, with material improvements in the Passenger Depot and grounds, have been made in Sandusky. The Warehouse and Wheat Elevator have been extensively repaired and otherwise improved.

The workshops have been materially repaired; the passenger car house has been enlarged and rebuilt; new boiler and copper, and large and commodious paint shops have been erected, and the general condition of the property materially improved.

A large and valuable addition to the real estate and water front of the Company at Sandusky, has been purchased.

Seven miles from Sandusky, on the line of the Road, an extensive and valuable lime-stone quarry has been purchased, and extensive and valuable beds of ballasting have been acquired at different places along the line of the Road.

At Green Springs, a new and substantial station-house has been built.

One and a half miles south of Green Springs, a new and substantial bridge, with fine sand stone abutments, has been completed. At Tiffin, over Sandusky River, a large and valuable bridge, with new and substantial sand-stone abutments, has been built; and at this place, the station and warehouse, water-house and side tracks, have been materially improved and enlarged. At Carey, extensive mason work and planking over the stream running across and by the side of our tracks, has been done, and the water-house rebuilt.

At Forest, in connection with the Pittsburgh, Fort Wayne and Chicago Railroad, a large and substantial brick warehouse, with slate roof, has been completed, and the side tracks re-built.

At Patterson, a new-water house has been completed, and a new bridge, with substantial stone abutments, erected.

At Kenton, a large and valuable warehouse and lot adjoining the other property of the Company, have been purchased; a new water-house built, extensive filling been made for side tracks, and facilities for business greatly increased.

At Bellefontaine, a new side track has been put in, and improvements made upon the station-house.

At Tucker's Run, new abutments have been built, and a new bridge constructed.

At Urbana the station house has been improved.

At Tremont, a new warehouse and station-house and side track have been built.

At Springfield, a new brick station-house is in course of erection; a new bridge has been constructed over High Street, and the abutments to Buck Creek Bridge, and to both the Mad River bridges have been re-built with large blocks of sand-stone, the bridges repaired, and decks newly covered with iron roofing.

At Enon, a new station house, in place of one destroyed by fire, and a new warehouse and side track have been built.

At Dayton, the side tracks have been improved and enlarged, and the warehouse improved and repaired.

On the Road, about 90 miles of new and re-rolled iron has been laid, and about the same number of miles newly ballasted.

The Findlay Branch is being re-laid with new T rail of the 45 lb. pattern. This was absolutely necessary, or the operation of the Branch must have been abandoned. As an inducement to this work, the County of Hancock donated $12,000. This work is nearly completed, and will greatly contribute to the value of the business of the main line.

At Findlay, a new station-house has been completed, and the warehouse repaired and painted.

New cattle yards have been erected at many points upon the main line, and the whole property has been, and is being, placed in good condition, so as to enable the Company to economically operate the Road, and increase and develope the business upon its line.

The business of the road exhibits a most gratifying increase, although almost wholly of a local character; yet when we consider that a large portion of our Road and its Branch run through an undeveloped section of the State; and that while Massachusetts has about 240 persons to the square mile, and Ohio only about 60; that Ohio is capable of sustaining a larger population to the square mile than any of the New England States, we can form some anticipation of the probable increase of the local business of this Road within the next few years. This is more apparent when by reference to the statistics of the Counties through which our Road runs, we see that they are increasing in population and business at the rate of nearly nine per cent per annum.

The passenger summer travel to Sandusky, and the excursion parties from the line of the Road to the Lakes, are rapidly developing into a large and important business.

When it is considered that less than three years ago this line was avoided by all travelers on account of its unsafe condition, the present results are most encouraging.

Our relations with the Cincinnati, Hamilton and Dayton Railroad Company are of the most pleasant character, and we are now doing business together, under an arrangement made last Spring, which promises to be beneficial to both Companies. We now run our passenger, express and sleeping cars through from Cincinnati to Sandusky, and with the best results.

While we have an interchange of business with the Lake Shore Railway Company, yet we have not been able to secure such co-operation with that Company as our connection requires, and as the amount of business which we furnish that Road would in justice demand. The business from that line is given at Cleveland to the C., C., C. and I. R. R., when it could earn sixty miles more haul by carrying it to Sandusky or Clyde, and giving it to this road. The justice and policy of their doing so is apparent, and it is hoped it will not be long before we shall receive our fair proportion of business from the East for Cincinnati and other Southern points. We have the assurance of the co-operation of that Company in securing a fast freight line over our road between Cincinnati and the East, which, if effected, must add to our earnings.

The improvement in the channel of Sandusky Bay, by deepening it, so that at all times it can be entered by the largest class of vessels, is assisting our business; and the development of the mineral regions of Lake Superior, in connection with the large increase of smelting furnaces and rolling furnaces in Ohio, and the rapid development of the States lately in rebellion south of us, between which and us for so long a time there has been absolutely no intercourse, must add materially to the business of the north and south Roads, of which increase our line will receive its full share.

This Company has been operating the line of Road between Springfield and London, Ohio, with advantage to this Road. No compensation has been paid to its owners, except by way of repairs upon it. I regard it a subject of the greatest importance to our line that this piece of Road be extended to Columbus, and a permanent arrangement made by this Company for a lease of the same. This subject should receive immediate attention, and the control of the present line to London secured, so that we may rely upon our connection at Columbus—at some future time, if not directly. It is not probable that we can continue to enjoy the benefit of the London Branch without making some compensation for its use. The subject of continuing should receive the attention of our Board; for aside from the increased business it would give, its control seems to be important to us in influencing our connec-

tions with other roads, terminating, as our Road now does, at Sandusky on the north and Dayton on the south.

The entire earnings have been and will, up to January next, be required in repairing and rebuilding the Road and increasing its Equipment, by which time the Road and its Equipment will be in good condition, and extraordinary expenditures therefor will have ceased. The Directors have now no means of making a dividend to the Stockholders; but the Road has demonstrated during the past year *its* ability to pay a dividend on its Stock, and this may reasonably be expected yearly hereafter.

The line has been run with very great regularity and with remarkable exemption from accidents. No passenger has been killed, nor has any passenger even sustained the slightest injury, for more than two years and a half upon any of the passenger trains. The general success with which the Road has been run, is the best commentary upon the attention of those having the trains in charge; and the business of the Road justifies the commendation that the employees and subordinate officers have exercised great care and fidelity in the respective interests committed to their charge.

The company have 17 engines in good order, and 8 in fair running order, 21 passenger, 3 sleeping, 3 smoking and mail, 2 baggage and smoking, 7 baggage and express, 2 freight train caboose, 331 box, 63 stock, 151 flat, 48 hand and 19 push cars. Miles run by engines, 559,259, at a cost of 7.6 cents per mile for repairs, and 9.9 cents per mile for fuel.

CONDENSED BALANCE SHEET, JUNE 30, 1869.

Railway		$5,700,000 00
Materials		74,348 31
Bills receivable		900 00
Stocks and bonds		106,965 00
Due from railroad companies, agents and Post Office department		18,081 81
Insurance—estimated proportion for 12 months		5,550 00
Paid individuals on account to be offset by claims		2,573 25
Cash		6,038 20
Cash assets		13,786 53
Sinking fund		47,486 69
		$5,975,729 79
Capital stock		$2,757,750 00
Preferred stock		428,646 44
San., Day. & Cin., 1st mort.	$988,000	
Eastern bonds, (not extended)	9,000	
San. City and Ind.	350,000	
Cin., San. and Cleveland	1,035,056	
Cin., Dayton and Eastern	19,000	
		2,401,056 00
Balance, profit and loss		232,212 00
Interest on bonds		25,892 92
Interest on preferred stock		3,694 03
Bills payable		47,621 07
Taxes (pro. for 6 months)		8,000 00
Pay rolls		27,541 25
Due individuals		48,316 08
		$5,975,729 79

Pres't and Sup't.—RUSH R. SLOANE.

Directors.—Jacob W. Pierce, Israel M. Spelman, John C. Pratt, John S. Farlow, Boston, Mass.; Elisha C. Litchfield, New York; Wm. Wilshire, E. S. Hamlin, Cincinnati; Rush R. Sloane, Wm. G. Lane, John P. Thorpe, Geo. J. Anderson, Sandusky.

Secretary and Treasurer.—L. H. LATHAM.

Ass't Superintendent.—E. S. QUINTARD.

☞ The Kent County Railroad has been finished to Kennedyville, and the ballasting to that point is progressing as rapidly as the contractor can push it ahead.

Atlanta and West Point Railroad.

The earnings of this road for the fiscal years ending June 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers	$122,889 58	$130,986 41
" freight	205,733 05	203,231 88
" mail	7,028 07	8,649 96
" express	8,763 24	6,240 44
" miscellaneous	7,157 14	13,556 95
	$351,071 08	$362,665 64
Expenses, viz:		
Conducting transp.	$56,832 48	$59,810 39
Motive power	71,216 50	76,412 28
Maintenance of way	72,618 17	73,012 42
Maintenance of cars	9,538 43	8,722 93
Taxes	.....	4,614 81
	$210,205 52	$222,572 33
Earnings less expenses	$140,865 56	$140,093 31
From which deduct extraordinary expenses in 1868–'69, viz:		
Old claims, judgments, etc.	$9,931 49	
New cars	6,000 00	
Re-rolling iron rails	5,000 00	
		20,931 49
Balance net profits		$119,161 82

In 1868, the extraordinary expenses were $29,197 85, leaving the balance of earnings at the close of that year, $111,667 71. The percentage of ordinary expenses to gross receipts in 1869, is 61.3, against 61 for the previous year. The gross earnings show an increase of $11,594 56, and the net profits an increase of $7,494 11, which has enabled the company to continue the payment of 8 per cent. dividends, free of Government tax, and add a respectable surplus to reserved fund. The President in his report says:

This result is fully equal to the expectation of the Stockholders, and realizes the calculations of the Superintendent, and the hopes of the Board, as expressed in the last annual report.

The uncertainty of all Railroad investments is much increased by the growing policy of "State aid" in neighboring States as well as our own. No Railroad built with the capital of the shareholders, to satisfy the real wants of the country, can be long secure against a rivalry and competition, under the patronage of the State. No policy could be more unjust and oppressive than the policy of "State aid." It is a distinguishing feature in this policy, that the citizen who has built his own enterprize *with his own means, is taxed to build up rival enterprises, by which his own may be ruined!* In other words, he is forced to contribute money for the destruction of his own property. The effects of this policy are no longer left to theory. Proof is abundant, that roads will be built with little regard to the wants of the public, if men can organize and build them at the expense of the State. Hence, vast amounts of capital are wasted that might have been better employed—too apt to be followed by loss of credit, and the bankruptcy of the State, and general financial paralysis! Our Road has suffered, and will suffer, perhaps, more from the effects of this pernicious policy in a neighboring State than in our own; though to some extent, we shall suffer in both. The Board may, perhaps, however, safely repeat the remarks made in the last annual report. The Directors there say:

"We have suffered by the progress and completion of rival improvements, and will suffer further from the same cause. This was foreseen and predicted from the beginning of our enterprise. We have suffered still more from the war, and its direct and indirect consequences. This was *not* foreseen," &c.

Some roads are in progress which may affect our receipts injuriously, and others beneficially. The roads which may affect us injuriously, are the Selma, Rome and Dalton Road, the North and South Alabama Road, and perhaps, to some extent, the Griffin and North Alabama Road. Those from which we hope to derive benefit, are the Montgomery and Selma Road, the New Orleans and Mobile Road, the reconstruction of the Pensacola extension of the Alabama and Florida Road, the Air-Line Road, (if completed), and the Columbus and West-Point Road, if the same should be built.

Surrounded by so many difficulties, and increased and increasing competition, any strong and decided opinion upon the future would be hazardous, but with the advantage of the flourishing city of Atlanta as a *terminus*, and the business which still remains to us, and will continue to remain to us beyond competition, a strong hope his entertained by the Board that the Stockholders will continue to enjoy dividends equal to that of the past year.

When it is stated by the Superintendent, that there has not been a single failure of the mail on our Road *for three years*, it will scarcely be necessary to repeat the assurance that the operations of the Road have been conducted with great regularity, and that the officers and employees have generally performed the duties assigned them with commendable zeal and fidelity.

The company have 14 locomotives, 6 passenger, 4 baggage, 1 express, 2 cab, 1 shanty, 54 box, 18 stock, and 21 platform cars. Number of through passengers carried, 10,514; way do., 39,738—total, 50,252, against 42,982 in 1868, a increase of 7,270. Tons of freight transported, 54,535, against 40,480 in 1868, an increase of 14,045. The Superintendent in his report says:

Since our annual report, the management of the Montgomery and West Point Railroad passed, virtually, into the hands and control of the Central Railroad Company of Georgia. The interests of this company and ours, in reference to the transportation of all merchandise, travel, etc., from the Northern and Southern Atlantic seaboard to all points on the Montgomery and West Point Railroad; and the same in reference to travel and all shipments of freight eastward from the line of the latter being the same, and this power and control having been used *to its fullest extent*, you can form some idea of the embarrassments to which we have been subjected.

As the business of Columbus and the country contiguous is of vital importance to this road, I obtained a charter for a railroad from West Point to Columbus, and have had a thorough examination of the route made, and a careful estimate of cost complied therefrom. Without the construction and control of that line, we have no reliable guarantee of freights beyond our immediate local traffic.

The assets and liabilities of the company July 1, 1869, was as follows:

ASSETS.

Road outfit and real estate	$1,200,235 26
Bills receivable	21,357 20
Alabama and Florida Railroad Co.	26,586 29
Supply fund	2,500 00
Due by agents and connecting roads	28,091 50
Cash	59,622 10
	$1,338,392 35

LIABILITIES.

Capital stock	$1,232,200 00
Bonds of the company	47,000 00
Dividends unpaid	2,100 00
Due to agents and connecting roads	10,711 44
Profit and loss	46,380 91
	$1,338,392 35

President.—HON. JOHN P. KING.

Directors.—R. Peters, L. B. Lovelace, John E. Robinson, W. B. Berry, F. Phinizy, John F. Moreland.

Gen'l Superintendent.—L. P. GRANT.

Secretary and Treasurer.—WILLIAM P. ORME.

Canadian Railways.

The Toronto *Telegraph* gives the following list of railways either in course of construction in the Province of Ontario, or which it is intended to construct shortly:

Toronto, Grey and Bruce,
Toronto and Nipissing,
Toronto and Muskota,
Wellington, Grey and Bruce,
Norfolk,
Whitby and Port Perry,
Canada Central,
Kingston and Madoc, and
Great Southern.

In addition to these there are several extensive branches of existing lines proposed.

There may be one or two doubtful schemes in the list; but the greater number may be set down as sound, legitimate undertakings which will not be allowed to fall through, but be pushed on to be completed with the least possible delay.

Finance and Public Debt.

EXTRACTS FROM THE REPORT OF THE SPECIAL COMMISSIONER OF THE REVENUE.

The national revenue for the fiscal year ending June 30, 1869, was $370,943,747 24. The national expenditure for the same period was $321,490,597 75, leaving an excess of revenue over expenditure of $49,453,149 46.

The following table shows the relation of receipts to expenditures for each fiscal year since the termination of the war:

Years.	Receipts.	Expenditures.	Excess of Receipts.
1865-'66..	$558,032,620	$520,750,940	$37,281,680
1866-'67..	490,634,010	346,729,129	143,905 881
1867-'68..	405.638,083	377,340 285	28,297,798
1868-'69..	370,943,747	321,490,598	49,453.149

The amount of outstanding National indebtedness March 7, 1861, was $76,455.299 28.

During the four years of war which terminated in April, 1865, (April 1, 1861, to April 1, 1865,) the actual receipts of the Treasury were as follows:

From internal revenue	$314,337,317 01
From customs	280,861,618 45
From lands	1,812.083 80
From direct tax	4,668 259 31
From miscellaneous sources	74.120,413 37
Total receipts	$675,799,691 94

The receipts of revenue from April 1, 1865, to June 30, 1869, inclusive, during which period the larger portion of the expenditures has been directly in consequence of the war, were as follows:

From internal revenue	$967,207,221 41
From customs	729,991,875 97
From lands	7,402,188 28
From direct tax	9,017,217 30
From miscellaneous sources	194,949,122 13
Total receipts	$1,908,567,625 09
Amount of public debt less cash, and sinking fund in Treasury, June 30, 1869	$2,489,002,480 58
Deducting public debt at breaking out of war	76,455,299 28
Leaving sum borrowed for war purposes and not repaid out of above receipts	$2,412,547,181 80
To which add receipts as above.	2,584,867,817 03
Making total expenditures in 8¼ years of war and its effects.	$4,996,914,498 33
Deduct what but for war would have been average expenditure of Government, say $100,000,000 per year	825,000,000 00
Leaving	$4,171,914,498 33

which sum represents the cost of the war to the United States Government down to June 30, 1869.

To this sum should be added the value of the pensions now paid by the Government on account of the war, if the same were capitalized. This, at eight years' purchase of the present annual payment, would amount to about two hundred millions.

But this aggregate, however large, must still further be increased by other items if we would reach the true cost of the war to us as a people, the above representing only the expenditures of the National Government.

These additional charges are substantially as follows:

Increase of State debts, mainly on war account	$123,000,000
County, city and town indebtedness increased on account of the war (estimated)	200,000,000
Expenditures of States, counties, cities and towns, on account of the war, not represented by funded debt, (estimated)	600,000,000
Estimated loss to the loyal States from the diversion and suspension of industry, and the reduction of the American marine and carrying trade	1,200,000,000
Estimated direct expenditures and loss of property by the Confederate States by reason of the war..	2,700,000,000

These estimates show an aggregate destruction of wealth, or diversion of industry which would have produced wealth, in the United States since 1861, approximating $9,000,000,000—a sum nominally in excess of the entire increase of wealth, as returned by the census, from the whole country from 1850 to 1860.

The present gross annual product of the nation is estimated at $6,825,000,000 in currency. This estimate is based on a *per capita* product of $175.

The following is an estimate of the leading agricultural products for the current year:

Cotton 2,700,000 bales, 450 pounds each, at 25 cents	$303,750,000
Corn, 900,000,000 bushels, at 50 cts.	450,000,000
Wheat, 300,000,000 bushels, at $1 25	375,000,000
Oats, 275,000,000 bushels, at 50 cts.	137,500,000
Wool, 177 000,000 pounds (estimated clip of 1868), at 42½ cents	73,225,000
Tobacco, 225,000,000 pounds, at 16½ cents	37,128,000
Barley, 25,000,000 bushels, at $1 20	30,000,000
Hay, 25,000,000 tons, at $10	250,000,000
Rye, 25,000,000 bushels, at $1 10	27,500,000
Hides, 6,700 000 pounds, at $5 50	86,850,000
Potatoes, 150,000,000 bushels, at 60 cents	90,000,000
Buckwheat, 20,000,000 bushels, at $1	20,000,000
Flesh of animals, deducting value of hay and grain consumed	400,000,000
Dairy products, deducting value consumed of farm products previously enumerated	400,000,000
All other products of agriculture, including the annual increase in the value of cattle and horses, the value of fruits, seeds, and garden products, the annual addition to the value of farms and farm buildings, and implements made by labor not classified as mechanical (fences, drainage, &c.)	650,000,000
Total	$3,282,950,000

In respect to other wealth-producing industries, the following estimates are given:

Manufactures of cotton	$71,500,000
Manufactures of wool	60,000,000
Pig and bar iron	119,950,000
Leather manufactures	222,600,000
Manufactures of paper	72,000,000
Railway service	360,000,000
Fisheries	100,000,000
Total	$4,295,000,000

In regard to the amount of national securities which have been transferred to foreign ownership since 1862-'68, the Commissioner finds a wide difference of opinion among American and European bankers best capable from experience of forming an estimate, the minimum being, however, from $700,000,000 to $800 000,000.

But enormous as is this sum, the process of incurring indebtedness still continues as actively as ever. The account of the United States with foreign countries for the fiscal year ending June 30, 1869, may be exhibited substantially as follows:

Imports of merchandise (gold value)		$417,371,765
Exports (gold value)	$275,611,591	
Re-exports, &c	10,907,763	
		286,519,834
Excess of imports		$130,852,421
Less excess of foreign goods in bond, 1869 over 1868		14,702,079
Adverse balance 1868-'9 merchandise account		$116,150,342
Exports of specie and bullion		$42,915,966
Re-exports " "		14,222,414
Total		$57,138,380
Imports		19,654,776
Loss of specie and bullion		$37,483,604

If we suppose the excess of specie and bullion exports to have been devoted exclusively to the liquidation of balance incurred on the merchandise account, the remaining balance on this account to be settled for in some other manner would be $78,666,738. To this sum must be added the following other items:

Obligations for int. (paid), estimated	$80,000,000
Excess of freights carried in foreign bottoms	24,000,000
Expenditures of Americans in foreign countries	25,000,000

Assuming that the sums chargeable to smuggling and undervaluation of imports are counterbalanced by the undervaluation of exports, the sum total of the adverse balance of indebtedness of the United States to foreign countries will, at the present time probably average about $210,000,000 per annum.

To meet and settle this constantly increasing and adverse balance there would seem to be, under the present condition of prices and cost of production in the United States, but one resource, viz.: to remit certificates of indebtedness—national, State, or corporate. And this process is undoubtedly adopted, and goes on, month after month and year after year, without occasioning thus far any marked disturbance in the trade and commerce of the country.

As to the resumption of specie payments, Mr. Welles argues that unless resumption implies contraction it will cure but a small portion of existing evils. If it were possible to substitute 700,000,000 of gold dollars for the 700,000,000 of paper dollars in circulation, and to hold that amount in the country, there would be the same inflation of prices, the same disproportion between imports and exports, and the same inability to dispose of the products of domestic industry in foreign markets. To be sure, it would be impossible to retain such an amount of gold in the country except by laws of impossible barbarism; but wherein would the reduction of the gold currency then, through exportation, differ from the reduction of the present paper currency through a judicious and well-ordered withdrawal.

There is no such thing possible as the resumption and continuance of specie payments with a continuance of our abnormal system of foreign trade and exchanges; and for the simple reason that gold will not stay here, and would long ago have left us to the last dollar, had not the bonds of the National Government been available for the settlement of adverse foreign balances in the place of gold. We must reduce prices, so that foreign

nations will be willing, because it is for their interest, to exchange product for product. And to accomplish this, there must be contraction, for, to reduce prices permanentally and equitably, while maintaining $700,000,000 of irredeemable paper money, is simply an impossibility.

Seven hundred millions of paper could not be kept redeemable with less than seven hundred millions of gold, because with such an amount of currency it would inevitably be depreciated, and hence gold would bear a premium which every holder of paper would be desirous to realize. With four hundred millions of paper, on the other hand, a hundred millions of gold would probably be ample, because the currency, not being in excess of the wants of commerce, would not suffer depreciation, and, gold and paper being on otherwise equal terms, paper would be preferred for its greater convenience in use, just as in 1860 the banks were fully able to redeem all of their circulation which was presented for payment, although having but 18 cents of specie on each dollar of immediate liabilities. It is not the ratio between gold and paper that needs to be regulated, but the ratio between the amount of paper in circulation and the volume of National production and exchange, of which it is the instrument.

The Commissioner, in view of the above considerations, is constrained to believe that contraction, direct and undisguised, is the one necessity of the situation.

In considering the question of future taxation, the Commissioner estimates that at the present rates the surplus for 1869-70 will exceed that of 1868-69, viz: $80,000,000. The gain for the same time by reduction of expenditures is estimated at $26,000,000. We shall also gain, he thinks, by the elasticity of the revenue, say from $12,000,000 to $15,000,000. The sum of these items makes the estimated surplus for the current fiscal year $124,000,000.

The possession of a surplus so large invests with more than ordinary interest the question of its disposition. Shall the whole of the sum be applied to the reduction of the principal of the national debt, or shall a fair proportion of it be remitted to the people by the abatement or removal of their taxes? Of these two courses the Commissioner unhesitatingly declares his conviction that the latter is the more expedient—if indeed it is not absolutely imperative, demanded alike by the highest economical considerations and by the almost unanimous sentiment of the people. With this view he proposes that the sum of fifty millions be taken as the measure of the taxes to be removed or reduced, and that such reduction should be directed, first, to relieving industry as much as possible of unnecessary burdens, and allowing it to obtain its material at the minimum cost; and, secondly, to the diminution of the cost of the elements of living to the great mass of the people, in their capacity as consumers, irrespective of the consideration whether they are or are not producers of wealth.

The three principal sources of receipts under the internal revenue are the taxes on distilled spirits and fermented liquors, on tobacco, and on incomes. The rate of taxation on the first two of these has been fixed at a standard which the experience of the past year has proved to be most productive. The taxes on whisky, beer, and tobacco should not, in the opinion of the Commissioner, be modified, unless it is desired to repeat the disagreeable experience of former years, and to perpetuate the power of corrupt organizations.

The tax levied under the head of incomes is of a different character, and demands essential modifications. The Commissioner would recommend that, beginning with the next regular assessment, the present rate of five per cent. be reduced to three per cent. upon the net income of individuals. The reason for this recommendation is that the tax of five per cent. is excessive and constitutes a real grievance, being greater than that ever imposed by any other nation, except in extraordinary national exigencies. An additional reason is that an assessment of three per cent. would probably yield to the Treasury a sum very nearly equal to that at present collected; inasmuch as, while the reduction of the rate would afford a great and welcome relief to the classes who now pay, it would at the same time bring within reach of the tax great numbers who now either avoid giving in lists at all, or, while doing so, force the constituents of their income so as to escape contribution entirely.

In connection with this reduction of the general rate, the Commissioner would recommend that, while the absolute exemption to all persons should be allowed to remain as now fixed, namely, at $1,000, the exemption on account of rent should not be left indefinite, as at present, but should be strictly limited to an amount sufficient only to relieve from taxation the rentals of the laboring classes, for instance, $200. It is evident that no claim can be made for the exemption of rent to any extent which would not be equally valid in the support of the exemption of any other expenditure; and certainly high rents are as much a luxury as any form of expenditure, and as little deserving of economical sympathy. If the recommendation of the Commissioner in regard to the exemption of rentals should be adopted, he is confident that, notwithstanding the reduction of the tax from five to three per cent. the amount that will accrue to the Treasury from this source will not be impaired; and, but for the unfavorable condition of industry during the past year, there is great reason to believe that a very decided gain would be realized.

In respect to the proposition, seriously advocated in many quarters, that this tax should be wholly removed, the Commissioner thinks that the attention of the country should be called to the fact that this tax was paid during the year 1868 by so small a number as 250,000 persons out of the entire population, yet representing an aggregate income of not less than $800,000,000, exclusive of the amounts remitted by reason of rents and the minor exemptions. Allowing, then, for the families of these 250,000 contributors, it is evident that only about 1,000,000 of the population are interested in having the tax removed, while the remaining 38,500,000 of the people are interested in having it maintained.

To sum up what has been said upon the income tax, the Commissioner is of the opinion that a reduction of the rate of assessment from five to three per cent. upon individual incomes, without any other change in the law, would not reduce the receipts from this source by more than $5,000,000 at the outside; while, if the exemption of rent were to be limited as suggested, or even fixed at $500, there would be no falling off nor abatement in the receipts.

There then remains a large body of minor and miscellaneous taxes under the internal revenue, which together yielded in 1868 less than $50,000,000. Of these the Commissioner would recommend that the taxes embraced in what is known as Schedule A, viz.: the taxes assessed on watches, silver plate, pianos, billiard tables and carriages, should be entirely remitted. They are inquisitorial in character, highly offensive in collection, petty and contemptible in the revenue yielded. If these taxes are intended to have a sumptuary bearing, they are altogether out of the sympathies of modern civilization; if their object is to secure revenue, they are absurd failures. Ten times the amount could be obtained with the same effort in some other direction, and without exciting half as much of odium and hostility.

As best calculated to carry out the two objects proposed at the outset of this inquiry, the Commissioner would further recommend the repeal of the following taxes now levied under the internal revenue:

First—The whole body of what is known as special taxes or licenses—those levied on banks and bankers, and upon manufacturers and dealers in spirits, beef and tobacco, being, however, retained. The loss of revenue on this account will not be in excess of $10,000,000.

Second—The taxes on the gross receipts of railroads, stage coaches, insurance, telegraph and express' companies, canals, ferries, ships, barges and steamboats. The loss of revenue from this source will not be in excess of $7,000,000.

Third—The taxes on the sale of articles not otherwise specifically taxed. The receipts from this source will approximate $8,000,000.

Allowing, then, for the extreme possible loss under incomes, the amount of taxation above proposed to be remitted to the people in consideration of the present large and increasing surplus of receipts over expenditures would be in the neighborhood of $26,000,000.

Illinois Southeastern Railroad.

At the annual meeting of this company in Fairfield, on the 1st inst., the following gentlemen were elected directors for the ensuing year: Wm. H. Hanna, Wm. Wilson, D. L. McCawley, Chas. A. Beecher, Wm. H. Robinson, E. Bonham, C. C. Boggs, J. T. Fleming, R. P. Hanna, A. L. Johnson, Wm. G. Bowman, Chas. Carroll, Thos. S. Ridgeway. At a subsequent meeting of the directors, Thos. S. Ridgeway was elected President; Chas. A. Beecher, Vice President; E. Bonham, Treasurer; C. C. Boggs, Secretary. This company has five miles completed from Shawneetown northward, and ten miles more graded. Most of the work in White County remains to be done. The grading is completed through Wayne County and about half way across Clay County, to Louisville, which is six miles north of Flora, where the Illinois and Southeastern crosses the Ohio and Mississippi. The officers hope to have this part of the road, from Louisville to Fairfield, about 25 miles, ironed by the 1st of February.

North Carolina Special Tax Bonds.

The annual report of the Treasurer of the State of North Carolina shows that the amount of "Special Tax" bonds issued to Railroads is $12,600,000, viz:

Western (Coalfield) Railroad	$1,820,000
Western North Carolina	6,640,000
Wilmington, Charlotte and Rutherford	1,500,000
Williamston and Tarboro	300,000
Atlantic, Tennessee and Ohio	1,760,000
Northwestern North Carolina	1,080,000
Total	$12,600,000

☞ The San Francisco and North Pacific Railroad Company has been incorporated, with a capital of $8,000,000. The directors are: John F. McCauley, A. Harpending, John L. Romer, C. H. Harrison, A. W. McPherson, David T. Bagley and G. D. Roberts. This company proposes to build a railroad from Saucelito through Marin, Sonoma, Mendocino and Humboldt counties to Humboldt Bay.

☞ The extension of the Wicomico and Pocomoke Railroad, so far as grading is concerned, is now complete to the Wicomico River, and we learn from the President of the road, Dr. H. R. Pitts, that the work of track laying will be commenced as soon as the iron contracted for can be delivered, which will be shortly after Christmas.

☞ The coupons of the Orange, Alexandria and Manassas, and the Orange and Alexandria Railroad Companies, due January 1st, will be paid on and after that date, at the office of Robert Garrett & Sons, Baltimore.

☞ The Madison (Wis.) *Journal* says the point of connection between the Milwaukee and St. Paul and the Western Union Railroads has been decided in favor of Elkhorn. A branch road will be built to that point from Eagle.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,282,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	6,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '69 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '69 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'69 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '69 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref.100	1,240,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	July '69 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Oct. '69 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec '69 3
Brooklyn City 10	1,000,000	F.M.A N	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*..100	950,000	M. & N.	M'y '69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	707,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug.'69 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	July '69 5
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jul.'69 4½
Cedar Rapids & Mo. pref...100	765,000	M. & N.	M'y '69 3½
Central of Georgia.....100	4,666,300	J & J	July.'69 5
Central of New Jersey....100	15,000,000	J. & J.	Jan '69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	280,000	J.A J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	July'69 2
Chicago and Alton.....100	5,141,800	M. & S.	Sep. '69 5
" " pref...100	2,425,400	M. & S.	Sep. '69 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,237,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5½
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68@2
" Street.....	.....	J. & J.	Jan.'6 @2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '69 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Jul. '69 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Oct. '69 2
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord..... 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar....100	350,000	J. & D.	Jun'69 5½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	J. & J.	Jul. '69 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl.'69 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*.....100	2,350,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,356,020	J. & J.	July'69 5
Des Moines Valley.....100	1,320,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A N	Nov.'69—
Dubuque and Sioux City..100	1,673,641	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,333,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	854,600	.....	.....
East Tenn. and Georgia....100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	800,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	800,000	M. & N.	Nov'69 2½
Do. do. pref. 50	800,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,533,910	Annual.	Dec' 69 7
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordav.100	1,143,445	.....	.....
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Soc. St. & G. St. Fy.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '69 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,248	J. & J.	Jul. '69 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sep. '69 4
Greenand Coates St. (Ph. 50)	150,000	J. & J.	Jul. '69 2
Hartford and New Haven.100	3,300,000	J.A J&O	Jan. '70 3
Hannibal and St. Joseph..100	1,900,000	.....	.....
Do. do pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic..... 100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,390	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,415,780	F. & A.	Aug.'69 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'69 1½
Joliet & North. Indiana*..100	300,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	July'69 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	3,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A J&O	Oct.'69 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Jun.'69 3½
L. M. & C. and X. (Joint)..100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul.'69 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	.....	N'v'67 10
Louisv., Cin. and Lex..... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	.....
Lowell and Lawrence 100	200 000	A. & O.	Oct. '69 3
Macon and Western.....100	2,000,000	June.	Jun.'69 2
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central..... 100	1,611,500	.....	.....
Manchester & Lawrence..100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	3,312,725	M. & S.	Mar. '68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 1
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
" " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,151,069	J. & J	J'n'69 1½
" " " pref.....100	8,188,272	J. & J.	Do. 7a10s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '69 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '69 2
Nashua and Lowell..... 100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	July'69 4
New Haven & N. London..100	738,538	.....	.....
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug.'69 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	.....	Oct. '69 4
" Certificates.100	21,491,450	.....	.....
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem..... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J.	July'69 3½
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '69 5
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	.....	.....
Northern Central 50	4,798,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000	.....	May'67 4
Northern of N. Hampsh,..100	3,068,400	J. & D.	Dec.'69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'69 5s
Norwich & Worcester 100	2,368,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	July'69 0
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,250,000	J.A.J&O	Jan.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A J&O.	Oct. '69 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '69 6
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 5
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan.'68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,561,800	J. & J.	Jan. '70 5
Phil., Germ'n'n & Nor'n 50	1,535,550	A. & O.	Oct. '69 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug.'69 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan.'70 4
Philadelphia City..... 50	100,000	J & J.	Jan.'69 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July'69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A J&O	Jan.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '69 3
Portland and Kennebec....100	579,500	F. & A.	Aug.'68 3
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	$8,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,241	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'69 3
Schuylkill Valley* 50	876,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke....100	868,200	.....	.....
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Potisv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line..... 100	636,200	J. & J.	Jan.'69 3
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	.....	.....
South Shore.....100	259,686	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island..... 100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,200	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	445,700	.....	.....
Summit Branch..... 50	250,000	F. & A.	Aug.'69 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	*J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'69 0
Third Avenue (N. Y.).....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700 000	January,	1870,11.4c
" " (E. D.) pref.100	1,700,000	.....	.....
" " (W.D. pref.100	1,300,000	.....	.....
Tol., Wabash and West....100	5,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May 69 3½
Troy and Boston 100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 8½
Union Transport'n (Bos.)..100	200,000	.....	.....
Union (Phila.) 50	291,478	J. @ J.	July'69 3
Utica and Black River.....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,500,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,500,000	J. & J.	July'69 0
Vicksburg and Meridian...100	357,498	.....	.....
Virginia Central 100	2,853,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	804,150	F. & A.	Aug.'69 5
West Philadelphia..... 50	249,100	J. & J.	Jul. '69 5
Wilm. and Weldon.....100	1,463,776	.....	.....
Winchester and Potomac....	.....	J. & J.	Jul. '69 3
Warren.....100	1,547,650	.....	.....
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'69 4
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	3,228,596	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'69 4
Delaware and Hudson.....100	10,000,000	F. & A.	Aug.'69 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'69 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat. 50	8,789,800	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	F. '69 10s
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,906	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	.....	.....	.....
" preferred 50	2,907,850	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 5
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	800,000	J. & D.	D.. '69 14
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	July'67 5
Lackawanna Coal.....	200,000	J. & J.	Jan '69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 3½
Pennsylvania Coal 50	2,200,000	FMA&N	Aug '69 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '69 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan.'69 5
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan.'69 5
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
Am. Merchants Union Exp.100	18,000,000	.....	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (In gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	294,422	286,562	342,742	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	622,000	532,000	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,945	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361,701	4,508,643
1869	339,762	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,100	403,691	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,522	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,628	299,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,426	4,797,464
1869	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,130	1,414,231	1,144,029	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1866	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	220,061	2,918,342
1867	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	.....	.....
Erie:													
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	687,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	681,656	558,783	711,559	595,355	655,047	740,949	661,794	790,322	915,021	894,934	825,056	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,276,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,005
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,589	131,019	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,368	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	385,901	357,409	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,063	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,633,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869	454,130	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	901,163	.....	.....
New York Central:													
1865	957,860	613,381	955,650	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1866	1,066,360	896,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,216
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,139	253,925	247,262	305,454	278,701	310,762	302,428	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	323,044	298,017	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,196	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,681	1,159,726	1,113,398	.....	.....
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,965	462,787	427,094	396,845	350,753	407,077	463,509	505,814	466,300	487,042	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,087	784,800	690,596	573,727	7,242,128
1868	505,505	604,316	689,317	770,196	615,600	601,239	556,828	656,424	781,562	827,639	685,554	746,999	8,041,181
1869	625,721	585,997	745,504	729,778	656,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,592	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	186,889	202,238	206,750	189,351	.....	.....
Toledo, Wabash and Western:													
1864	79,735	95,843	132,896	123,987	127,010	156,333	139,626	244,114	248,840	221,570	220,209	265,154	2,050,323
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,790	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,279	399,439	4,013,206
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	501,420	706,602	623,559	617,585	755,064	878,617	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1860.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	....
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,782,600	6	" "	1881	115½
.. .. coupon		6	" "	1881	118½
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	111½
(5-20s).....coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	112
Loan of June 30, 1864 (5-20s)...registered	125,561,800	6	" "	1884	111½
(5-20s).....coupon		6	" "	1884	112
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	111
(5-20s).....coupon		6	" "	1885	111½
.. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	110½
(5-20s).....coupon		6	" "	1886	114½
.. .. 3d series (5-20s)...registered	379,590,150	6	" "	1887	111½
(5-20s).....coupon		6	" "	1887	114½
.. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	110½
(5-20s).....coupon		6	" "	1888	115
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108½
(10-40s).....coupon		5	" "	1904	108½
Union Pacific R. R. Bonds .....(currency)	62,625,320	6	Jan. & July.	'95-'99	109
Certificates of Mar. 2, 1867, and July 2, 1868...	47,195,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	....	....
Loans of 1842, 1847 and 1848.....	78,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,615	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	298,502	var	.....	Due.	....
Treasury Notes (7-30s).....	853 750	7.3	.....	Due.	....
Certificates of Indebtedness.....	12,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,521,150	6	.....	Due.	....
Temporary Loan of June 30, 1864	182,160	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,113,258	*nil.*	.....	Dem.	....
Fractional Currency	38,885,564	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	62
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	5	" "	'94-'95	96
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440.000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	123
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds.....	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My.'61,(10 or 20yr)	7,513,692	6	Jan. & July.	'71-'81	97½
Oct.'61,(10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863		6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,000	7	Jan. & July.	1870	95
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	92
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	....
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97½
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	90
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	92½
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	78
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	....
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1890	98½
Maryland—Sterling Bonds of 1838	802,000	6	J. A. J. & O.	1868	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	209,000	3	" "	1890	96
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	94
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,282	5	" "	1890	....
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	100
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	115
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	101
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	107½
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	117½
.. —	650,000	6	" "	'72-'73	117½
.. —	720,000	6	" "	'74-'76	117½
.. —	1,430,000	6	" "	1876	112
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	106½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	100½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	100½
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100½
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	91
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	81-'85	90
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	97
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99½
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	....
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	102½
.. —	5,726,800	6	" "	1873	101
.. —	2,250,000	6	" "	1874	103
.. —	500,000	6	" "	1875	100
.. —	900,000	6	" "	1877	100½
.. —	2,035,800	5	" "	1874	99½
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	106
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	42½
.. — .. (new).....	3,059,045	6	" "	'92-'98	29½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	101½
.. — .. (").....	4,095,309	6	" "	1881	103
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1894	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	92½
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	106½
.. —	9,273,050	6	" "	1882	108
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	97½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	90
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1833	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	83½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	2-9,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	60½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	44½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	99
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	49½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	55
.. — .. Bonds	3,448,000	6	" "	'90-'99	....
.. —Guaranteed Bonds.....	1,736,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
3d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1892	....
3d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1896	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	1,500,000	5	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	753,931	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	94½
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	91½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	481,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	155,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	80
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	79
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg:						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1854	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1965	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	68
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1854	80
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1890	49½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	95½
Wharf purchase bonds	200,000	6	" "	"	1879	95½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1875	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	86
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,800,608	7	April & Oct.	New York.	1895	83
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1880	94
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,280	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,080	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	90
Loan for $675,000	675,000	6	" "	" "	1875	89
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	84½
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	83½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1907	86
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$571,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	86½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	766,000	7	March & Sept.	Savannah.	1875	86
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage	600,000	7	May & Nov.	" "	1875	90
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	93
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	81
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	24,371,000	6*	Jan. & July.	New York.	1895	92
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1895	111½
Convertible bonds	1,500,000	7*	" "	" "	1853	105½
National Loan	24,371,000	6			1896	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	60
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $10,000,000	.....	6	Jan. & July.	New York.	1896	....
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	90
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	61½
Chicago and Alton:						
1st Mortgage, pref. sinking fund	402,000	7	May & Nov.	New York.	1877	98
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1893	56
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,080	8	Jan. & July.	New York.	1883	121
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1880	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1907	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1885	....
Income	900,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct.	New York.	1909	88
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	86
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,296,000	7	F. M. A. & N.	" "	1915	86
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1863	96
2d Mort. (Gal. & Chic. U. R. R.)	1,025,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1896	88
1st Mort. (Chi. & Mil. R.W. 85 m)	1,096,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1896	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	97½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1906	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
3d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	90
4th Mortgage (or 3d Extension)	1,106,488	7	Jan. & July.	" "	1892	73
Consol. S. F. Mort. ($5,000,000)	876,000	7	May & Nov.	" "	1900	88

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	91½
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	96
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1906	75½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	68
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	90
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	99½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1906	83
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1892	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	99
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	96
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1891	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond).	1,611,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1870	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1883	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1893	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1893	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	94½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	89
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	97
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	89
3d Mortgage	6,000,000	7	" "	" "	1883	83
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	75
5th Mortgage	926,500	7	June & Dec.	" "	1888	78½
Buffalo Branch Bonds	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N. & W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	'70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000		Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st *Preference Bonds*	12,573,661	5*	Jan. & July.	London.	18—	....
2d *Preference Bonds*	7,355,986	5*	" "	"	18—	....
3d *Preference Stock*	3,414,094	4*	" "	"	18—	....
4th *Preference Stock*	25,592,880	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	irred.	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	100
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	82
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	78½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1891	....
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	18—	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1860	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	18—	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,508	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	100
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	80
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	83
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	118
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1883	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	90½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	86½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	92
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	91
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1873	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	83
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	65
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	116
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	90
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	81½
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1896	103
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1896	89½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Tenn. State Loan	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	939,000	8	Jan. & July.	" "	1890	....
Tennessee State Loan	417,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	417,800	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling }	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling }		8*	" "	Mobile.	1882	52
Tennessee Loans	1,069,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	35
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	82
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	95½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	92½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1887	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	98
New London Northern:						
1st Mortgage	80,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1893	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	48
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1897	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov	New York.	1883	86
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	98
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	86
Bonds for real estate	162,000	6	" "	" "	1883	85½
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210.000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	97
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	94
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'72–'78	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	90
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	85½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	85½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	105
2d Mortgage	276,500	7	— & —	"	18—	86
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	88½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	82½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	100½
Northern New Hampshire:						
Company Bonds of 1854	120.600	6	April & Oct	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	481,500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	155,000	6	" "	"	1885	70

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	6	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	6	" "	" "	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	99½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	93
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	81
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	....
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	93
Company Bonds	458,000	6	April & Oct.	"	1875	93½
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	101
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	69
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	72½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1 8	93½
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000		Jan. & July.	New York	1883	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000		—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	'80	99½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	'75	95½
2d M. stg.	2,283,340	6	" "	London.	'75	
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	'10	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	....	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	89
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	256,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	95
1st Mortgage (General)	5,000,000	6	" "	"	1881	87
2d Mortgage	4,000,000	7	" "	"	1901	85½
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	100½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	90½
Bonds of 1857, convertible	171,500	6	" "	"	1886	97
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	....
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	103½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	....
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1880	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	88
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1890	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	101
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	93½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	60
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'76–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	6	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	6	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	131½
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	92½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	78½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	81½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	87½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,000,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1893	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1876	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,300	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,016	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70–'75	62
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	79½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	87½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	78
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	74½
Consol. M. (T., W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	80
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95–'99	84
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95–'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	76½
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	37
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	90
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr. & Oct. or Jan. & Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7	"	"	1890	....
" " 3d class	154,000	7	"	"	1890	....
" " 4th class	1,263,000	7	"	"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	?...
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	91
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	91
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	70
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	75
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	91½
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	96
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	82½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	90
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	80
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	75
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	57
Improvement Loan	1,601,670	6	May & Nov.	"	1876	61½
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	57
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad				Rolling Stock.				Companies.	Abstract of General Balance Sheet.								Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
						Cars.				Property and Assets.				Liabilities.					Trains Moved.	Carried one mile.		Gross.	Net.		Par.	Market.
	Main Line.	Branch Lins.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.		Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.			Passengers.	Freight.					
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.		4,183,000	915,000	418,711		25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	23.0	—	—	—	—	—	Alabama and Chattanooga.... New York.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	19	6	102	Allegheny Valley.....Pennsylvania.	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	382,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin ..... Maine.	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased | to Cheshire.)		—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point .....Alabama.	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn.& O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,168	—	505.7	.....	666,924	1,746,527	4,846,048	1,857,266	—	50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..... Georgia.	5,784,189	*	50,000	.....	3,691,200	1,981,581	170,130	—	285.0	.....	43,640	.....	603,059	155,975	—	100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N.Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	.....	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1868	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶. ....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428	.....	.....	7,702,229	3,222,039	8	100	123
Sept. 30, 1868	30.0	—	....	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	404,340	.....	1,650,000	25,000	.....	379,340	30.0	425,776	.....	.....	406,761	341,745	10	100	125
Sept. 30, 1868	103.5	—	....	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	103.5	525,832	.....	.....	535,435	.....	—	100	23
Dec. 31, 1868	40.0	—	5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	.....	.....	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	21	20	6	720	Belvidere Delaware .....New Jersey.	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	801,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	4	3	3	40	Bennington and Rutland.....Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.5	.....	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1868	21.2	—	1.9	—	—	—	—	80	Berkshire.....Massachusetts.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	70
Sept. 30, 1868	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	—	7	100	....
Nov. 30, 1868	200.6	41.1	265.4	—	144	108	34	2,334	Boston and Albany.... Mass. & N. York.	18,378,001	*	4,258,549	1,173,820	14,934,100	3,442,520	3,716,695	1,717,056	241.7	2,727,558	3,622,114	1,319,059	6,074,605	1,918,432	—	100	142½
Nov. 30, 1868	28.6	1.3	....	—	5	8	4	120	Boston, Clinton and Fitchburg .....Mass.	1,027,004	*	—	—	624,800	400,000	69.598	—	29.9	100,124	114,161	45,458	176,880	55,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal .....N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	75½
Nov. 30, 1868	88.8	19.5	12.8	121.0	43	52	24	595	Boa., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	21,318,631	—	—	—	18,639,800	14,904,350	1,967,422	—	108.3	777,049	1,913,253	370,191	1,238,657	223,834	—	100	84
Nov. 30, 1868	26.8	1.8	43.5	—	28	30	16	522	Boston and Lowell.....Mass.	2,464,862	192,638	478,567	54,425	2,169,000	667,000	90,844	264,648	63.9	487,024	1,097,956	413,730	957,144	235,139	8	100	131
Nov. 30, 1868	76.3	8.8	55.8	—	43	78	21	996	Boston and Maine.....Mass., N. H. & Me.	4,128,738	658,019	645,669	150,288	4,299,724	—	306,973	976,017	146.1	893,661	3,148,988	344,136	1,565,462	453,780	10	100	139
Nov. 30, 1868	47.0	7.0	46.5	—	30	49	12	410	Boston and Providence.....Mass. & R. I.	3,152,600	207,400	552,058	146,385	3,360,000	—	290,028	408,415	54.0	509,970	2,195,427	381,658	1,171,449	328,882	8	100	132
Sept. 30, 1868	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,866,000	—	—	—	2,288,000	580,000	—	—	—	—	—	—	—	—	7	100	....
Oct. 31, 1868	42.3	—	1.0	—	6	5	2	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,431,460	*	.....	.....	428,717	700,000	376,234	.....	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	42	22	15	946	Buffalo and Erie.....New York.	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	8,000,780	*	—	—	—	—	—	—	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	.....	.....	1,516,455	2,158,545	.....	.....	180.0	.....	.....	.....	841,653	411,226	—	100	70
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	11,221,696	*	8,775,984	.....	9,999,989	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	118
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.....New Jersey.	2,062,102	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	....
Nov. 30, 1868	62.8	1.0	3.0	—	8	15	6	121	Cape Cod ..... Mass.	1,401,333	*	54,170	21,251	801,906	125,000	74,192	—	63.8	118,571	201,728	47,880	219,517	75,638	6½	100	68
Dec. 31, 1868	41.2	—	....	—	3	12	—	—	Cape May and Millville.....New Jersey.	701,034	*	—	—	447,000	—	—	—	—	(Leased | to West Jersey.)		—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.....Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa..... Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	.....	356,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased | to Dela., L. and W.)		54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased | to Illinois Central.)		—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	—	—	—	(Leased | to Chic. and N. W.)		419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia.....Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	.....	95,006	.....	2,008,721	724,656	12	100	122
Dec 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.....New Jersey.	18,034,675	*	*	.....	15,000,000	3,034,675	.....	.....	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	90
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio..... Ohio.	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	28
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific..... California.	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	.....	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	....	Central Br., Union Pacific R.R.... Kansas.	4,800,000	*	.....	.....	.....	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	.....	.....	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina....N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased | to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	.....	.....	.....	.....	Cheraw and Darlington.....S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1868	53.6	—	13.0	—	23	17	7	334	Cheshire.....New Hampshire.	2,689,307	*	424,401	—	2,085,925	781,800	—	108,099	63.6	468,290	124,570	264,913	715,528	138,776	4	100	70½
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased | to Phila. and Read.)		—	—	—	50	64
Dec. 31 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ..... Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	4,508,643	1,987,896	10	100	141
Apr 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850 219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	148
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	—	—	—	1,500,000	1,000,000	—	—	73.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased | to Chic. and N. W.)		631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	69
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific.Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	105½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	—	Lease	es	of S	an.	&	Cin.	n.	Cincinnati, Dayton and Eastern.....Ohio	620,000	*	—	—	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin.and Laf.		—	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased | to Kentucky Central.)		—	—	—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction...O. & Ind.	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin.and Laf.		54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago.Ohio & Ind.	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville.....Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	355,954	17,675	—	100	....
Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	—	—	1,774,845	539,466	11,620,000	2,022,000	365,845	242,602	390.3	2,177,407	546,377	628,356	2,962,614	824,449	7	100	84
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning ..... Ohio.	3,290,295	—	—	—	1,000,000	1,000,000	1,000,000	—	67.8	—	—	—	—	—	—	100	....

Dec. 31, 1868	340 6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,846	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74½
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327	—	296,300	—	2,056,750	1,652,100	—	—	—	(Leased to	Atl. &	Gt. Weste	rn.)	—	—	8	100	....
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,688	*	150,976	497,358	5,971,180	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,788	6	50	83
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,959,077	1,232,517	—	—	6,250,000	3,149,000	—	—	—	(	Leased to	Lake Shore.)	—	—	7	100	92
Dec. 31, 1868	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*	—	—	11,620,000	17,764,000	—	—	(Le	ased to	Pittsburg	Cincinnati	and St. L	ouis.)	—	100	19½
Feb. 28, 1869	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078	*	655,630	81,105	1,786,200	248,000	80,667	85,846	—	(Ope	rated by	Little Mi	ami.)	—	8	50	....
Mar. 30, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*	—	—	1,500,000	—	—	161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	75½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont	New Hampshire.	698,258	*	—	—	595,587	374,500	—	—	27.0	45,081	40,999	23,704	74,706	27,542	—	100	....
Mar. 31, 1868	27.0	—	2.24	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	350,000	*	—	—	350,000	—	—	—	—	(Leased to	Concord.)	—	—	—	7	100	108½
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Connecticut and Passump. Riv..	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,469	3,747,271	4,799,290	529,347	192,184	6	100	87
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut River	Massachusetts.	1,978,743	*	43,520	244,879	1,700,000	250,000	231,262	2,390,355	54.4	280,564	691,133	227,764	619,349	193,584	9	100	120½
Nov. 30, 1868	50.0	4.4	12.1	—	15	18	8	225	Connecting (Phila.)	Pennsylvania.	2,178,300	—	—	—	100,000	1,000,000	1,178,300	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	*	—	—	200,000	30,000	—	—	14.6	21,710	15,047	8,826	39,337	14,823	—	100	....
Mar. 31, 1868	14.6	—	1.1	—	....	....	....	....	Contoocook and Pennsylvania.	Maryland.	3,300,000	*	—	—	1,500,000	1,674,000	—	—	34.0	248,299	67,635	1,246,516	523,329	163,178	—	50	....
Dec. 31, 1868	34.0	—	10.0	—	21	5	1	420	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,134	231,518	564,513	279,745	8	50	110
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	100,000	—	6,124	23.8	69,630	—	—	170,672	51,024	10	100	....
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury, Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	—	—	3,000,000	2,000,000	—	—	—	(Under cons	truction.)	—	—	—	—	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Dany., Urbana, Bloomingt'n & Pekin..	Ill.	5,000,000	*	—	—	100,000	1,000,000	1,178,300	—	141.4	—	—	—	965,853	273,497	—	100	....
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,341	3,423,500	660,700	—	31.8	76,128	72,188	60,571	148,420	17,479	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	599,684	*	—	—	76,000	527,449	12,768	—	42.0	—	—	—	139,355	loss.	—	100	....
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779	*	—	—	369,276	738,000	—	—	112.5	—	—	—	354,270	61,942	6	100	....
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,018	*	—	—	891,206	802,750	—	—	253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	18½	50	107½
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,784	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617	—	—	14,100,600	3,683,000	1,008,162	—	168.0	—	—	—	—	—	—	100	....
Dec. 31 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.	—	—	—	—	1,820,000	2,892,000	—	—	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	....
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*	—	—	2,547,350	6,925,048	27,923	103,429	—	(Leased to	Boston	& Maine.)	29,000	29,000	3	100	....
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*	—	—	480,000	—	—	—	—	—	—	—	—	—	—	—	....
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,042	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(Leased to	Illinois Ce	ntral.)	—	973,186	—	4s	100	111½
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,312	*	—	—	680,372	550,000	377	—	79.0	—	—	—	176,217	—	—	100	....
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000	—	—	—	280,000	—	—	—	—	(In	progres	s.)	—	—	—	—	100	....
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. Y.	—	—	—	—	500,000	1,000,000	—	—	—	—	—	—	—	(In progr	ess.)	—	100	....
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	Dutchess and Columbia Counties	N. Y.	—	—	—	—	124,800	140,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	—	50	....
Nov. 30, 1868	44.1	53.4	39.5	—	42	73	24	666	East Brandywine and Waynesb	Penn.	259,800	—	—	—	140,000	2,000	—	—	144.4	900,280	3,106,787	281,809	1,452,212	558,939	8	100	117½
Dec. 31, 1868	38.5	—	1.8	—	—	—	—	—	Eastern ¶	Massachusetts.	5,365,649	739,592	925,640	269,141	3,883,300	2,192,400	6,013,294	221,016	—	(Leased	to Phila.,	Wil. & Ba	lt.)	—	—	100	....
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000	—	—	—	280,000	570,000	—	—	—	(Leased	to Phila.	& Reading.)	—	—	6	50	....
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Mahanoy	Pennsylvania.	391,604	—	—	—	392,550	—	—	—	36.0	244,880	293,720	481,273	565,168	191,035	—	50	74
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Pennsylvania	Pennsylvania.	1,589,847	*	—	—	654,600	576,900	—	—	140.8	—	—	—	512,864	60,969	—	100	....
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339	—	130.0	350,378	82,393	71,288	537,091	133,709	—	100	....
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	East Tennessee and Virginia ¶	Tenn.	—	—	—	—	—	—	—	(Oper. by	Evansville, H	enderson	& Nashv.)	82,923	8,095	—	100	....
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Edgefield and Kentucky ¶	Tenn.	500,000	—	—	—	500,000	—	—	—	—	(Leased	to Northe	rn Centra	l.)	25,000	5	100	....
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	2,620,000	*	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Centra	l.)	165,000	5	50	64
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Elmira and Williamsport	Penn. & N. Y.	56,486,606	*	2,276,118	12 506,705	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,583	—	100	22
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie	New Jersey, N. York & Pa.	2,094,388	806,184	—	—	902,900	2,459,132	62,103	—	90.6	400,545	147,041	434,005	636,916	245,369	—	50	....
Dec. 31, 1868	35.0	—	2.2	75.0	—	—	—	—	Erie and Pittsburg	Pennsylvania.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	European and North American ¶	Maine.	4,644,903	*	112,472	24,889	4,761,978	—	—	20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	....
Aug. 30, 1868	109.0	23.0	10.3	....	15	11	5	200	European and N. American ¶	N. Brunsw.	2,402,734	358,321	—	—	1,144,010	1,240,000	52,365	377,044	132.0	261,697	—	—	453,186	117,920	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Crawfordsville	Indiana.	—	—	—	—	—	—	—	—	64.0	—	—	—	—	—	—	100	....
Nov. 30, 1868	5.8	—	....	—	—	—	—	—	Evansville, Henderson and Nashville	Ky.	330,059	21,759	—	26,631	150,000	200,000	38,450	—	5.9	10,815	76,770	—	31,320	5,770	—	100	....
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fall River, Warren and Providence	R. I.	—	—	—	—	107,400	—	—	—	—	(Leased	to Pittsbu	rg and Co	nnellsville	e.)	7.6	50	....
Nov. 30, 1868	50.9	42.5	76 8	—	31	37	10	507	Fayette County	Pennsylvania.	130,000	—	—	—	40,000	—	—	—	93.4	556,594	1,622,156	559,368	1,155,259	344,301	8	100	130½
Nov. 30, 1868	14.0	—	17.9	—	3	4	2	74	Fitchburg	Massachusetts.	3,189,850	360,150	228,161	417,697	3,540,000	—	23,615	56,476	23.0	36,955	115,847	48,956	91,943	16,661	6	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Fitchburg and Worcester	Massachusetts.	275,000	*	30,000	—	248,000	—	21,683	—	—	(Leased	to Belvidere	Delaware.)	—	—	—	100	....
Dec. 31, 1868	78.0	—	2.0	....	14	13	6	168	Flemington	New Jersey.	375,000	—	—	—	150,000	100,000	125,000	—	90.0	—	245,424	119,182	381,984	189,578	—	100	....
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Flint and Pere Marquette*	Michigan.	—	*	—	—	1,098,600	1,520,500	—	—	154.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida*	Florida.	3,000,000	*	—	—	3,000,000	—	—	—	12.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida and Alabama*	Florida.	1,300,000	—	—	—	—	—	—	—	60.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	—	—	—	—	1,000,000	1,500,000	—	—	—	(In progress.)	—	—	—	—	—	100	....
Dec. 31, 1868	11.5	5.5	1.0	....	2	3	9	12	Freehold & Jamesburg Agricultural	N.J.	329,305	—	—	—	230,845	—	97,000	—	17.0	36,930	67,586	44,055	53,493	14,361	—	100	....
Dec. 31, 1868	50.3	1 7	....	....	7	8	2	91	Galveston, Houston & Henderson	Texas.	—	—	—	—	—	575,000	—	—	52.0	—	—	—	—	—	—	100	....
Mar. 31, 1868	171.0	61.0	....	....	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,405,820	308,897	4,156,000	389,500	194,688	1,130,529	233.0	687,607	—	—	1,003,724	491,889	6½	100	109
Dec. 31, 1868	20.0	—	....	330.0	....	....	....	....	*Grand Rapids and Indiana*	Indiana.	642,000	*	—	—	475,000	167,000	—	—	20.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.	—	—	—	—	1,000,000	1,000,000	—	—	61.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*	—	—	14,367,950	78,430,550	—	—	1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	....
July 31, 1868	229.0	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,662,970	*	2,095,000	8,400	17,394,695	8,917,940	—	608,825	334.5	2,344,814	732,416	—	3,792,310	1,781,667	3½	100	....
Sept. 30 1868	143.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,081,213	*	80,495	—	1,510,374	1,737,500	200,000	—	164.3	122,712	39,149	—	320,138	128,055	—	100	....
Aug. 31, 1868	200.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.	—	—	—	—	7,600,000	9,760,000	—	—	271.0	—	—	—	2,184,167	—	—	100	108
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*	—	—	1,182,550	700,000	—	22,441	—	(Leased	to Pennsy	lvania.)	133,284	133,284	7	50	111
Aug. 31, 1868	61.4	14.1	70.3	—	30	29	14	477	Hartford and New Haven	Connecticut.	4,630,957	*	179,171	769,755	3,300,000	927,000	391,292	361,591	75.5	576,048	931,821	380,123	1,697,324	529,117	12	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	306	Hartford, Prov. and Fishkill	Conn. & R. I.	4,305,285	456,449	361,600	—	2,037,938	2,055,000	—	—	122.4	273,153	851,826	182,894	766,351	122,688	—	100	....
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,568	*	285,095	123,332	2,000,000	291,000	121,023	101,962	119.8	—	—	—	581,983	211,545	—	100	....
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*	—	—	2,000,000	2,000,000	140,000	—	135.0	—	—	—	897,617	528,297	—	100	....
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.	—	—	—	—	—	—	—	—	50.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	18,609 882	2,516,607	19,484	....	13,932,700	6,074,960	1,167	....	150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	....
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*	—	—	689,380	1,810,045	—	—	58.7	152,874	27,812	206,895	219,211	80,051	—	50	....
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110	—	970.9	4,593,446	1,312,631	1,463,675	7,817,029	2,414,985	10	100	130½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.	—	—	—	—	(Is no	w operat	ing Terre	Haute, Alton &	St. Lo	uis R.	R.)	—	—	—	—	50	26
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	8,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807	—	—	302.5	—	—	—	—	—	—	100	....
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.	—	—	—	—	—	—	—	—	75.0	237,250	—	—	—	—	—	100	....
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	100	....
Jan. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*	—	—	132,411	35,000	26,399	—	13.0	23,000	31,778	68,378	64,010	8,944	—	100	....
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000	—	400,000	150,000	—	—	11.0	—	—	129,013	37,322	2,107	—	50	....
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,485	1,895,000	143,196	131,393	116.0	—	—	—	391,849	212,727	—	100	....
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819	—	—	1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	92½
Dec. 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)	—	8	100	....
Dec. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751	—	—	—	180,250	800,000	—	—	4.6	12,736	179,720	1,008,270	79,033	41,937	—	100	....
Oct. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.	—	—	—	—	—	1,159,000	—	—	99.0	—	—	—	—	—	—	100	....
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*	—	—	250,000	500,000	—	—	25.0	(Owned by Chicago Burlington & Quincy.)	—	—	—	—	—	100	....
Dec. 31, 1868	18.0	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶	Tennessee.	—	—	—	—	—	—	—	—	16.0	—	—	—	—	—	—	100	....
Dec 31, 1868	31.6	—	113	34.0	2	2	1	20	Knoxville and Kentucky ¶	Tennessee.	—	—	—	—	—	—	—	—	31.0	—	—	—	—	—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,248,090	68,616	.....	80.0	532,181	.....	.....	842,567	302,838	—	50	...
Jun. 30, 1868	87.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	.....	37.0	29,000	22,757	.....	46.085	1,076	—	100	...
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	...
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	85½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500	.....	(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	...
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	2,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	105½
Nov. 30, 1868	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	.....	241,200	.....	39,600	.....	6.6	23,050	903,829	88,000	39,462	2,908	—	100	...
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	...	...
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,595	29,006	.....	(Operat	ed by Lou	isv., Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	.....	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	961,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	...	...
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	.....	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	85
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore..New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	.....	.....	—	...	...
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington..Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	102,756	9	100	...
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	282,519	8,776	241,255	.....	(Lease	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville, .Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,289,140	407,711	1,996,818	561.2	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1868	12.4	—	2.3	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	.....	200,000	60,700	.....	.....	.....	(Leased	to Boston	and Lowe	ll.)	21,807	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	.....	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick †.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	.....	46,726	154,791	102.5	264,015	.....	.....	434,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(In p	rogress 66	miles.)	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.†.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	.....	.....	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central †.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	(Leased	to Phila. a	nd Readin	g.)	—	50	....
Mar. 31, 1868	22.4	—	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	.....	.....	46,599	26.0	.....	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	.....	.....	.....	.....	142,796	102,550	10	100	126
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,763	932,223	14,620,866	6,324,342	479,761	.....	284.3	1,190,600	.....	(Ow	ned by Co	ncord.)	—	100	....
Dec. 31, 1868	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware †...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,288,097	170,470	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	(Operat	ed by con	tractors.)	—	100	....
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. †..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	.....	(Oper. b	y L. & N.	4½ mos.)	1,174,914	344,306	—	100	50
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio †.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	.....	130.6	313 574	.....	.....	79,422	Loss.	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	514,376	64,343	—	100	....
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	4,716,293	1,681,848	10	100	118
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	.....	(Oper.	by Erie 5	mos.)	5,024,108	2,046,036	8	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick..N. Jersey.	109,918	.....	.....	.....	95,750	.....	14,168	.....	6.6	.....	.....	.....	11,263	461	—	100	....
Dec. 31, 1868	196.0	634.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,355,871	*	.....	.....	13,742,871	16,613,000	.....	.....	830.0	2,396,287	.....	.....	14,660	3,547	—	100	....
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	.....	.....	.....	.....	6,547,646	2,484,605	—	100	73½
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	(Leased | to Phila. a | nd Readin | g.)	302,048	8	50	107½
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. †.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	0
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee†.Miss. & Tenn.	2,011,197	185,833	240,857	.....	825,407	2,005,300	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	.....	68.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	.....	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	88
Nov. 30, 1868	14.6	—	17.3	—	12	13	7	243	Nashua and Lowell....N. Hamp. & Mass.	787,706	*	.....	.....	720,000	.....	15,000	.....	43.2	218,807	7,042,834	5,289,878	430,649	118,730	10	100	135
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga †..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur †...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern†.Tenn. & Ky.	4,600,555	*	.....	.....	1,157,736	3,464,050	.....	.....	.....	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	114
Nov. 30, 1868	20.1	1.5	1.4	—	5	12	7	80	New Bedford and Taunton.....Mass.	500,000	*	.....	.....	500,000	174,000	.....	102,957	36.7	75,083	2,807,902	630,346	181,556	51,381	8	100	107½
Dec. 31, 1868	58.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada †..N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	.....	(Leased	to Pbg. F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1868	84.0	9.0	....	—	6	4	1	38	New Haven and Northamp.Conn. & Mass.	2,638,312	126,871	.....	.....	1,500,000	650,000	137,500	.....	29.0	81,785	993,293	852,775	99,700	19,300	—	100	....
Dec. 31, 1868	33.9	—	....	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	119½
Nov. 30, 1868	100.0	—	10.8	—	15	13	7	219	New London Northern..Conn. and Mass.	1,486,023	*	.....	.....	995,000	680,000	68,500	.....	100.0	309,564	5,412,778	4,937,554	395,822	119,295	8	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.†.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	54
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* †..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept 30, 1868	8.0	—	1.0	—	3	3	3	1	New York and Flushing.....Penn.	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	—	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	.....	53,952	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	728	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	133
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	140
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	79½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Centr	al.)	60,000	6	100	...
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg †.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina †.....North Carolina.	4,950,606	*	294,611	67,653	4,000,000	433,000	147,045	732,835	—	.....	.....	.....	533,859	25,323	—	100	...

Feb. 28, 1869 102.0 — .... — 12½ 12½ 5½ 110 North Yorkshire

Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶	South Carolina.	2,148,131	*		26,175	23,701	1,663,950	845,000	276,937	23,120		102.0				254,164	108,725	—	100	....
Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.					(In pro	gress.)																				
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*				7,500,000	10,000,000	250,000	—		422.8				1,296,961	301,779	—	100	85
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132			3,150,000	3,463,839				67.3	421,267														
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.											96.8		4,788,284	13,598,080	561,370	128,943	—	100	....
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875 000	1,310,066	788,406			330.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	86½
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904			82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	106
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373				35.3	129,710	5,306,825	541,215	279,360	89,692	—	100	....
Nov. 30, 1868	59.4	7.0	11.2	—	20	20	—	494	Norwich and Worcester ¶	Conn. & Mass.	2,613,694	*	295,000	973,210	2,363,700	654,000	93,061	475,143			66.4	391,464	7,060,924	10,246,170	684,877	221,975	8	100	111½
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)					145.0	279,621		3,345,141	253,994		—	100	....
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148				122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	65½
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000					340.0		30,256,534		2,964,041	663,427	—	100	24
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897			101.5	248,880			1,197,090	653,185	—	100	79½
May 31, 1869	72.5	68.5	32.3	—	35	64	18	459	Old Colony and Newport	Massachusetts.	7,786,298	*			4,943,420	2,888,000	308,013	227,855			141.0	869,867	40,214,034	11,028,842	1,404,295	531,078	6	100	96
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444				291.7	431,570	9,455,121	8,003,342	287,728	279,957	—	100	72
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	—	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500				9.0				147,327	24,479	—	100	....
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387								111,196	56,811	—	100	....
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341			36.3	106,764	4,002,893	2,350,471	269,031	91,161	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756			285.0	1,594,535			3,086,592	1,064,338	—	100	....
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000	....			7,000,000	1,192,000					47.6						24	100	205
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000							(Leased	to Erie.)			63,400	8	100	....
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000	....			5,000,000	500,000	....					(Leased	to Erie)					100	....
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	....			284,500	85,000	....					(Leased	to Erie.)			26,500	5½	100	....
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786	....			339,650	160,000	....						(Leased to Camden and Amboy.)					100	....
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483			929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	108
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500	....	3,200,000	597,500	375,000	....			47.0						20	50	225
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	....			1,200,000	600,000	....	....				(Leased	to Chic. R. I. and Pacific.)			125,000	8	100	....
Jun. 30, 1869	36.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*	....	....	1,000,000	1,000,000	....	....										100	....
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,560,337	*	....	....	1,323,200	67,926	154,299	....			82.3	....	....	....	212,892	93,883	—	100	....
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*	....	....	218,000	800,000	212,500	....			39.0	87,111	....	....	156,746	19,424	—	50	....
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*	....	....	6,004,200	13,000,000	328,633	....			287.5	....	....	....	2,804,250	....	—	50	56½
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380	....	....	1,587,700	63,950	....	....			24.3	342,775	....	....	642,639	295,901	10	50	142½
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220	....	1,921,976			806.7	4,600,135	....	....	8,791,937	3,150,837	10	50	99½
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164	....	329,062	....	1,259,120	....	....	....			26.5	....	....	....	995,196	290,585	10	100	118
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105			103.8	897,200	....	....	2,393,897	905,891	8	50	100½
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va.	Ohio.	13,758,000	*	....	....	5,000,000	4,008,000	4,750,000	....		222.5	1,568,097	....	....	2,338,531	646,465	—	50	....
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*	....	....	1,794,592	5,500,000	77,592	919,106			72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733			468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....
Nov. 30, 1868	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams	Mass.	443,678	*	6,322	782	450,000			782				50,080	1,217,879	670,258	108,894	27,450	6	100	80½
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)						23.0	34,971	....	....	60,642	5,313	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*	....	....	783,500	1,282,700	4,510	....			109.0	373,501	7,127,219	....	605,543	214,214	6	100	....
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	....	399,709	6,680			51.3	258,977	....	....	518,592	130,420	6	100	110
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000	....	....	....	350,000	....	....	....				(Leased	to Concord.)			24,500	7	100	....
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000	....	....	....	170,000	200,000	....	....				(Leased	to Eastern.)		77,755	24,737	—	100	....
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*	....	....	437,917	150,000	....	....			14.5	50,896	....	....	112,572	21,541	—	100	....
Nov. 30, 1868	43.4	1.9	23.4	—	21	23	4	504	Providence and Worcester	R. I. & Mass.	1,441,899	446,818	144,639	21,943	1,900,000	....	129,656	23,426			54.4	351,060	10,423,316	10,439,958	723,388	158,998	8	100	....
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.	....	....	....	....	....	....	....	....										100	....
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*	....	....	2,530,700	1,524,800	1,226,390	....			92.3	....	....	....	254,899	30,667	—	100	....
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791	....	505,848	1,000,000	....	....				159,744	....	....	178,456	26,995	—	50	....
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575	....	....	3,000,000	1,500,000	....	....			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville	Virginia.	9,929,000	*	....	81,308	4,000,000	2,719,000	288,439	....			190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409			75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	....	46,313	847,100	319,000	25,288	22,589			46.2	81,172	1,154,190	1,027,073	146,985	58,728	—	100	....
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia.	6,250,000	*	....	....	650,000	600,000	....	....					(Not in operation.)					100	....
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*	....	....	427,402	....	....	....			22.0	....	....	....	....	....	....	100	....
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.	....	....	....	....	1,080,000	1,384,000	....	....			12.0	....	(Under construction.)					100	....
Dec. 31, 1868	141.1	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,528	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054			218.2	....	....	....	1,208,941	429,856	10	100	105
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000	....	....	....	....	....	....	....			166.3	694,409	4,069,421	11,712,202	993,239	....	—	100	25
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*	....	....	2,100,000	2,050,000	....	....					(About $5 0,000 a month.)					100	70½
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*	....	....	4,340,000	6,700,000	....	....			132.0		(Leased to Ind. & St. Louis.)			517,941	—	100	25
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	262	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000	....	....	....	10,000,000	4,000,000	....	....			120.6	....	....	....	612,000	171,000	—	100	....
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	....	....	....	....	....	2,725,000	....	....				(Leased	to Chi. & Alton.)		240,000	....	—	100	....
Dec. 31, 1868	63 7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.	....	....	....	....	2,000,000	1,000,030	....	....					(Under construction.)					100	....
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.	....	....	....	....	....	....	....	....					(Under construction.)					100	....
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*	....	....	....	2,020,000	....	....			80.0	....	....	....	209,534	87,404	—	100	....
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791			86.0	142,341	1,791,700	....	232,950	100,415	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*	....	....	180,550	100,000	....	....				(Leased	to West Jersey.)			16,533	6	50	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell	Massachusetts.	381,471	82,542	....	6,679	243,305	226,900	487	....				(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*	....	....	900,235	2,150,000	50,000	....			116.3	240,299	....	....	416,916	106,052	—	100	....
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*	....	....	1,269,150	97,000	148,578	....			54.0	152,360	....	....	167,518	344	—	50	....
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	....	....	....	576,050	....	....	....				(Leased	to Phila. and Reading.)				5	50	....
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.	....	....	....	....	....	290,000	....	....										100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*	....	....	999,050	796,830	....	....			119.3	....	....	....	312,577	12,909	—	100	....
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.	....	....	....	....	2,481,062	1,079,100	....	....			160.0	....	....	....	218,441	....	—	100	....
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,560,450	....	....	....	869,450	700,000	....	....			28.0	178,705	....	....	277,768	83,511	5	50	....
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*	....	....	743,100	264,000	121,900	....			25.0	.....	265,000	155,000	32,260	11,145	—	100	....
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	....	....	....	100,900	37,800	....	....			20.0	(Operated by Jeff. Mad. and Louisville.)			32,260	11,145	—	100	....
May 31, 1868	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*	....	....	636,200	55,000	....	....			50.0	167,376	....	....	289,288	68,334	—	100	....
Dec. 31, 1868	101 7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.	....	....	....	....	1,330,000	3,200,000	....	....			75.0	....	....	....	127,000	....	—	100	....
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*	....	....	783,500	1,232,760	4,510	....			109 0	373,510	7,127,219	....	605,543	214,124	—	100	....
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	....	....	....	438,300	....	....	....				(Leased	to Central of New Jersey.)				6	100	....
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	369	South Carolina ¶	South Carolina.	7,567,444	*	....	1,026,406	5,819,275	3,860,741	514,388	1,295,967			243.0	756,431	....	(In progress.)		1,294,962	500,706	—	100	....
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala	....	....	....	....	900,000	....	....	....										100	....
Nov. 30, 1868	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	501,592	*	....	....	259,685	150,000	17,614	15,039			22.0	45,312	2,002,440	....	77,017	15,961	3	100	....
Sept. 30, 1868	55.0	0.8	6.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*	....	....	484,000	750,000	150,000	....					(Not in full operation.)					100	....
Sept. 30, 1868	123 0	0.8	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g)	Va.	3,796,159	*	36,379	57,876	1,865,900	1,708,900	475,160	9,401			132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.	....	....	....	....	880,000	....	....	....			(Under construction.)							100	....
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*	....	....	....	....	....	....							250,000	....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* †.....Missouri.									91.0							100	....
July 31, 1868	107 5	100.0	6.5	—	26	20	8	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union †.South Carolina.									68.0								
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	85,200	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1868	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	.....	448,700	—	—	—	—	(Leased	to Housat	onic.)	31,409	31,409	7	100	....
Nov. 30, 1868	13.2	—	1.0	—	—	—	—	—	Stony Brook.....Massachusetts.	267,393	—	—	.....	267,300	—	—	1,126	—	(Leased	to Boston	& Lowell.	19,773	15 970	5½	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	—	—	—	.....	—	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1868	12.0	—	12.0	—	—	—	—	—	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	—	(Will form a part of the Rondout and Oswego Line.)		3,274,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific †.....Tennessee.	.....	—			654,000	2,620,000			—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga.....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	28	2,120	Toledo, Wabash and Western. O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	52½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudson	River.)	—	—	—	—	—	—
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield †.....Massachusetts.	.....	—	.....	.....	.....	.....	.....	.....	.....	(Leased	to Vt.	& Mass.,	4,703,207	1,123,588	—	100	52½
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	.....	—	.....	.....	.....	.....	.....	.....	.....	(Leased	to Pennsy	lvania.)	517,000	244,944	—	100	....
Dec. 31, 1868	900.0	—	....	—	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	1,000,000	—	.....	.....	510,000	—	—	—	—	—	—	—	—	—	7	100	....
Dec. 31, 1868	100.0	—	....	—	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	R. R.)	.....	32,000	—	—	100	....
Dec. 31, 1868	405.0	33.0	....	—	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	50	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,670,100	83,000	.....	.....	406.0	766,201	6,752,750	20,251,545	1,910,162	503,668	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	1,351,594	—	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,164	Vermont Central.....Vermont.	10,500,000	*	.....	.....	2,500,000	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
Nov. 30, 1868	60.3	8.0	5.5	5.6	13	12	7	180	Vermont and Massachusetts .Mass. & Vt.	3,240,779	225,650	167,526	15,394	5,000,000	5,500,000	.....	.....	184.5	(Leased	to Vermo	nt Central.)	.....	.....	8	100	98½
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	2,860,000	550,345	2,918	236,086	107.3	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	516,164	793,200	.....	.....	140.0	227,980	4,414,382	3,557,671	508,097	114,080	2	100	55½
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central †.....Virginia.	5,540,788	541,814	33,759	147,308	357,408	1,997,693	882 533	392,872	205.4	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	....	....	....	....	Virginia and Tennessee †.....Virginia.	7,570,627	*	.....	.....	3,353,679	1,919,550	372,297	618,143	113.5	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	3,506,300	2,452,852	461,949	.....	18.3	.....	7,261,382	15,554,017	863.212	75,075	—	100	....
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	1,547,650	511,400	.....	.....	(Leased	to Del. La	c. & W'tn.)		410,371	156,526	7	100	87½
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget. D. C. & Va.	.....	—	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	23.0	—	....	—	—	—	—	—	Washington County.....Maryland.	.....	—	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of		Georgia.)				35.4	199,556	8,344,441	1,880,650	356,247	150,716	—	50	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) †.....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland †.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	43.0	.....	.....	.....	42,834	6,829	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....Jersey.	1,840,304	*	620,770	.....	1,298,750	1,400,000	.....	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	32.0	—	....	121.0	....	....	....	....	West Wisconsin .....West Wisconsin.	.....	—	(Under const		ruction.)	.....	.....	.....	116.0	.....	12,497,271	2,626,929	537,378	252,544	10	50	125
Dec. 31, 1868	28.0	—	....	63.0	1	—	—	4	Whitehall and Plattsburg †...New York.	.....	—	(Under const		ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—	.....	(Not	in operati	on.)	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	.....	100,000	150,000	1,000	.....	—	(Oper. by	Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon †...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	356,854	181.0	.....	.....	.....	456,892	207,744	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	—	—	—	.....	.....	.....	596,169	.....	—	100	....
Dec. 31, 1868	38.1	—	....	—	—	—	—	—	Winchester and Alabama †...Tennessee.	950,000	*	.....	.....	.....	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	.....	—	100	....
Nov 30, 1868	45.7	—	10.7	—	11	10	5	226	Worcester and Nashua ...N. Hampshire.	1,522,200	*	.....	.....	.....	1,160,782	.....	.....	45.7	266,887	4,812,461	6,523,468	479,788	128,901	8	100	125
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn	395,535	—	.....	.....	1,650,000	65,608	.....	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....
														317,050	52,000	24,333	—									
									CANALS, &c																	
May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	—	—	—	—	—
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	445,950	362,488	—	50	84
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)							25	....
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,888,184	—	—	—	14,997,300	2,031,000	—	—	108.0	—	—	—	—	—	8	50	90
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & A	mb. R.R.)	—	—	—	—	—	—	—	14	100	121
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	—	—	—	—	64,000	813,511	—	—	161.0	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	79,247	.....	—	50	....
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,200	120,553	61,090	102.0	—	—	—	603,067	397,785	—	50	67
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	460,135	162,972	—	100	30
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,155	7,762.720	536,411	.....	108.3	—	—	—	258,300	30,107	—	50	31½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	1,026,580	.....	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	166.589	86,081	—	50	24
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	60,830	5,307	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	.....	.....	1,800,000	600,000	.....	.....	—	—	—	—	267,884	29,513	—	50	....
																						124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$			$	$	p. c.	$		$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.	—	—	—	—	—	—	—	100	100	18½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,900	50,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	—	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	99
Sept. 30,'68	1.76	—	39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.	—	—	—	—	—	—	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	—	—	—	—	—	—	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia.....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	—
Oct. 31,'68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	....	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	....
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	—
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	28
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	....
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Sept. 30,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38½
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	—	—	—	—	—	—	—	—	—	—
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	11½
Dec. 31,'68	—	—	—	Hoboken and Hudson City..N.J.	—	—	—	—	—	—	—	—	—	—
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	—	—	—	—	—	—	—	—	—	—
Sept. 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	....	Jersey City & Bergen Point.N.J.	—	—	—	—	—	—	—	—	—	—
Sept. 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62,500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,530	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	....
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	—	52,600	—	24,472	—	—	—	—	—
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	65½
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	66¾
Sept. 30,'68	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	45½
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	9,481	7.3c	50	41	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton....N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.)....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11½	50	30	41
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City)..N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston.....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	60
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston).....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ....N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	90
Sept. 30,'68	18.00	1422	187	Third Avenue (N.Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197¼
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	—	—	—	—	—	—	—	—	—	18½
Sept. 30,'68	3.47	32	5	Troy and Albra.....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany).....N.Y.	297,145	240,000	131,000	4,000	117,593	31,390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport.....Pa.	20,867	15,000	5,000	1,127	3,565	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44	—	Worcester.....Mass.	89,673	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1684	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.& Flatb.: 1st Mortgage	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1888	92½
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1870	....
Grand st. and Newtown: 1st Mortgage	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.: 1st Mortgage	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M& N	1878	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose: 1st Mortgage, guaranteed	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	18—	85
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R.	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M&N	1878	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	18—	....
1st Mortgage	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage	9.300	7	J.& J.	1868	....
2d Mortgage	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	var.	var.	var.	....
Troy and Lansingburg: 1st Mortgage	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J & J.	1869	....
Worcester: 1st Mortgage	72,000	6	A.&O	1875	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and 'thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	600,000	7	...	....
Catawissa,* pref. and guar.	2,200,000	7	7	67
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3½	....
Central Ohio, preferred	400,000	7	7	20
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	8	85½
Chicago and Alton, pref.	2,425,400	7	10	141
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	18,159,097	7	10s	82½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	87½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,231	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45½
Hannibal and St. Joseph, pref.	5,253,336	...	...	107½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	70½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	8	...	20
" " 2d pref.	4,051,744	6	...	8½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred.	8,050,892	7	...	85½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	150
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	69
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	50
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,596	6	6	34
Schuylkill Valley,* guar.	576,050	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	72
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	62
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	26
Mariposa Mining, pref.	5,774,400	7	7	15

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @	36 —
Pig, American, No. 1		38 — @	— —
Pig, American, No. 2		36 — @	37 —
Pig, American, Forge		33 — @	35 —
Bar, Refined, English and American		85 — @	87 50
Bar, Swedes, assorted sizes	(gold).	82 50 @	85 —

		Store Prices.	
Bar, Swedes, ordinary sizes	Less 5 per ct.	— —	@140 —
Bar, Refined	" "	90 —	@ — —
Bar, Common	" "	80 —	@ — —
Scroll	" "	120 —	@180 —
Ovals and Half-round	" "	120 —	@145 —
Band	" "	120 —	@ — —
Horse Shoe	" "	120 —	@ — —
Rods, ⅜@3-16 inch	" "	100 —	@155 —
Hoop	" "	125 —	@180 —
Nail Rod	Less 5 per ct. per lb.	— 8½	@ — 9½
Sheet, Russia, as to No.'s	(gold)	— 11	@ — 12
Sheet, Single D. and T. Common		— 5½	@ — 7
Rails, English	(gold) per ton.	56 50	@ 57 —
Rails, American, at Works in Penna.	c'y.	76 —	@ 77 —
Anvils, Eagle	per lb.	— 9½	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16	@ — 20
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 11	@ — 18
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 13	@ — 15
American Blister "Black Diamond"		— 10½	@ — 16
American, Cast, Tool, do.		— 19	@ — —
American, Spring, do.		— 10	@ — 13
American Machinery do.		— —	@ — 13
American German do.		— 10	@ — 13

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb.	— —	@ 4 75
Clinch		— —	@ 6 25
Horse Shoe, Forged (No. 6 to 9)	per lb.	26 @	— 30
Copper		— 38 @	— 40

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 35	@ — 35½
Straits	(gold).	— 33	@ — —
English	(gold).	— 30½	@ — 30½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 8 — @ 8 25	10 25 @ 10 75
I. C. Coke	6 75 @ 7 37½	8 50 @ 9 —
Coke Terne	— — @ 6 —	— — @ 8 50
Charcoal Terne	7 50 @ 8 —	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— —	@ — 17
Crude, 40 @ 47 gravity (in shipping order)		— 20½	@ — 20½
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 30	@ — —
Refined, Standard White (in ship'g order)		— 31	@ — 31½
Refined, prime White (in shipping order)		— —	@ — 32
Refined, S. W. (in merchantable order)		— 34	@ — 35
Naptha, Refined, (60 @ 63 gravity)		— 10	@ — 10½
Residuum	per bbl.	— —	@ 6 —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
Canton Co.	50⅝	50½	....	....	....	48½
Central Pacific 6s	92	....	91½	92	92	92
Central of N. Jersey	90¾	90½	90½	89½	89	89
Chicago & Alton	144	....	142	....	141	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	148	....	148	147½	148	
" 8s, 1883	....	....	....	....	111	
Chi. & Gt. Eastern 1st m.	....	....	....	....	....	....
Chic. & Northwestern	70½	69½	69½	68¾	69½	69⅞
" pref.		82½	81½	82	82½	82½
" 1st M.		91½	92	92	....	....
" S. F.		....	....	....	....	....
" Consol.		88	....	....	88	....
Chic., Rock Isl. & Pac.	105	104½	104½	104½	105½	106⅜
Chicago & R. I. 7s, 1870		....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896	97½	97½	....	....	....	97½
Clev., Col., C. and Ind.	74	74½	74½	....	74½	74½
Clev. and Pittsburg		83	....	83	....	83
" 2 M.		....	....	....	....	....
" 3 M.		....	....	....	....	....
" 4 M.		....	73	....	73½	....
Clev. and Toledo		....	....	....	....	....
" S. F. 7s		....	....	....	....	....
Col., Chi., & Ind. C.		21½	22½	20½	20	19½	19½
" 1 M.		75½	75½	75½	75½	75½	75½
" 2 M.		....	....	....	....	....	....
Cumberland Coal pref.		....	....	25½	26	....	....
Del. & Hudson Canal	120	120	121	....	....	....	....
Del., Lack. & Western	108	....	107	107½	107	....	....
" 1 M. 7s		97½	....	....	99	....	....
" 2 M. 7s		....	....	....	....	....	....
Erie Railway		25½	25	21½	22½	22½	....
" pref.		....	....	....	....	....	....
" 1 M. 7s, 1897		....	....	....	....	....	....
" 2 M. 7s, 1879		....	89½	....	....	....	....
" 3 M. 7s, 1883		....	83	....	....	....	....
" 4 M. 7s, 1880		....	....	....	75	75	
" 5 M. 7s, 1888		....	....	....	....	....	....
Great Western 2d mort.		....	....	....	....	....	....
Hannibal & St. Joseph	107½	....	....	108	....	....	....
" pref.		108	....	107½	....	....	....
Hudson River		....	....	....	....	....	....
" 1 M. 7s, 1869		....	....	....	....	....	....
" 2 M. S. F.		100x	....	....	....	....	....
" 3 M. 7s, 1875		....	....	....	....	....	....
Illinois Central		....	....	130½	....	....	....
" bonds		....	....	....	....	....	....
Lake Shore & Mich. S'th.	86½	85½	84½	84½	85½	86½	
Lake Shore Div. bonds	85	....	....	....	85	86½	
Marietta & Cin. 1st pref.		20	....	20	20	....	....
" 2d pref.		....	....	....	....	....	....
Michigan Central		....	124½	....	119x	118	
" S.F. 8s, 1882		....	....	....	116	....	
" conv. 8s, '69		....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.		....	97½	97½	97½	97½	
" 2 M.		....	....	....	....	....	....
Mariposa Mining Co.		7½	....	....	....	....	....
" pref.		15	15½	....	15	....	
" Tr. 10s ctfs.		....	....	....	....	....	....
Milw. and St. Paul		72½	72	72½	73½	73⅜	
" pref.	85	84½	84½	84½	85½	86	
" 1st mort.		....	....	....	91½	92	
" 2d mort.		....	81½	....	....	....	....
" 8s		102½	....	....	....	....	....
" 7 3-10s con.		89½	....	....	....	....	....
Missouri 6s		90¾	90¾	90	....	91	
" H. & St. J. iss.		....	....	....	....	....	....
Morris and Essex		....	....	....	....	....	....
" 1st mort.		....	96	96	95½	95½	
" 2d mort.		92½	93	....	92½	....	
New York Central		....	....	....	....	....	....
" 7s, S.F. 1876	98	....	....	....	....	....	....
" 7s, conv. '76		....	....	....	....	....	....
" 6s, S.F. 1883		....	....	86	86	86	
" 6s, S.F. 1887		....	....	....	....	84	
N. Y. Cen. & Hud. Riv.	89	87½	88	86½	87½	87½	
" certificates	81½	81	80	80½	81½	81½	
N. York and Harlem	133	....	133½	133	133	....	
" pref.		....	....	....	....	....	....
" 1 M. 7s, 1873		....	....	....	97½	....	
N. Carolina 6s	43	....	43	43	42½	42½	
" new	28½	29	29½	....	30	29½	
" special tax		....	....	....	....	....	....
Ohio and Miss.	25	25	24	23½	24	23½	
" pref.		....	....	....	....	....	....
" 1st M.		....	....	....	....	....	....
Pacific Mail S. S. Co.	49½	49	48½	48½	48	49	
Panama		....	....	....	205	205	
Phila. and Reading	100½	100½	99½	99½	99½	99½	
Pitts., Ft. W. & Chi. gtd.	88½	88	88	86½x	86½	86	
" 1 M.		....	....	....	....	....	....
" 2 M.		....	....	....	....	....	....
" 3 M.		....	....	....	....	....	....
Quicksilver Mining Co.	16	16	15	15	14½	15	
St. L., Alton & T. H.		....	....	....	....	....	....
" pref.		....	....	....	....	....	....
" 1 M.		92½	....	....	....	....	....
" 2 M. pref.		....	....	....	79	78½	
" Income bds.		....	....	....	....	....	....
Tennessee 6s		51	51	51	....	50½	
" new	42½	44	....	44	44½	....	
Tol., Wab. & Western	52½	52	50	52	51	51½	
" pref.		....	....	....	....	....	....
" 1 M. ex.		....	87½	87½	....	....	
" 2 M.	80	....	78	....	....	....	
" Equipment		....	....	....	....	74½	
Union Pacific 6s		....	83½	84	....	84	
Virginia 6s, ex-coupon	49	48½	....	....	49½	....	
" new		55	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109½	109½	....	109½	108½	108½
U. S. 5s, 10-40s, reg	109½	109½	....	109	....	108½
U. S. 6s, 1881, reg	115	115½	115½	....	....	....
U. S. 6s, 1881, coup	119½	118½	118½	118½	118	118½
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, .. ⅛y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	111½
U. S. 6s, 5-20s, c. 1862	113½	113½	113¼	113¼	....	113¾
U. S. 6s, 5-20s, reg. '64	112½	....	....	....	....	111½
U. S. 6s, 5-20s, c. 1864	112½	....	111½	111½	....	111½
U. S. 6s, 5-20s, reg. '65	....	111½	111⅝	111	....	111
U. S. 6s, 5-20s, c. 1865	112½	111⅝	111½	111⅝	....	111⅝
U. S. 6s, 5-20s, r. n. '65	111½	....	110⅜	110⅝	....	....
U. S. 6s, 5-20s, c. n. '65	115	114	114	113⅞	....	114½
U. S. 6s, 5-20s, reg. '67	111½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	115½	115½	114⅝	114½	114	114⅝
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	110⅝
U. S. 6s, 5-20s, c. '68	115½	....	114⅝	....	....	114⅝
U. S. 6s, Pac.R.R.issue	108⅛	108⅞	....	108⅛	108⅛	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa	....	....	....	....	....	....
.. preferred	35	....	....	34½	....	....
Camden and Amboy	119	119	....	118½	118½	118
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	89
.. 6s, 1883	....	....	....	....	....	84½
.. 6s, 1889	83½	....	....	....	....	....
.. mort. 6s, '89	93¼	....	93	....	....	93¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	40	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	33½	....	....	33½	33½	33½
.. 6s, 1884	....	82½	....	....	....	....
.. Gold L	....	91½	91½	....	91½	90
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R.	53½	53½	53½	53½	53½	53
.. 6s new coup	....	....	....	91½	....	....
.. 6s new reg	....	91½	....	....	....	....
Little Schuylkill R.R.	....	....	42½	....	42½	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	53½	54	54
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	61½
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	37½	....	37½
.. 6s, 1880	....	88½	88½	88½	....	....
.. 7s	....	86	....	86	....	86
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	43½	....	44	....	....
Pennsylvania R. R.	54	54½	54½	53½	54	53½
.. 1st M.	....	99	....	99	100	99½
.. 2d M.	....	....	....	....	....	....
Penn. State, 6s, 1st series	103	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	108	....	....	....	....	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	99	....	99	98½	98½	99
Philad., Germ. & Nor.	....	....	....	....	....	71½
Phila. & Reading	50	50	50½	49½	49½	49½
.. 7s, 1893	....	....	103½	103½	....	....
Philadelphia and Erie	....	....	....	28½	....	28½
.. 6s	....	....	....	....	....	....
.. 7s	....	....	86½	86	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	....	57	57	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	11⅝	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	38½	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	....	....	....	....	....	91
.. 1886	....	....	....	....	....	....
.. 1890	90	....	....	....	90	90½
.. 1893	....	....	....	....	....	....
Balt and Ohio	123½	....	....	....	123	....
.. bonds, 1875	....	....	....	....	94	94½
.. .. 1880	....	....	....	....	....	....
.. .. 1885	91½	....	....	....	....	....
Marietta & Cin. 1st M.	87½	88	....	....	87½	88
.. 2d M.	....	....	....	....	....	....
Northern Central	43½	43½	44	....	43½	43½
.. bonds, 1885	88½	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	19

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	142½	142½	142	....	....	142½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	144	....	....	139x	....	....
Boston and Providence	....	....	....	....	....	132x
Boston, Hartford & Erie	8⅞	9	9⅛	9⅝	9	8⅝
.. 7s, new	....	....	49	50	49½	49½
Cheshire, pref.	....	....	85	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	118	117½	....	118	117⅞
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	126
Michigan Central	125	....	120	119⅝	....	119⅝
Northern, N. H.	....	104½	....	....	....	106
Ogdens. & Lake Champ	66	66	....	....	....	65⅞
.. pref.	....	....	....	....	....	103½
Old Colony & Newport.	97	....	98	95½x	....	96
Ph., Wil. & Baltimore	50½x	50½	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific 6s	....	81⅝	....	....	81	81½
" Land Grant 7s	....	....	....	....	....	....
Vermont & Canada	98	....	98½	98½	....	98½
Vermont & Mass.	....	....	55	....	....	55½
Broadway (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	98½	99
Metropolitan ..	68	68	68	....	....	x65½
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	4½	....	....	4½
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Minnesota ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	21	....	....	....

London Stock Exchange.

	—Closing Prices.— Dec. 3.	Nov. 26.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	50 — 60	45 — 55
Do. do., 2d mort., 1881	45 — 55	40 — 50
Do. Penn., 1st mort., 1877	50 — 60	45 — 55
Do. do., 2d mort., 1882	45 — 55	45 — 50
Do. Consol. 7 per cent. mort. 1890	26 — 27	25½ — 26½
Detroit and Milwaukee 1st mort. 7s	61 — 63	61 — 63
Do. 2d mort. 8 p. c.	62 — 64	62 — 64
Erie shares 100 dol. all paid	20½ — 20¾	20¾ — 21¼
Do. sterig. 6 p. c. convertible bonds	63 — 68	63 — 68
Do. 3d mort. 7 p. c. 1883	58 — 62	58 — 62
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —100	100 —102
Do. 7 per cent., 1875	— — —	75 — 80
Do. 100 dol. shares, all paid	99 —100	99 —100
Marietta and Cin. R. R. bonds 7 p. c.	74 — 77	74 — 77
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	104 —106	104 —106
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	87 — 89
Philadelphia and Erie 1st mort. 1881	85 — 87	85 — 87
Do. with option to be paid in Phila.	85 — 87	86 — 87

American Railroad Journal.

Saturday, December 25, 1869.

Stock Exchange and Money Market.

Money has been in better supply and less demand, since our last, closing quite comfortably for the borrowing interests, on the basis of 6@7 per cent. on call, and 8@15 per cent. per annum in the discount form. The increase of the supply of Money has come largely from private sources. The city banks, while reporting a gain of $351,733 in specie, showed a falling off of over two millions in their legal tender reserve, and of about 1⅛ millions in their deposit averages. They add a little to their loan and discount item, but slightly reduced their circulation. The impending coin and currency interest disbursements will add some fifty millions to the amount of capital seeking employment, mainly at this centre. Of this amount, $31,841,560 of gold interest will be paid out on the public funds. The U. S. Sub-Treasury reduced its coin balance last week, some two millions; and the currency balance, 1⅛ millions. On Saturday last, the Treasury Department held 108⅛ millions in coin, and 13⅝ millions in currency.

The specie reserve of the city banks according to the latest return is $30,068,095, against $18,643,584 same time last year. The city bank deposits are now $181,073,455, against $183,077,228 week ending Dec. 19 1868. The legal tender reserve amounts to $⅓4 812,273, against $50,796,133 same time last year. The circulation now stands at $34,102,303, against $34,353,758 same time last year. The loans are now $252,834,914, against $262,434,180 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $94,250,101 a day, against a daily average of $90,076 553 the preceding week, and $112,668,564 the week ending with Dec. 4, 1869. The current week's exchanges average about $94,292 021 a day. The city banks, last week, reported a gain of $351,733 of specie, with a loss of $1,106,343 of deposits, and of $2,072,156 of legal tender notes. They increased their loans, $101,959; and reduced their circulation, $25,814.

The city bank exchanges on Wednesday were $80,052,551.

National Bank notes to the amount of $143,770 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $319,702,671, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $19,960,879, leaving, with the existing 1,620 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,741,792. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,499,050; and for the public deposits, $19,291,000—making a total of $361,790,050. The Treasury Department last week redeemed and destroyed $461,200 of worn and mutilated fractional currency, and issued $692,100 of new. The outstanding amount of fractional currency on the 1st of Dec., was $38,885,565, against $37,035,442 on the 1st of November, 1869.

The U. S. Sub-Treasury receipts, week ending with Dec. 18, were $3,914,424 in coin, (including $1,700,000 from customs duties,) and $4,425,683 in currency; payments, $5,922,216 in coin, (including $521,988 of coin interest,) and $5,942,146 in currency; balance at the close of the week $88,749,395, (including $76,635,426 of coin, and $8,426,812 of currency,) against $91,442,462 at the close of the preceding week, showing a decrease of $2,693,067. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $253,501 in coin, (including $211,950 from customs,) and $342,842 in currency; payments, $93,476 in coin, (including $56,712 of coin interest,) and $521,090 in currency. On Tuesday, receipts, $304,929 in coin, (including $210,673 from customs,) and $148,529 in currency; and payments $194,188 in coin, (including $184,274 of coin interest,) and $198,039 in currency. The balance at the close of business on Tuesday stood at $85,299,996, (including $8,256,590 of currency, and $76,906,192 of coin,) against $87,974,694 a week previous; and $89,816,439 on Dec. 7, 1869. The aggregate receipts of the office in Nov. were $67,322,747, including $9,190,801 from customs; aggregate payments, $74,780,059, including $15,992,989 of coin interest.

The outstanding amount of coin certificates on the 1st of Dec. was $36,862,940, against $28,781,-

520 on the 1st of Oct., 1869. The Sub-Treasurer at this port, last week, retired $1,486,681 of coin certificates through the receipts for customs.

Government revenues have been on a moderate scale, since our last. The excises yielded about $3,650,000; customs at the port of New York, $1,609,681, and at the outports about $550,000 (in coin) more, making the grand total income for the week equal to about $6,241,600 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 83½ millions.

Gold has been offered freely and has been decidedly lower, on a less confident demand, from both speculative and mercantile buyers. The range of the price, during the week, was from 119¾@122⅛, and the closing quotation on Wednesday 120⅞. On Monday, a Washington dispatch was published, announcing a partial suspension of the government gold sales, which announcement tended to stimulate purchases, mainly on speculative account. Later in the day the purchasing demand fell of, and the price receded again. The customs demand has been on a reduced scale, while the export inquiry has been very limited. The dealings on Wednesday indicated a stronger market, especially toward the close, with a more confident purchasing call.

The customs revenue of the port of Wednesday was $163,204.

The coin balances of the Government at this port on Wednesday morning, amounted about 77 millions.

The coin interest disbursements on Wednesday were $16,675.

The customs demand for Gold last week, averaged $283,335 a day; thus far, this week, it has averaged $211,315 a day, or equal to a weekly aggregate of $1,267,890. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $45,536, and since Jan. 1, $14,734,162, against $6,764,924 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been $127,106,469, against $114,309,321 same time in 1868. At San Francisco, from Jan. 1, to Dec. 6, 1869, $8,039,714, against $8,139,338 same time last year.

The U. S. Treasury receipts from customs at all ports from July 1, to Dec. 11, were about 81 millions.

The exports of specie, from this port, last week, were $309,946, against $274,543 same week last year; total, since Jan. 1, 1869, $31,227,190, against $70,109,991 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $521,998, and since Jan. 1, 1869, $89,607,344, against $82,009,517 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Dec. 11, 1869, were $36,259,476, against $34,240,959 same time in 1868.

Foreign exchange has been more freely offered at easier and irregular rates, on a light trade. Bankers' prime sixty day bills on London closed buoyantly on Wednesday at 108⅜@108⅝, and on Paris to 5.20@5.17½; sight bills on London to 109@109¼, and on Paris to 5.16¼c.@5.15. The offering of produce bills has been less extensive this week. The week's exports of domestic produce have been to the currency value of $3,503,920, making the total since Jan. 1, 1869, $192,778,201, against $163,760,659 same time last year.

Government securities have been in pretty fair supply and quoted cheaper. The demand has been on a limited scale, though it was seemingly on the increase toward the close. A livelier call is looked for, as the probable consequence of the impending heavy interest disbursements. The latest transactions on Wednesday showed more firmness, in the ruling values.

U. S. sixes of 1881 closed here heavily at 118¾@118⅞; U. S. Five-twenties of 1862, ex-coupon, 113¼@113⅜; U. S. Five twenties of 1864 at 111⅝@111⅞; U. S. Five-twenties of 1865 at 111¾@112; U. S. Five-twenties of 1865, consolidated, 114⅜@114½; U. S. Five-twenties of 1867, 114½@114⅝; U. S. Five-twenties of 1868, 114⅞@115; U. S. Ten-forties at 109@109⅛; U. S. Six per cent. currency bonds, 108¾@109.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 8.	Dec. 15.	Dec. 22.
Consols	92¼	92⅛	92¼
U.S. 5-20's of 1862	85⅝	86¼	86
U. S. 5-20s, 1865	84¼	84½	85
" 1867	85⅞	85	84
" 10-40s	81	82⅝	82¾
Erie	20¼	20¼	17⅛
Ill. Central	99¾	....	99¾
At. and Gt. West	....	....	26

State and railway bonds have been generally in moderate demand at about former prices.

Railway and miscellaneous share property has been moderately active, closing firmly and buoyantly.

In general business, there has been less animation, though buyers have had any existing advantage as to price. Middling upland cotton closed heavily on Wednesday at 25⅛ cts. per lb. The stock of cotton now here is given at about 28,000 bales. The receipts at the port this week, have averaged about 5,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 1,090,350 bales, against 871,750 bales in 1868–'9; exports, same time 575,275 bales, against 435,750 bales same time in 1868–'9; stock on hand at latest dates 326,500 bales, against 276,125 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 20,580 pkgs., against 23,034 pkgs., same time last year. From Boston, 7,076 pkgs., against 8,193 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in more demand, at from 9@21c., per lb.; week's receipts, 5,710. Milch cows inactive, at $40@$110 each, receipts, 108. Veal calves in slack request at from 8@12c. per lb.; receipts, 934. Sheep and lambs in fair demand at from 4@9½c., and 5@9c. per lb.; receipts, 37,391. Swine in less request at 10¼@11c. per lb., all live weight; receipts, 13,201.

Foreign merchandise has been in limited request at drooping prices. The week's imports reached a specie value of $3,704,216.

Ocean freights have been comparatively dull, and rates have been depressed. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 3d.@3½d. by sail, and 4d.@4½d. by steamer, per bushel; cotton at 3/16d.@¼d. by sail, and 5/16d.@⅜d. by steamer per lb.; and heavy goods 15s. 0d.@30s. by sail, and 17s. 6d.@40s. by steamer, per ton. Total number of vessels in port on Wednesday, 486.

The balance in the Sub-Treasury on Wednesday was $85,188,135 01.

The New York exports, exclusive of specie, for the week ending Dec. 21, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	$3,666,217	$3,503,920
Prev. reported	160,094,442	189,274,281
Since January 1	$163,760,659	$192,778,201

The imports for the week ending December 18, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	$691,940	$1,043,778
Gen. merchandise	1,100,305	2,660,438
Total for the week	$1,792,245	$3,704,216
Previously reported	236,008,854	278,848,973
Since January 1	$237,801,099	$282,553,189

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, 83½ Louisiana 6s, 69; do., 6s, Levee bonds, 62½; do., 8s, Levee bonds, 78; New York 7s, Bounty Loan reg., ex-int., 106; Georgia 6s, 82; Brooklyn 6s, W. L., 92¼; Pacific R. R 7s, guar. byMo., 93¼; Ohio and Mississippi consol. bonds, 81; Chicago and Milwaukee 1st mort., 88; Central Railroad of New Jersey new bonds, 98; Milwaukee and St. Paul 1st mort., Iowa Div., 86; Great Western (Ills.) 1st mort. 1888, 82; Cleveland and Pittsburg consol. bonds, 83; Toledo, Wabash and Western consol. bonds, 80; Toledo, Peoria and Warsaw 1st mort., E. D., 79½; Cincinnati, Hamilton and Dayton R. R., 75; New Jersey R. R., 119½; Western Union Telegraph, 82½; do., 7s, 84½; Brunswick City Land, 8½; Adams' Exp. Co., 60¾, Wells-Fargo Exp., 21½; U. S. Exp., 50½; Am. Mer. Union Exp., 89¼; Wilkesbarre Coal, 60; Consolidated Gregory gold, 1.80; Grass Valley gold, 0.26; La Crosse gold, 0.18; Quartz Hill gold, 0 84; Smith and Parmalee gold, 1.95.

Philadelphia.—Pennsylvania 5s, coupon, 92½; Allegheny County 5s, 80; do., 4s, 65; Lehigh Nav. 6s, Conv. Loan, 77; West Jersey 6s, 91; Pennsylvania and New York 7s, 89; Huntingdon and Broad Top Mt. 1st mort., 80; Chesapeake and Delaware Canal 6s, 96; Long Island R. R. 6s, 1875, 98; Sunbury and Erie 7s, 95; Oil Creek and Allegheny River R. R., 39⅞; West Pennsylvania R. R., 80; Philadelphia and Trenton R. R. 118; St. Nicholas Coal, 3¼; Big Mountain Coal, 6⅛; Corn Planter oil, ¼. The latest quotations are: City 6s, 92@93; do., free of tax, 98¾@99; State 5s, coupon, 92⅛@92¾; do., 6s, W. L., 100¾@—; do., 1st series, 103@103⅛; do., 2d series, 106@106½; do., 3d series, 108@108¼; Reading, 50@50⅛; do., 7s, 1893, 103@103; do., mort. 6s, 1880, 90@91; Camden and Amboy, 118@118¼; do., mort. 6s, 1889, 93@94; do., 1883, 83½@84½; do., 1889, 81¾@82¾; Penn. R.R., 54@54; do., 1st mort., 99½@100; do., 2d mort., 95¼@95½; Little Schuylkill R. R., 42@43; Morris Canal, 28@30; do., pref., 62@—; do., bonds, 75@80; Susquehanna Canal, 10@10; do., 6s, 53@57; Sch. Nav., 5@7; do., pref., 14@15; do., 6s, 1882, 53½@—; Elmira and Williamsport, pref., 39½@40½; do., 7s, 1873, 88@89; do., 6s, 58@59; Lehigh

Coal and Navigation, 33⅜@33⅝; do., 6s, 1884, 82@83; do., R. R. Loan, 86½@87; do., Gold Loan, 89½@90; North Pennsylvania, 37@37½; do.,6s, 88@89; do., Chattle 10s, 106@—; Philadelphia and Erie, 28⅛@28⅜; do., 6s, 86¾@87¼; Minehill, 53¾@54; Catawissa, 14@15; do., pref., 34@34½; Lehigh Valley, 53@53½; do., 6s, 91½@—; do., 6s, reg., 92@—; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 41@45; Thirteenth and Fifteenth, 18@19¼; Spruce and Pine, 20@21; Green and Coates, 38@39; Chestnut and Walnut, 45@46; Hestonville, 11@11½; Union, 40@45.

Boston.—Central Pacific 6s, 1898, 91; Cedar Rapids and Missouri 7s, 1916, 85½; Rutland and Burlington 1st mort. 7s, 131¼; Old Colony and Newport 6s, 1876, 93; do., 7s, 1897, 101; Vermont Central 1st mort., 76¼; do., 2d mort., 37; Vermont Central and Vermont and Canada 8s, 1877, 98¼; do., 1889, 99¾; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 95; Summit Branch R. R., 26½; Connecticut and Passumpsic Rivers pref., 87½; Burlington and Missouri River pref., 70; do., 8s, 1879, 94; Rutland R. R., 25; Boston Water Power Co., 14¼; Ophir (N. S.) gold, 15c.; Massachusetts 5s, 1894, gold, 101; do., 6s, 5-20s, currency, 100½; New Hampshire 6s, 1877, 97¼; Rhode Island 6s, 1882, 97¼; Boston 6s, 1876, currency, 100; do., 5s, 1882@1883, gold, 100½; Cincinnati 7 3-10s, 1899, 102; Portland 6s, 1877, 92¾; Brooklyn 6s, 1891, 92½; Bangor 6s, 1889, R. R. Loan, 82¾; Calumet Mining Co., 60; Hancock, 1⅛.

Baltimore.—Maryland Defense Loan, 100; Parkersbnrg R. R., 23; Memphis 6s, new, 47½; Pittsburg and Connellsville bonds, 88; Orange, Alex. and Manassas 7s, 1882, 72½; Virginia and Tennessee R. R. 8s, 76; Orange and Alexandria 2d mort., 6s, 1875, 74; do., 3d mort., 8s, 1873, 80; do., 4th mort., 8s, 1880, 69. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 123@123½; do., 6s, 1875, 93@94; do., 1880, 92@93½; do., 1885, 91@93; Northern Central, 43½@44; do., 6s, 1885, 88@88½; do., 1900, 82½@84; do., 6s, 1900, gold, 100¾@101; Parkersburg Branch, 23@24; N.W. Va. 1st mort., 90@90¾; do., 2d mort., 93@93½; do., 3d mort., 1885, 86@88; Marietta and Cincinnati 7s, 1892, 87¾@88¼; do., 2d mort., 65¾@66; Central Ohio, 25@27½; do., 1st mort., 78@80; Western Md. 6s, 1890, —@62; do., guar., by Baltimore City, 90@91; do., 2d mort., guar., 89½@91; do., 6s, pref., 25@25⅛; do., 6s, guar., by Washington Co., 65@75; Richmond and Danville bonds, 68@69½; Baltimore 6s, 1875, 90@91½; do., 1886, 91¾@93¼; do., 1890, 90@91; do., 1893, 89@92; do., 5s, 1838-'70, 70@75; Memphis City 6s, 46@47½; Maryland Defense Loan, 99@101; City Passenger R. R., 18⅞@19; Baltimore and Catonsville, 4@10; George's Creek Coal, 50@70; Santa Clara, —@1.50; Atlantic Coal, 1.90@3.50; Bare Hill, 0.05@1.00.

Dividend Notice.

ROME, WATERTOWN AND OGDENSBURG RAILROAD, VICE PRESIDENT'S OFFICE, No. 12 COLLEGE PLACE, NEW YORK, Dec. 22d, 1869.

THE Board of Directors of this Company, have declared a semi-annual dividend of (5) five per cent. free, payable on and after the 15th January proximo. Transfer books will be closed on the 25th inst., and so remain till date of payment. Stock registered in New York, will be paid at the Mercantile Bank for a period of sixty days.

MARCELLUS MASSEY,
Vice President.

3t52

Michigan—Its Favorable Financial Condition.

From the Report of the Treasurer of Michigan for the fiscal year ending November 30, 1869, we learn that during the year, while the entire taxation by the State amounted to only $1,032,457, including all the specific taxes, of which railroads and insurance companies alone yielded over a quarter of a million, the State debt has been decreased by the sum of $570,000, and the total bonded debt is now only $3,043,578 48. At the close of the year there was a cash balance in the Treasury of upwards of $830,000. Michigan is hampered in the payment of her debt by the fact that it is not due, and the money flows into the Treasury faster than it can be used. It is not allowed to be idle, however, as the item of more than $38,000 received during the year for interest on State deposits shows. None of the interest bearing debt becomes due before 1873, and less than half a million will become due before 1878. The total receipts during the year were $3,246,813 74, and the total expenditures were $2,412,724 02. Among the latter were several very generous appropriations to reformatory, charitable and educational institutions, the insane, deaf, dumb and blind asylums receiving $144,000, the reform school, $56,000, the agricultural college, $45,000, and the geological survey, $5,000. The towns feel so rich and enterprising that they have deposited with the State Treasurer close upon a million and a half dollars in bonds to aid the several railroads now building.

Philadelphia and Reading Railroad.

This company has formally notified the Stock Exchange of its purpose to issue $5,000,000 new convertible bonds, in the amounts and at the dates following: $1,500,000 January, 1870, and $1,000,000 July, 1870, convertible any time after issue; $1,000,000 January, 1871, convertible in 1872; and $1,500,000 1871 or 1872, as required, on giving 60 days' notice, not convertible until 1872. Of these bonds, $2,000,000 have been taken at par by McCalmont Brothers & Co., of London, and the remainder also at par, by McKean, Borie & Co., of Philadelphia. This new issue is to provide for the building of new branch roads, equipments, etc.

☞ The following gentlemen have been elected directors of the South and North Alabama Railroad Company: F. M. Gilmer, Jr., H. P. Lee, E. C. Hannon, Josiah Morris, Bolling Hall, Edmund Harrison, W. G. Farley, J. P. Stow, W. J. Bibb, Thos. G. Glasscock, Luke Pryor, J. T. Tanner, Z. Freeman. E. M. Gilmer was elected President.

☞ Track-laying on the Iowa Falls and Sioux City railroad has reached a point within three miles of Cherokee, and regular trains will soon be running to that place which is sixty miles east of Sioux City.

☞ The coupons of the Arkansas State bonds, falling due Jan. 1, 1870, will be paid on presentation at the American Exchange National Bank, New York.

☞ The formal opening of the new railroad from Camden to Medford, N. J., took place on the 20th inst.

HARVEY FISK. A. S. HATCH

OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST., NEW YORK.

Many holders of Government Bonds, who would be glad to capitalize the difference between them and some of the Railroad Bonds offered in the market before the proposed funding of the public debt, at 4 or 4½ per cent. interest, shall materially reduce the profit of the exchange, are hesitating only for want of satisfactory assurance as to *which* of the latter are *safe*.

This caution is necessarily and wisely felt and exercised as to all that class of capital which seeks secure investment rather than speculative or business risks.

Transfers of capital from securities which have, from special causes, reached a high premium, to those of more moderate cost, are prompted by a wise and prudent forethought, when the larger profit from the investment can be secured without the sacrifice of the security with which the invested capital should be guarded.

The fact that the government is rapidly buying up its own bonds imparts to them for the time being a market value in excess of their intrinsic value for investment, and disproportioned to the market price of other perfectly reliable and substantial securities.

The difference in price between them and other bonds does not necessarily imply a like difference in intrinsic value, and it MAY be capitalized with entire safety if a proper selection is made.

The message of the President of the United States and the report of the Secretary of the Treasury express the belief of the whole country that the improved credit of the nation will enable them to fund the Five-twenty bonds, at not over 4½ per cent. interest, within a very short time.

Persons having under consideration the subject of funding their Five-twenties now, while it may be so advantageously done, or of new investments, will find in the FIRST MORTGAGE SIX PER CENT. GOLD BONDS OF THE WESTERN PACIFIC RAILROAD COMPANY—secured by a mortgage of only $2,800,000 on a property worth at least $10,000,000—the required element of safety, combined with reasonable income.

To meet the wants of those who may desire to invest their incoming Revenues, due January 1, we will receive in payment for the FIRST MORTGAGE BONDS OF THE WESTERN PACIFIC RAILROAD COMPANY remaining unsold, gold coupons of the United States, and Central and Western Pacific Railroad bonds, maturing January 1, at the full market price of gold.

The bonds are $1,000 each. Interest payable January 1.

Principal and interest payable in gold in New York.

Full and satisfactory information will be given upon application in person or by letter.

FISK & HATCH, Bankers.

☞ The first section of the Kansas City and Santa Fe Railroad, extending from Olathe to Ottawa, has been let to Messrs. D. L. Wells & Co., of Milwaukee, to be completed by the 1st of July next. Mr. B. H. Edgerton is the engineer in charge of the road.

Journal of Railroad Law.

RAILROAD COMPANIES—NOTICE TO OWNER OR CONSIGNEE—WHEN LIABILITY OF COMMON CARRIER TERMINATES AND IS CHANGED TO THAT OF WAREHOUSEMAN—DEFINITION OF ORDINARY CARE AND DILIGENCE.

The facts of the late case of The Chicago and Alton Railroad Company *vs.* Scott 42 Ill. 132 are as follows:

On the 11th day of October, 1865, the appellee delivered to the appellant, in Springfield, twenty seven sacks of wool, to be transported by appellant's railroad to Chicago. The wool was consigned to Bixby, Hall & Livermore, commission merchants, in Chicago. The wool reached Chicago on the 13th day of October, and on the 14th day of that month was stored by the appellant in its depot, to await the order of the consignees. On the 16th day of October about six o'clock in the evening, a fire broke out in a feed-mill, unconnected with the depot, and on the opposite side of the street, which within half an hour's time communicated itself to the depot, and consumed it with its contents. An action was thereupon commenced by the appellee to recover the value of the wool, of the appellant, and upon the trial, the jury found for the appellee, and a motion for a new trial made by the appellant being overruled, this appeal was taken.

The particular facts upon which the liability of the company depends, are set forth in the following opinion of the court by

Breese, J.—The wool which was destroyed was placed on appellant's cars at Springfield, on the eleventh day of October, to be carried to Chicago, a distance of about one hundred and eighty miles, ordinarily run by freight trains in ten hours. It must have reached Chicago at farthest on the twelfth, and was then suffered to remain on the track in the car until the fourteenth, when it was placed in a building used by appellants as a warehouse, in which it was consumed by fire on the evening of the sixteenth. This court said in the case of Porter *vs.* Chicago and Rock Island R. R. Co., 20 Ill. 407, that carriers by railroad were neither bound to deliver the goods carried, to the consignee personally, nor to give notice of there arrival, to discharge their liability as carriers. But they must take proper care of the goods by safely storing them, or by some other act. When the articles have reached their destination and have been removed and stored in a warehouse owned by the carrier or by some other party, the duty of the carrier is terminated, and, if the carrier be the owner of the building in which the goods are stored, his liability changes to that of a warehouseman and in the same case, we say, when the goods have then reached their destination the owner or consignee by the use of diligence may be there to receive them and take them into his own control, and failing to do so, the presumption should be that he has elected to permit them to be stored by the company, to be held as warehousemen or keepers for hire. The goods are then placed in precisely the same situation as goods in any other warehouse, and the owner has the same opportunity to establish the liability of the company in their new capacity of warehousemen, as he would have, in any other case of a warehouseman.

On reflection, it would seem, if the carrier is not required to give notice to the owner or consignee of the arrival of the goods, he could not know, by the use of any ordinary diligence, when they arrived. Not knowing this important fact, he could not be there to receive them. In this very case, the goods being shipped on the eleventh, a reasonable calculation would be they would reach Chicago on the next day; but, as every one knows, who has transacted business with railroads, as carriers of goods, no calculation can be made when they will deliver what they have received. A better rule would seem to be, that the owner or consignee should be notified of their arrival at the earliest practicable moment, after which, if not removed by the owner or consignee, they might be regarded as at their risk as common carriers until they are stored, for the goods remain under the control of the carrier, against whom the law raises every presumption, and requires of him the exercise of the highest diligence, exonerating him from loss in no case, except such loss as might be occasioned by the act of God or the public enemy. But the rule is settled, that no notice is necessary to the consignee, and if he is not present to receive the goods, which he has no means, by the use of ordinary diligence, of knowing have arrived, the carrier can store the goods safely in a suitable warehouse, to await the demand of the consignee. When thus stored, the duty of the railroad as a common carrier terminates, and that of warehouseman begins. The warehouse must be a safe and secure place. Thomas *vs.* Boston and Prov. R. R. Co., 10 Metc. 472.

The first question then to be determined is, was this wool stored in a suitable warehouse on its arrival at Chicago? The answer to this is to be looked for in the evidence in the record, and for an able and careful anylysis of it, and which we have tested by the record, we are greatly indebted to one of the counsel for appellee.

The weight of the testimony establishes, most clearly, the fact, that the warehouse, in which this wool was stored, was not safe or suitable. It was a wooden building, two stories high and about eighty by forty feet, originally built for a coal warehouse, and so constructed that the coal trucks could be run from the river side over the street and the contents poured down into the building. The building was tall, between sixteen and twenty feet, from the sills to the roof. It was near a feed-mill worked by steam, where the fire originated, and lumber was piled up around it. The building had nothing but a shell roof, nothing but boards and shingles, and no floor between the first and second story, so that there was nothing between the roof and the freight to protect it. One witness, Harris, says "this depot was a flash in the pan, it was all open."

Such a building, it is evident, afforded quite an insufficient protection to freight stored in it, and when we consider by what inflammable materials it was surrounded, being located in a lumber and wood yard, we are satisfied it was not a suitable or safe place in which to store valuable property. The liability to take fire from an adjacent steam-mill was very great, and the difficulty in extinguishing it was rendered insurmountable by the piles of lumber interfering with the movement of the fire engines.

The whole evidence shows it was not a fit building into which freight should be stored. A fire proof building is not required, but a safe one is.

The next question is, when the wool was placed in this insecure building, did the company have a sufficient guard or watch in and about it? Was it under the charge of careful and competent servants. The case of Porter *vs.* The Chicago and Rock Island R. R. Co.; *ante*, and all the other cases, pre-suppose, when the goods are stored, they shall be under the charge of careful and competent servants of the company. The evidence on this branch of the case is equally conclusive as that in regard to the insecurity of the building. That being so very insecure, imposed a higher degree of vigilance on the part of the company, and they should have added to its security by the constant attendance of competent watchmen.

What is the fact in this case? The only watchman on the premises was a one-armed man, and devoid of ordinary firmness and courage, incapable, by his loss of an important member, to give much aid in removing the goods, when the fire took place. All the witnesses concur in saying, if there had been a competent watchman there, or men to attend to the warehouse, with the aid of outsiders, who were present in great numbers, much of the property might have been saved. There seemed to be no parties there ready to save the property, not one of the railroad men to open the doors, so that the property might he reached. The one-armed watchman and one Goodrich, the chief clerk in the freight office, were the only employees of the company that were present, and who did nothing and attempted nothing, in the way of saving the goods. The next question, did the company, by their servants, and agents, make timely and sufficient efforts to save this wool?

No effort is shown to have been made until the roof was on fire rendering it very hazardous for any one to enter the building. Before that the evidence is conclusive that sufficient opportunity was presented to have saved much of the property, had proper efforts been made, which were not made. The law demands that every reasonable exertion should be made to save goods exposed as this wool was exposed. No authority is necessary to sustain this proposition, for it results from the general principle, that a warehouseman is bound to use ordinary diligence in the care of goods intrusted to him. There seems to be no excuse for this negligence by the company. There was time enough, if there had been any brains there, in the employment of the company aided by a thousand bystanders, who were willing to work, if they could have been directed by any person what to do at the proper time, to have saved the great bulk, which was not large, of the contents of the warehouse, and certainly this wool, for the proof is, it was in sacks standing on their ends, and within ten feet of the door of the depot, so situated as to be about the first article that would attract the attention of any one entering the depot. The sacks were in plain view, covered by no intervening article, but in front of them all. It was very strange, indeed, that the exercise of ordinary care and diligence should not have resulted in saving this wool.

The suggestion of appellant's counsel that the employees of the company, who were present at the fire, were induced to believe by some remarks of Harris, chief of the fire department, that the

warehouse was safe, and that the most prudent course was to leave the goods undisturbed in the building, and not expose them to the danger of theft and damage by removing them, loses much of its force when the statements of Harris are considered.

It was no doubt the policy of the company, and greatly to their interest, to throw the responsibility of the loss of this wool on the fire department. One of their employees, their one-armed watchman Metzler admits the goods might have been saved. But he, and Goodrich, another employee, and clerk in the freight office, testified that Harris told them that he would save the depot and that the goods need not be removed. Harris contradicts both these witnesses, and says distinctly that he told them no such thing. He is positive about this, for he says it has always been a settled rule with him never to interfere with the removal of property at fires. This witness was impartial. He had no object or desire to shift the responsibility, and under the circumstances, his statements were entitled to more weight than those of two frightened and timid and excited employees, and so thought the jury.

It would seem to us, in view of all the facts, that the company did not take the same care of this wool while it was in their custody, and use the same diligence to save it when in danger of destruction, as an ordinary prudent man would exercise in regard to his own property. All the facts go to show that it was almost certain, half an hour before the building caught fire, that it would be caught, and, from the materials of which it was built, the length of time it had been erected, causing all the materials to become highly inflammable, surrounded on all sides by combustible materials, and the wind blowing from the feed mill to the depot, that the warehouse must become a prey to the flames. So thought prudent men who owned property in the immediate neighborhood, who at once made the necessary exertions and save the property. It is evident the company would have saved this, by proper and timely effort.

We are fully convinced on the whole evidence that the railroad company did not use ordinary care over this property while it was in their custody, nor make sufficient and timely effort to save it, when endangered, and they ought to pay its value to the owner. The new duties the company had assumed, those of warehousemen, required these of them. Angell on carriers, 45 and note and 75.

What is ordinary diligence, is such diligence as men of common prudence usually exercise about their own affairs, and ordinary care is such care as every prudent man takes of his own goods. Id. §§ 7, 11.

These are facts to be determined by the jury, and having found that appellants did not exercise this degree of care and diligence, but have been guilty of ordinary negligence, and believing the finding was proper under the evidence, we cannot interfere with their verdict. The proof against appellants on the main points is overwhelming against them, and on the conduct of the chief of the fire department, his testimony is more reliable than that of the two employees of appellants.

No exceptions are taken to the instructions, nor could there be any. The judgment must be affirmed.

Judgment affirmed.

The Public Lands.

The following is an abstract of the Report of the Commissioner of the General Land Office:

The operations of the public land system during the fiscal year ending June 30, 1869, were prosecuted in all the public land States and Territories, except Wyoming and Alaska. Surveys have been completed in Ohio, Indiana, Illinois, Michigan, Missouri, Alabama, Mississippi, Wisconsin and Iowa. The entire area of the public domain is 1,834,998,400 acres, of which during the past year 10,822,896 acres were surveyed, involving 40,849 lineal miles of survey. The entire area surveyed is 508,567,752 acres, leaving unsurveyed 1,326,430,648 acres. Interesting accounts of boundary surveys are given, with chorographical and topographical information of great value.

The disposed of public lands in seventy-three local land offices during the year embraced 7,666,151.97 acres, being nearly a million acres more than last year. The cash receipts were $4,472,886 28, an increase of $2,840,160 38 over last year.

The policy of forbidding settlement on the public lands without purchase, enacted by the law of 1807, was overpowered by the press of immigration. Congress first healed a multitude of breaches of this law by special retroactive statutes, and finally, by act of September 4, 1841, established the pre-emption privileges as a permanent element of our system.

The homestead policy is the worthy supplement of the pre-emption. A great increase of appropriation of public lands by actual settlers under these two classes of laws is shown. It is estimated that by direct and indirect operations of the land system during the last fiscal year 60,000 small farms were added to the freeholds of our republic, about double the entire number of land owners in England, as reported in the decennial census of 1861.

The liberality of our naturalization laws has drawn an immense immigration from Europe. About 10,000,000 of our population are due to this cause. These have largely availed themselves of the kindly provisions of our land laws, absorbing an immense amount of public land. It is estimated that foreign immigrants have brought to this country, since 1790, $400,000,000, gold value. Grants of lands have been made to officers and soldiers of the different wars of the republic, thus testifying the nation's gratitude to its defenders. Our immense grants in aid of popular education are vindicated as a social necessity, the only means of securing such a diffusion of intelligence as will serve as a basis of free institutions.

Large grants have been made for the support of universities and colleges. A special donation has also been made to the States of 30,000 acres for each Senator and Representative they were entitled to under the apportionment of 1860. The aggregate amount of land finally accruing under all these grants will be not less than 79,326,802 acres. The disposition of these grants by several of the States is given in the report.

The policy of grants for internal improvements, and especially for railways, is considered at length, and a sketch of the railway system of the United States is given at large. Its history naturally divides itself into three eras:

First. Its primary stage, on the Atlantic slope, in which it had to await the slow accumulations of the necessary capital for its construction.

Second. Its secondary stage, in the Mississippi Valley, in which, by the donation of public lands otherwise unsalable, it created its own endowment by the values it imparted to the soil.

Third. Its definitive stage west of the Mississippi, in which it appears as a forerunner of civilization, gathering strength to project itself across great wilderness tracts to reach our Pacific States. At the close of the the present year there will be in operation 47,000 miles of road. The tonnage of 1868 is estimated at over 100,000,000, representing a cash value of $12,000,000,000. At the close of this century we will have not less than 100,000 miles in operation, with a tonnage beyond present estimate. The enormous expansion of railways was one of our national necessities. The liberal policy of landed and loan subventions by the Government was the ground work of this prosperous movement, but the commissioner thinks that the time for such extraordinary assistance has passed, and recommends its withdrawal.

The report concludes with a review of the commercial position of the United States, tracing a line of commerce around the earth, between the 40th and 50th parallels, to which all the local currents of trade will converge. The completion of our Pacific Railroad, with the increasing advantage of railway communication over every other, is making this country the highway of the world's commerce. Our ability to compass this splendid result springs from our liberal handed policy. Its influence is specially marked. The growth of our resources is startling. The gold value of personal and real property is $30,000,000,000. Our gross annual earnings amount to $10,000,000,000, of which not less than ten per cent. or $1,000,000,000, are surplus for investment. Our civilization, being industrial in its chief characteristics, looks to a broader swsep of original production, and hence our accumulation of wealth will be more rapid than that of any past age.

Wooden Railways.

Mr. C. W. Maberly, Chief Engineer of the Northern (Canada) Railway has made the following report to a Committee of the Canadian Legislature:

TORONTO, Dec. 8, 1859.

SIR: In accordance with the request of your Committee, I have examined the systems of wooden rail tracks introduced respectively by Messrs. Foster and Hulburt, and beg to submit the following observations thereon.

Mr. Hulburt's system is the longitudinal maple rail, the grain of the wood running with the track; the rails are supported on crossed ties laid two feet apart; these ties are notched out, and the rails are fastened into the notches with wooden wedges. He submits two modification of his principle:

1st. A plain longitudinal rail 4 inches by 7 inches, in 14 feet lengths, with square end joints, and simply held in place in the ties by the wedges.

2d. A longitudinal rail 4 inches by 7 inches, two thicknesses in depth, breaking joint with square ends, each joint being fastened together with two half-inch bolts through from top to bottom of rail, and wedged in the ties in a similar manner to No. 1.

Mr. Foster claims an improvement on Hulburt's system inasmuch as he opposes the end grain of the wood to the action of the trains. He places

maple blocks 3¼ inches by 7 inches on end to form the rail. These blocks are held together between two longitudinal stringers, slightly notched out, to give a seat for the blocks to rest on; the stringers break joint, thus forming a continuous rail. The cross ties are notched out and the stringers wedged in the same manner as in Mr. Hulburt's rail. A hardwood pin is driven through the stringers, between each joints of the blocks, in order to keep the blocks from shifting out of place.

The following is a comparative estimate of the cost of each system of wooden rail and of an iron T rail, 56 lbs. to the yard. I do not include the earthwork, ballast, or fencing, as I assume the grades and curves to be common to each. The estimate is based on a 5 feet 6 inch gauge, and the cross ties are included:

Iron rail (56 lbs.).....	$5,000	per mile.
Foster's wood rail	2,100	"
Hulburt's " No. 1	1,290	"
" " No. 2	1,420	"

An iron rail, of say 56 lbs. to the yard, should last in this climate with a fair traffic (such as is done by the Northern railway of Canada) about ten years, and the best hard wood rail with a similar traffic could not last over two years. A well constructed hard wood rail, if properly maintained, would probably last five years with a small traffic, and light engines not running over a speed of from 10 to 12 miles an hour.

The main points to be considered in comparing the different systems of wooden rail are simplicity in the number of parts, and convenience of construction and repair because the greater the number of parts, the greater is the liability to get out of repair, particularly in such a climate as Canada, when the sudden thaws and extreme frosts throw the rails out of line and out of level.

As to the comparative merit of the different systems under consideration, I am of opinion that Mr. Hulburt's single rail No. 1 (with an addition of a wood fish plate, notched and bolted at each point) is the most practicable, as it is the simplest and cheapest in construction, and can most easily be kept in repair.

I consider the wooden rail to be the best adapted for colonization roads through new tracts of country where sufficient money cannot be obtained to build an iron road. A wooden railway would serve the purpose until a sufficient traffic could be established to warrant a more substantial track.

Railroad Improvements.

Metallic Plate about 5×8 inches, 4 holes about ¼ inch thick placed under the ends of the rails with button fasteners to keep the top of the rail even. Coupler cross band or bars or links; the single bar now used may be likened to drawing sled with a cord on the middle of the roller which destroys the superstructure, wheels, etc., every three years, this coupler obviates all that, draws the train true in line and operates with mechanical precision. For sale by the Inventor, A. BEEBE, 78 Cedar street, Room 2, New York.

RAILROAD CAR MANUFACTORY FOR SALE.

THE SUBSCRIBERS, EXECUTORS OF WM. CUMMINGS, deceased, will expose to sale at public vendue, on Thursday, the 20th day of January, 1870, at two o'clock in the afternoon, at Taylor's Hotel in Jersey City, (if not previously disposed of at private sale,) all of the following described lots of land and premises at Jersey City, in the County of Hudson and State of New Jersey, consisting of the RAILROAD CAR MANUFACTORY of the deceased, viz:

Lots Nos. 121, 123, 125, 127, 129, 131, 133, and 135, fronting on Washington street.

Lots Nos. 42, 44, 46, and 48 Steuben street: and Lots Nos. 45 and 47 on Morgan street.

Together with the buildings, factories, shops, and improvements thereon erected.

Dated Jersey City, November 6th. 1869.

THOMAS W. JAMES
ISAAC I. VANDERBEEK,
Executors.

N. B.—The executors will consider any offer to dispose of the above at private sale, made before the vendue.

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BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

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New style Hot Air Engines. Send for Circular.

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WITH BRAZED SAFETY BURNER,

Which will not take ***fire*** or ***explode,*** and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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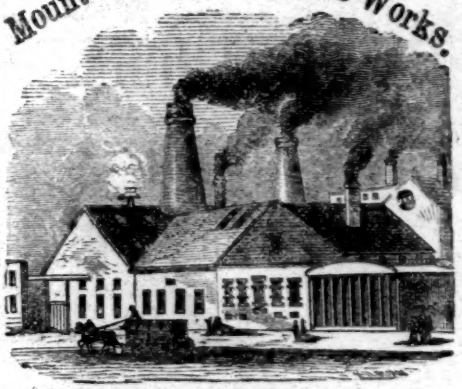
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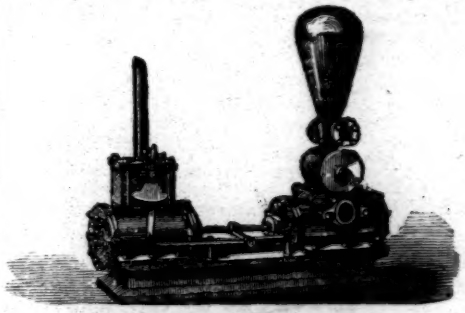


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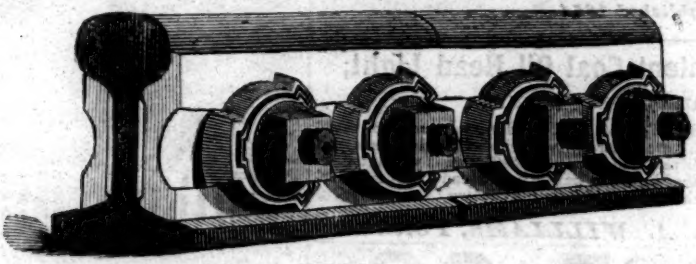


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